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Meeting: Executive
Date: Thursday 14th September, 2023
Time: 10.00 am
Venue: Council Chamber, Corby Cube, George Street, Corby, NN17 1QG

To members of the Executive

Councillors Jason Smithers (Chair), Helen Howell (Vice-Chair), Matt Binley, David Brackenbury, Lloyd Bunday, Scott Edwards, Helen Harrison, David Howes, Harriet Pentland and Mark Rowley

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Adele Wylie, Monitoring Officer
North Northamptonshire Council



Proper Officer
Wednesday 6th September 2023

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Member Agenda Statements	Other Members may make statements at meetings in relation to reports on the agenda. A request to address the committee must be received 2 clear working days prior to the meeting. The Member has a maximum of 3 minutes to address the committee. A period of 30 minutes (Chair's Discretion) is allocated for Member Statements.	5.00pm Monday 11 th September 2023

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Minutes of a meeting of the Executive

At 10.00 am on Thursday 3rd August, 2023 in the Council Chamber, Corby Cube, George Street, Corby, NN17 1QG

Present:-

Members

Councillor Jason Smithers (Leader of the Council) (Chair)	Councillor Helen Howell (Deputy Leader of the Council)
Councillor Matt Binley	Councillor Helen Harrison
Councillor David Brackenbury	Councillor Harriet Pentland
Councillor Lloyd Bunday	Councillor Mark Rowley
Councillor Scott Edwards	

Also in attendance – Councillors Anne Lee, Lyn Buckingham, Keli Watts, John McGhee, Peter McEwan, Anup Pandey, Wendy Brackenbury, Jim Hakewill and Dorothy Maxwell

470 Apologies for absence

Apologies for absence were received on behalf of Cllr David Howes and Interim Director of Public Health, Susan Hamilton.

471 Members' Declarations of Interest

A pecuniary interest was declared by Cllr Lloyd Bunday in relation to agenda item 4 – The Future of Kettering Leisure Village. Cllr Bunday left the meeting for the duration of the debate and voting on this item.

A personal interest was declared by Cllr Jim Hakewill prior to speaking in relation to agenda item 4.

472 Notifications of requests to address the meeting

The Chair, Councillor Jason Smithers reported that there were requests to address the meeting as set out below:

Agenda Item	Speakers
Item 4 - The Future of Kettering Leisure Village	Cllrs Dorothy Maxwell, Jim Hakewill, Anne Lee, Lyn Buckingham, William Colquhoun, John McGhee, Anup Pandey

Cllr William Colquhoun did not attend the meeting and consequently did not speak in relation to agenda item 4.

473 The Future of Kettering Leisure Village

(Cllr Lloyd Bunday left the meeting prior to consideration and voting on this item)

The Chair, Cllr Jason Smithers invited Cllr Jim Hakewill to address the meeting. Cllr Hakewill offered thanks to Phoenix Leisure and Compass for recognising that the local community held Kettering Leisure Village (KLV) at its heart and noted that the centre remained open as a result of their efforts. Cllr Hakewill also thanked the petitioner who raised 15,000 signatures in support of KLV remaining open following news that it was set to close. Cllr Hakewill made reference to corporate memory and requested that the public KLV support group be invited to be involved in the process of developing the proposed business case for the future of KLV. Cllr Hakewill also requested scrutiny of the production of the business case.

Cllr Anne Lee was then invited to address the meeting. Cllr Lee raised a variety of queries as set out below:

- Contract management to ensure Phoenix Leisure used “reasonable endeavours” to keep KLV open.
- How objectives set as part of existing grant agreements would be monitored
- A lack of defined notice period ahead of closure of the facility
- That a clause be inserted into the agreement to allow for Northants Sport to hold its winter event at the venue.
- The outcome following the cessation of proposed two-year agreement period with Phoenix Leisure.
- A query between “best endeavours” and “reasonable endeavours”
- The lack of representation from Phoenix Leisure and its intentions for the site
- The lack of mention of the site’s gym facilities within the report.

Cllr Lyn Buckingham then spoke, recognising hard decisions to be made around KLV and raised concerns around viability of the conference centre at the site and the sustainability of the whole centre as a result. Cllr Buckingham raised a query as to the possibility of obtaining grants or modifying the existing facilities at the site to improve viability.

Cllr John McGhee addressed the Executive noting that the site was essential for the health and wellbeing of local residents. Cllr McGhee noted the opportunities for Public Health and Social Care to be involved at the site working towards the prevention agenda and thereby improving the viability of the facility. Cllr McGhee thanked all those involved in keeping KLV open to date and asked that users of the site be provided with the opportunity to have input into the discussions regarding its future.

Cllr Dorothy Maxwell was then invited to address the meeting. Cllr Maxwell spoke to query the aims for the future of the site and the cost implications for the site. Cllr Maxwell requested additional details of the costings involved in future operation of KLV.

Cllr Anup Pandey then spoke to thank all members and officers for their efforts to keep the site operational. Cllr Pandey stated his disappointment at the perceived actions of the opposition political groups in relation to the site, clarifying that no additional funding had been provided by the Council to save KLV and referenced the motion put to Full Council on 22nd June 2023.

The Chair then invited Cllr Matt Binley, Executive Member for Highways, Travel and Assets to introduce the report. Cllr Binley initially responded to comments made by speakers as follows:

Cllr Binley thanked Cllr Hakewill for his comments and noted that scrutiny of the process was required, which was why the administration had added such an amendment to the motion approved at Full Council, with scrutiny requirements detailed within the report before members.

In relation to comments from Cllr Lee, Cllr Binley clarified the legal position regarding the amendment within the provisions of the lease from “best endeavours” to “reasonable endeavours”. Cllr Binley referenced the notice period for closure of KLV, and that the report detailed the potential legal recourse should any closure fall outside a notice period. The report also provided details as to the outcome after the two-year obligation on Phoenix Leisure to use best endeavours to stay open, noting that the proposed business case would identify this. Cllr Binley stated that the gym element was referenced throughout the report, but the Council had no authority regarding its ongoing operation through Phoenix Leisure.

In regard to Cllr Buckingham’s comments, Cllr Binley referenced the ongoing sustainability of the site, noting the requirement for a robust business case for the site. Cllr Binley stated that the involvement of Public Health at KLV was crucial and thanked Cllr McGhee for his comments and thanks.

Cllr Binley noted costings would form part of the proposed business case, although commercially sensitive figures could not be included in the public domain. Cllr Binley also confirmed that no new grant funding had been provided by the Council to enable KLV to remain open.

The Chair then asked the Council’s Monitoring Officer to provide additional clarification around the terms “best endeavours” and “reasonable endeavours”, the interpretation of the courts regarding both terms and relevant case law for each.

Cllr Binley then introduced the report the purpose of which, following the motion approved by Full Council on 22nd June, was to set out the considerations required to develop a business case and options appraisal for the longer-term operation of the Kettering Leisure Village site as well as detailing the current position for KLV, the lease arrangements in place and the outcome of recent negotiations with the leaseholders towards securing an interim solution to support the site to remain open.

Cllr Binley noted that on 27th April 2023, the Council had been informed by Compass Contracts Services UK Limited of their intention to close KLV on 3rd July 2023. It was heard that the Council valued KLV as one of the area’s premier leisure venues and was committed to the development of a business case to support its ongoing delivery of physical activity, theatre and health services. The business case should consider the immediate and long-term impact of the Council operating KLV in full or in part, with many factors for consideration as part of wider leisure strategic framework. The Council was not in a position of direct control to take on the long-term management of KLV, with the site being in control of the Council’s tenant, Phoenix Leisure.

Significant annual grants provided by the Council towards the provision of services at KLV were detailed to the meeting, with objectives of these grants highlighted.

It was heard that the proposed business case would take approximately three months to develop and review, covering a number of key elements as detailed within the report.

The meeting noted that since the Council had received notice of the intention to close KLV, members of the Executive and Council officers had worked hard to broker a temporary solution that would see Compass surrender its sub-lease to Phoenix Leisure at the end of August 2023, with the latter then operating the site for a two-year temporary obligation period using “reasonable endeavours” to keep the facilities open. Despite this obligation being in place it was noted that Phoenix Leisure could choose to close the centre should it be unviable to continue operation.

The meeting noted that while the proposed solution did not permanently secure the future of KLV or prevent its closure, it had prevented the closure that was due to take place on 3rd July and provided time for Phoenix Leisure to consider other operators it may wish to work with.

The proposed business case would be submitted to a future meeting of the Executive once it had been developed and reviewed by the appropriate scrutiny function, with financial and resource implications highlighted and to be met by existing budgets.

Cllr Helen Harrison spoke to acknowledge that production of a business case for the site was a step forward and noted that Public Health would be engaged in that process.

Cllr David Brackenbury also welcomed the proposed business case and noted that although a permanent solution had yet to be identified, a clearer path for future operations would be revealed once options had been appraised.

Cllr Helen Howell noted the opportunity to engage as part of the Active Communities Strategic Framework and that the proposed business case would involve Public Health and link the facility with wider public services required.

Cllr Scott Edwards supported the production of a business case to allow KLV to continue to support local organisations and the prevention strategy. Cllr Edwards thanked the staff at KLV for their efforts amidst much uncertainty over the future of the site.

Cllr Mark Rowley fully supported the production of the business case for the future of KLV and welcomed the opportunity for it to go to scrutiny before returning to Executive.

The Chair concluded debate by thanking all those involved, including the KLV support group and KLV staff for their tireless efforts to date. The Chair noted that the inclusion of scrutiny as part of the business case production process would assist in achieving best value and the most positive outcome for both the Council and the facility.

RESOLVED

That the Executive:

- i) Noted the motion approved by Council on 22nd June 2023;
- ii) Agreed to receive a comprehensive business case, including associated options appraisal and details of any agreement between North Northamptonshire Council and Phoenix Leisure Management as set out in Paragraph 5.13;
- iii) Endorsed the agreement in principle to agree revisions to the provisions of the lease to support the site to remain open

Reasons for Recommendations: The recommendations, if agreed, will allow Officers and the Executive time to fully consider the implications of the Council stepping in to operate part or all of the site, alongside a range of other options for future operation and management of the site.

Alternative Options Considered at this stage:

- Do nothing and let the site close as the Council does not have direct control of it;
- Pursue the various litigation options available to the Council to enforce the terms of the lease.

Both options would not have prevented the site from closing on 3rd July 2023, which would have been of detriment to users of the site, the staff employed there and to the wider community. In addition, re-opening and mobilising an already closed leisure facility would present a range of additional challenges which may be avoided if the recommendations set out above are approved.

The other option was for the Council to directly fund the operator, CCS. However, doing so would likely breach Subsidy Control restrictions and is unlikely to satisfy value for money and other fiduciary responsibilities for the Council, not least that it would place further pressure on the Council's Medium Term Financial Plan.

Chair

Date

The meeting closed at 10.48 am

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Minutes of a meeting of the Executive

At 10.00 am on Thursday 17th August, 2023 in the Council Chamber, Corby Cube, George Street, Corby, NN17 1QG

Present:-

Members

Councillor Jason Smithers (Leader of the Council) (Chair)

Councillor Lloyd Bunday

Councillor Scott Edwards

Councillor Helen Harrison

Councillor David Howes

Councillor Harriet Pentland

Councillor Mark Rowley

Also in attendance – Councillors Anne Lee, Leanne Buckingham, Lynne Buckingham and Dorothy Maxwell

474 Apologies for absence

Apologies for absence were received on behalf of Cllrs Matt Binley, David Brackenbury and Helen Howell. Apologies were also received from the Interim Director of Public Health, Susan Hamilton and the Executive Director of Adults, Health Partnerships and Housing, David Watts.

475 Minutes of the Meeting Held on 12th July 2023

RESOLVED that the Executive agreed the minutes of the meeting held on 12th July 2023 as a true and accurate record of the meeting.

476 Members' Declarations of Interest

No declarations were received.

477 Notifications of requests to address the meeting

The Chair, Councillor Jason Smithers reported that there were requests to address the meeting as set out below:

Agenda Item	Speakers
Item 6 - Education Case Management System Procurement and Implementation Business Case	Cllrs Dorothy Maxwell and Lyn Buckingham
Item 7 – Re-procurement of the NHS Health Checks Programme for NNC	Cllrs Dorothy Maxwell and Anne Lee

Item 8 - North Northamptonshire's SEND and Inclusion Strategy 2023 – 2026 and Co-Production Charter	Cllrs Dorothy Maxwell and Leanne Buckingham
Item 9 – Northamptonshire Youth Justice Plan 2023-24	Cllrs Dorothy Maxwell and Leanne Buckingham
Item 10 – Section 106 Funding Uplift to the Schools Minor Works Budget	Cllr Dorothy Maxwell
Item 13 – Framework Agreement for Assistive Technology Equipment	Cllrs Dorothy Maxwell and Lyn Buckingham
Item 14 - Local Authority Housing Fund – Round 2 Funding	Cllrs Dorothy Maxwell, Lyn Buckingham and William Colquhoun
Item 15 - Designating Care Experience as a Protected Characteristic	Cllrs Dorothy Maxwell and Leanne Buckingham
Item 16 - Capital Outturn 2023/24 as at Period 3	Cllrs Anne Lee and Lyn Buckingham
Item 17 - Capital Programme Update - 2023/24	Cllr Lyn Buckingham
Item 18 - Budget Forecast Update 2023-24 - Period 3	Cllr Dorothy Maxwell

Cllr William Colquhoun did not attend the meeting and consequently did not speak on Agenda Item 14.

Cllr Dorothy Maxwell arrived at the meeting after consideration of Agenda Item 6. Cllr Maxwell also opted not to speak in relation to Agenda Items 7, 9, 13 and 18.

478 Performance Indicator Report 2023/24 (Period 3 - June 2023)

The Chair invited the Executive Member for Finance and Transformation, Cllr Lloyd Bunday to introduce a report that sought to provide an update on the performance of the Council across a range of services as measured by performance indicators (PIs), as well as setting out the progress that was being made in the development of the Council's performance monitoring arrangements.

Cllr Bunday reported that the Period 3 report indicated 36 indicators on or exceeding their target, with three inside tolerance levels, 16 performing below target levels and two having insufficient data to allow reporting. Of the PIs reported for the period, 43 had shown improvement, with 24 deteriorating since the previous reporting period.

Cllr Bunday referenced positive performances in relation to:

- The percentage of Council invoices paid within 30 days;
- The increasing number of local contractors and suppliers used by the Council to provide services;

- Business Rates and Council Tax collection rates remaining higher than forecast and for the same period in the previous financial year;
- A reduction in data breaches;
- 53,403 people helped by Customer Services during the period

Following changes agreed at the March Executive meeting, Human Resources and Workforce Data PIs were now presented quarterly to the Executive. Work relating to vacancy data had now been completed and total agency spend was also included.

Cllr Harriet Pentland spoke to welcome a number of PIs relating to sustainability and the environment being included, which would aid the Council in highlighting areas for improvement on its journey towards carbon neutrality.

RESOLVED

That the Executive noted the performance of the Council as measured by the available indicators at Period 3 (June) 2023/24 as set out in the appendices to this report.

Reason for Recommendations – to better understand the Council’s performance as measured by Key Performance Indicators as at Period 3 (June) 2023/24.

Alternative Options Considered: Reporting performance data on a less frequent basis is an option but monthly reporting is considered useful at this stage of the Council’s existence, reporting alongside budget information.

479 Education Case Management System Procurement and Implementation Business Case

The Chair invited Cllr Lyn Buckingham to address the meeting. Cllr Buckingham queried whether the procurement of an Education Case Management System could not have been included as part of the Children Social Care Case Management System approved for procurement in November 2022.

The Chair thanked Cllr Buckingham for her comments before inviting Cllr Scott Edwards, Executive Member for Childrens, Families, Education and Skills to introduce a report that provided the options available and sought approval to procure and implement a new Education Case Management System. Approval of the use of Transformation Reserves to fund one-off costs associated with the system would need approval by Full Council following recommendation by Executive.

Cllr Edwards noted that procurement alongside the case management system referred to by Cllr Buckingham would not have been possible, as both systems had differing requirements, although an examination of that option had been undertaken.

It was reported that the current system had been in place for a number of years, with the existing contract ending on 31st March 2024. It was therefore appropriate for the Education service to investigate the market to procure and implement a new system using an existing framework as the procurement route. The proposed contract duration was for up to seven years, allowing for the consideration of alternative options to be in place after four years, if required. The cost of the contract was

estimated as being £1.82m over seven years, with a total one-off cost of £1.362m to be met through the Transformation Reserves, if approved by Full Council.

It was heard that the system was essential to allow the Council to deliver effective and efficient education services, providing the opportunity to refine processes and efficiencies as well as reduce corporate complaints and public contacts as well as offering improved financial controls.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved the commencement of the procurement process to purchase and implement an ECMS for NNC
- b) Recommended to Full Council:
 - The approval of the use of the Transformation Reserve to fund the one-off implementation costs of £1.362m.
 - The approval of the inclusion of the ongoing annual revenue costs (£131k in 24/25 and £142.5k in 25/26) for the new Education Case Management System to be included in the Medium-Term Financial Plan (MTFP).
- c) Delegated authority to the Executive Member for Children, Families, Education and Skills, in consultation with the Executive Director of Children's Services, to take any further decisions and/or actions required to conclude this procurement, implement the system and deliver this project, including but not limited to awarding and entering into a contract for an ECMS.

Reasons for Recommendations –

- Expiry of the incumbent contracts – the current system contracts expire in April 2024.
- NNC will gain significant benefits from an ECMS. Levels of service to Children, Young People, parents and carers will be improved, and process efficiencies implemented.

Alternative Options Considered –

- Do nothing.
- Apply for a variation with the current supplier, subject to this option being available under the current contract and such modification satisfying the Public Contracts Regulations 2015.
- Reprocure the current system through a direct award
- Build a bespoke system for the Education Service

All of the alternative options shown above have been discounted as they do not provide an effective solution, for reasons set out in section 5 of this report.

480 Re-procurement of the NHS Health Checks Programme for North Northamptonshire Council

The Chair invited Cllr Anne Lee to address the Executive. Cllr Lee noted that disaggregation of the NHS Health Checks Programme was a positive move and sought clarification regarding the details of existing community providers of health checks. Cllr Lee also requested that figures for health check uptakes be provided to the Health Scrutiny Committee going forward.

The Chair then invited Cllr Helen Harrison, Executive Member for Adults, Health and Wellbeing to introduce a report that sought to provide options for the future provision of the statutory NHS Health Check programme, as well as seeking delegated authority to reprocure the programme for the residents of North Northamptonshire for a period of one year from April 2024, with options to extend for two further years.

Cllr Harrison noted that details of community health check providers could be provided outside of the meeting and that performance indicators relating to health checks could be presented to both the Executive and Health Scrutiny Committee moving forward.

The meeting heard that the Council had a statutory duty to provide the NHS Health Check assessments to eligible individuals with an aim to improve health and wellbeing for residents, prevent heart disease and the escalation of health needs. It was noted that earlier identification and treatment would help prevent the onset of disease and help people live well for longer. The programme also raised awareness of dementia across the population and within high risk and vulnerable groups.

The current commission was for both North and West Northamptonshire and was due to end on 31st March 2024 with no option to extend. Following a review of the service, a number of options had been considered, with the option proposed seeking procurement of a service for North Northamptonshire only, in line with disaggregation principles. The new service would be for a contract duration of one year (annual value £350,000), with the ability to extend in increments to a maximum of three years enabling the contract to align with the national digital offer once online and maximising health check coverage.

The Chair noted the importance of the report before members in improving the health and wellbeing of North Northamptonshire residents and offered his support in regard to its aims.

Cllr Harriet Pentland stated that health checks were vital in terms of prevention to ensure residents were able to lead long and healthy lives.

RESOLVED

KEY DECISION

That the Executive delegated authority to the Executive Member for Adults, Health and Wellbeing in consultation with the Director of Public Health & Wellbeing to:

- i. Reprocurer the NHS Health Checks programme for the residents of North Northamptonshire.
- ii. Award a 3-year contract (comprising of an initial term of 1 year, with options to extend in increments of twelve months).

Reasons for Recommendations:

- The proposed option accords with the Local Authority's responsibility under the Health and Social Care Act 2012 to provide the Health Check Assessment to eligible individuals in a local authority's area.
- The proposed option delivers on a 'Key Area' NNC's Transformation Strategy to 'review, design and deliver splitting of West/North hosted/shared services' by North and West Northamptonshire procuring NHS Health Checks separately for their respective residents.
- The recommendation maintains consistency with previous decisions to re-procure the NHS Health Check programme.
- The recommended action is cost-effective, while maximising benefit to eligible patients in the North Northamptonshire area.

Alternative Options Considered:

- The option to not re-procure the NHS Health Checks programme was considered but rejected on the grounds that it would have a negative impact on the health and wellbeing of the residents of North Northamptonshire and the Council would not be fulfilling its legal obligations.
- The option to re-commission the NHS Health Checks programme jointly with West Northamptonshire Council was considered but rejected on the grounds that the proposal would not align with North Northamptonshire Council's Transformation Strategy.

481 North Northamptonshire's SEND and Inclusion Strategy 2023-26 and Co Production Charter

The Chair invited Cllr Dorothy Maxwell to speak to the Executive. Cllr Maxwell queried whether there were sufficient placements for children with special educational needs for 2023/24, the number of children assessed during 2023 and whether there was a backlog of these assessments. Cllr Maxwell also made reference to speech and language specialists, educational psychologists and training for staff.

The Chair thanked Cllr Maxwell for her contribution before inviting Cllr Leanne Buckingham to address the Executive. Cllr Buckingham stated her support for the report, noting that the need for a comprehensive SEND and inclusion strategy had never been more important and referenced the importance of Family Hubs going forward. Cllr Buckingham also stated that educational awareness of the needs of people with SEND considerations was of paramount importance.

The Chair then invited Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to introduce a report that sought to introduce the North Northamptonshire Special Educational Needs and/or Disabilities (SEND) and Inclusion Strategy 2023-26 and Co-Production Charter. The strategy provided the framework for how the Council and the local partnership would deliver its statutory duties in relation to education, health and care for children with SEND requirements. The strategy also included the NNC Co-production Charter, a commitment for how the local partners will work together in line with statutory requirements.

Cllr Edwards noted that to assist in the development of the strategy and charter a working group had been introduced in February 2022 to consider best practice and future vision. The proposed principles arising from this activity had been identified as:

- Co-production at the heart of strategic and operational practices
- Making SEND everyone's business
- Making good practice common practice
- Identifying and meeting the right needs at the right time

Cllr Edwards noted that early intervention was key, with the Family Hub programme identified by Cllr Buckingham going some way to providing that support.

It was heard that a series of multi-agency/parent/carer SEND Improvement Workshops had taken place whereby families had been invited to share their experiences of existing services, with key priorities identified as a result. Communication with all partner organisations required improvement, and the culture surrounding SEND needed to better reflect a culture of collectively championing and improving outcomes to provide confidence in the local system.

Cllr Edwards noted positive existing practice in relation to SEND, but it was understood that local variation needed to be reduced in order to best meet local needs, with the workforce having the skills to deliver requirements. Cllr Edwards thanked all those who had played a role in preparatory work that had allowed implementation plans to commence.

RESOLVED

KEY DECISION

That the Executive approved the co-produced SEND and Inclusion Strategy 2023-26 as well as the Co-production Charter.

Reasons for Recommendations:

- To support the Council and its partners to improve outcomes for children and young people with SEND.
- To support the Council through the delivery of both the SEND and Inclusion Strategy and the Co-production Charter in delivering its Equality Duties and meeting the requirements of SEND law and guidance.
- To ensure an effective and consistent offer of support to children with SEND and their families across North Northamptonshire.

Alternative Option Considered: The alternative option would be to not have a SEND and Inclusion Strategy in place. However, this would not be a recommended approach as the Strategy clearly outlines what the priorities are for North Northamptonshire in delivering a better, brighter future for children and young people with Special Educational Needs an/or Disabilities.

482 Northamptonshire Youth Justice Plan 2023-24

The Chair invited Cllr Leanne Buckingham to address the meeting. Cllr Buckingham stated that the Youth Justice Plan may not have a far enough reach in regard to adopting a holistic approach to offending, with the provision of positive activities for young people required, noting the difficulty in accessing existing facilities and clubs, including resource needs. There was a need to navigate youngsters away from risky behaviours towards positive activities. It was suggested that pupil premium for those eligible to receive it should be fully utilised, with every facet of life targeted towards positivity and individualised.

The Chair thanked Cllr Buckingham for her comments before inviting Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to introduce the annual Youth Justice Plan, a statutory document providing specified information regarding the local provision of youth justice services. The iteration before members covered performance for 2022/23 and provided details relating to service budgets, operational and strategic developments within the service and partnership, service structure and the Service Improvement Plan for 2023–2024.

In response to Cllr Buckingham's comments, Cllr Edwards reported that the Youth Offending Service Board were looking at early intervention measures and concurred that every child should be treated differently because of their different needs, ambitions and goals. Cllr Edwards made reference to the pupil premium and stated that work was ongoing to ensure this was being spent in the best possible manner across North Northamptonshire's schools.

The meeting heard that Youth Offending Teams were statutory partnerships with the aim of preventing youth offending. Areas identified as priorities were detailed as follows:

- Early help and prevention
- Recognising and responding to child exploitation and serious youth crime
- Tackling disproportion in the criminal justice system

The meeting noted the complex nature of the youth offending system budget structure, with a number of funding streams. The indicative grant for the service for 2023/24 was £737,177 based on the 2022/23 allocation with a 4.5% uplift subject to confirmation by the Youth Justice Board via the Ministry of Justice.

The report provided performance statistics and performance indicators and case studies in relation to youth offending. The report separated those with special educational needs requirements as well as mental health care and emotional wellbeing requirements.

Cllr Edwards noted that there had been an increase in drugs-related offences, robberies, violent crimes and knife crime, with an increase in 10–14 year-olds entering the criminal justice system also recorded. A consistent reduction in first-time entrants was reported, alongside a reduction in custodial sentences and those on remand. Multi-agency working was helping to tackle these issues, but there remained significant work to be done.

The service development plan would look at a targeted approach to various groups to assist in reducing numbers across all categories, with early intervention key in this regard.

RESOLVED

KEY DECISION

That the Executive:

- a) Noted the content of the Youth Justice Plan 2023/24.
- b) Noted Northamptonshire's Youth Offending Service priorities for 2023/24 as set out in the plan.

Reasons for Recommendations:

- To accord with the constitution of the Council where the Youth Justice Plan forms part of the Policy Framework that is decided by Full Council.
- To provide strategic direction to the Youth Offending Service that is delivered by Northamptonshire Children's Trust.

Alternative Options Considered: As well as being a requirement of statute, the Youth Justice Plan forms part of the Council's Policy Framework and approval by the Council is therefore required.

483 Section 106 Funding Uplift to the Schools Minor Works Budget

The Chair invited Cllr Dorothy Maxwell to address the Executive. Cllr Maxwell spoke to query whether the Council had the opportunity to decide where Section 106 development funding was directed or whether it was allocated to specific schools.

The Chair thanked Cllr Maxwell for her contribution before inviting Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to present a report that sought approval to uplift the Schools Minor Works Budget by £807,999 from Section 106 development funding as well as providing details of how this funding would be used.

Cllr Edwards highlighted how the additional funding would be utilised across a total of six schemes that would fund extensions, additional school places and education facilities at sites across North Northamptonshire.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved the proposal to uplift of the school's minor works budget in 2023/24 by £807,999 from S106 development funding.
- b) Delegated authority to the Executive Member for Children, Families and Education in consultation with the Executive Director of Children's Services, and the Executive Director of Finance and Performance, to authorise all necessary financial arrangements to ensure expended use of S106 Development Funding.

Reasons for Recommendations:

- NNC has a responsibility to ensure that the S106 Development Funding is invested in a timely and efficient way to ensure it meets the S106 funding criteria and delivers the most strategic impact in the areas and the schools it is intended to support.
- Provision of appropriate management of the existing school estate and provides an opportunity to meet our statutory responsibilities to provide sufficiency of school places in NNC.

Alternative Options Considered:

The funding is nearing expiry date and needs to be expended appropriately and in a timely way, the alternative is that it would expire without being spent to the benefit of residents.

484 The Avenue Infants School Extension

The Chair invited Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to introduce a report that sought approval for a capital project to add an extension to The Avenue Infants School.

It was heard that the extension would create additional SEND teaching and ancillary space to meet increasing demand for SEND provision, including physical requirements. The £859,800 of funding required for the extension would primarily come from the SEND Grant, as well S106 Development Funding.

Cllr Helen Harrison spoke to welcome investment into the Council's SEND provision, noting several recent Executive reports on the subject showed the authority moving at pace in developing this vital provision.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved the proposed Capital Project to add an extension to The Avenue Infants School.
- b) Noted the scheme will be funded primarily by the SEND Grant, also S106 development Funding.
- c) Delegated authority to the Executive Member for Children, Families and Education in consultation with the Executive Director of Children's Services, and the Executive Director of Place and Economy, to authorise all necessary legal, property and financial agreements to ensure effective delivery of the scheme.

Reasons for Recommendations:

- To create additional SEND teaching and ancillary space to meet increasing demand for SEND provision including physical requirements.
- The Council has a statutory obligation to provide school buildings that are safe and fit for purpose and conducive to teaching and learning. If the Council cannot provide safe school buildings in its maintained provision in North Northamptonshire, then it could be subject to health and safety breaches.

Alternative Options Considered:

- Option 1 - Extending into the playground - The School has very limited outside space which is the children's only playground space and is undersized for the size of school.
- Option 2 - Extending / converting loft space - architects assessed this would be far more costly due to the complicated roof heights and level changes.
- Option 3 - Purchasing additional land - there is no available land adjacent to the school site. To the front of the school is the road, to the rear is a private access lane, on either side are residential homes.

485 Great Doddington Primary School Mobile Replacement

The Chair invited Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to introduce a report that sought approval for the capital project of a mobile unit replacement at Great Doddington Primary School.

It was heard that the £996,300 required to complete the project would come from the Basic Needs Grant Funding, with the construction programme for the proposed works anticipated to be complete by September 2024.

The Chair spoke to welcome additional investment in local schools and strongly supported the recommendations in the report.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved the proposed Capital Project to replace the double mobile classroom with permanent classrooms which will return an area of the playground back to the school.
- b) Noted the scheme will be funded by Basic Needs Grant funding.
- c) Delegated authority to the Executive Member for Children, Families and Education in consultation with Executive Director of Children's Services, and the Executive Director of Place and Economy, to authorise all necessary legal, property and financial agreements to ensure effective delivery of the scheme.

Reasons for Recommendations:

- The current double classroom mobile on site has reached the end of its design life.
- The Council has a statutory obligation to provide school buildings that are safe and fit for purpose and conducive to teaching and learning. If the Council cannot provide safe school buildings in its maintained provision in North Northants, then it could be subject to health and safety breaches.

Alternative Options Considered:

- Option 1: Replace the mobile with a similar sized building in the same location. This was dismissed as the loss of facilities during construction would present too many issues.
- Option 2: Build a new block at the front of the school. There is space and the layout works except for one aspect. To gain access you must walk externally or through another Classroom 27 which is not ideal. Inserting a Corridor through Classroom 27 makes a room deficient in the required floor area.
- Option 3: Construct a replacement at the top of the site on playground area and link back to the main building. The lost playground would be regained in the mobile location. This is the preferred option.

486 Framework Agreement for Assistive Technology Equipment

The Chair invited Cllr Lyn Buckingham to speak on this item. Cllr Buckingham welcomed the report, the disaggregation of the service from West Northamptonshire Council and the investment in Assistive Technology (AT) equipment. Cllr Buckingham queried how the ongoing sensory impairment consultation would inform the framework agreement moving forward.

The Chair thanked Cllr Buckingham for her comments before inviting Cllr Helen Harrison, Executive Member for Adults, Health and Wellbeing to present a report that sought to outline the intention to procure a new framework agreement for the supply of AT equipment from 1st April 2024, when the current service would have disaggregated. The report also sought approval to delegate authority to procure a new framework agreement for a term of four years.

Cllr Harrison noted that keeping people safe and well at home could reduce the costs of social care and that procuring a positive AT package would be an “invest to save” opportunity. With regard to the sensory impairment consultation, this was a factor that was being considered.

It was heard that AT was any product designed to enable independence for disabled and elderly people, with a wide range of products considered to be AT. The overall outcome of the service was to enable vulnerable people to maintain their independence and wellbeing in their own homes for as long as possible, thereby preventing admissions to hospital and residential care. In turn this would create efficiencies within social care, avoid premature deaths, help people to recover their health and from injury and support informal care.

The meeting noted that framework agreements allowed for the procurement of good and services from pre-approved suppliers, with agreed terms and conditions and legal protections. A tender process with specifications setting out a general statement of needs or requirements was the favoured approach, allowing for a variety of AT suppliers to be appointed to the framework, encouraging innovation and competition. Agreed prices for equipment would be defined at the beginning of the framework agreement, to apply as and when specific purchases were made.

It was proposed to increase the value limit of the framework to £3m over four years, to allow for the development of existing projects and to expand the Council’s offer. Should the recommendations be approved, the next step would be to prepare the specification, issue invitations to tender to potential suppliers and to evaluate those responses prior to setting up suppliers on the new framework agreement.

The Chair spoke to welcome the report and noted that anything the Council could do to embrace technology to keep people in their homes as long as possible was advantageous for all involved.

Cllr Harriet Pentland also spoke to welcome the report, noting the available opportunities in regard to the more complex and technological elements of the subject.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved the commencement of a procurement process to establish a framework agreement for the supply of AT equipment.
- b) Delegated authority to the Executive Member for Adults, Health & Wellbeing in consultation with the Executive Director of Adults, Health Partnerships and Housing to take any further decisions and/or actions required to procure, award and enter into a framework agreement for the supply of AT equipment.

Reason for Recommendation: The current contract for the supply of AT equipment expires on 31st March 2024. The recommended course of action enables the procurement of AT equipment so that the service can continue to purchase equipment which supports people to live more independently and reduces the need for higher cost care packages.

Alternative Options Considered:

- To request that WNC include NNC as a named contracting authority capable of accessing the proposed framework agreement being set-up by WNC.
- To not have a framework agreement for the supply of AT equipment.

Neither of those options are recommended. The first option may constrain future NNC service development and flexibility. The second option, having no framework agreement, will lead to the service not being able to provide services to the vulnerable people of North Northamptonshire.

487 Local Authority Housing Fund – Round 2 Funding

The Chair invited Cllr Dorothy Maxwell to speak. Cllr Maxwell raised concerns regarding the purchase of larger 4-bed properties for refugees given the Council's housing waiting list, noting the need to assist local residents. Cllr Maxwell also queried the match-funding element of the report.

Cllr Lyn Buckingham was then invited to address the meeting. Cllr Buckingham welcomed the report and queried whether there was any alternative to match-funding by borrowing against capital spend.

The Chair thanked Cllr Buckingham for her comments before inviting Cllr Mark Rowley, Executive Member for Housing, Communities and Levelling-up to present a report that sought approval to enter into an agreement with the Department for Levelling-Up, Housing and Communities to acquire 11 homes during 2023-2024 for those on Afghan resettlement schemes and to ease wider homelessness pressures.

The report also sought approval to accelerate the capital programme from 2024/25 and 2025/26 into 2023/24 for the homelessness prevention capital programme to enable the Council to provide the required match-funding against the government grant for the programme.

The Assistant Director for Strategic Housing, Development and Property Services noted that grant funding had to be used specifically in relation to the housing of Afghan refugees. The Council would look to examine the possibility of purchasing the properties into the Council's Housing Revenue Account after a maximum of three-years. Purchasing new properties would bring down the considerable pressure of costs associated with temporary accommodation that was currently being used to house refugees. No additional funding was being borrowed to match-fund the purchases, spend being brought forward from 2024/25 and 2025-26.

Cllr Rowley reported that the Council would receive a grant of £1.298m from central government with the Council expected to part match-fund 60% of the required capital, totalling £1.947m. The government funding equated to 40% of total capital costs. At least 11 homes would be purchased, nine for Afghan refugee resettlement and two for temporary accommodation. A number of these properties would be four-bed properties to accommodate larger family units.

It was noted that Round 1 of the funding had been for the purchase of a minimum of 26 houses for Afghan and Ukrainian refugees and it was reported that a total of 30 properties had been purchased on time and to budget.

Cllr Helen Harrison spoke in support of the purchasing of properties, stating that pressure had been building on homelessness services as a result of the use of temporary accommodation and noted the knock-on effects of this for local residents. Cllr Harrison noted that use of hotels as accommodation was not suitable for family units and there was a real opportunity for the Council to purchase housing that would ultimately become part of the Council's housing stock and would benefit local residents.

RESOLVED

KEY DECISION

That the Executive:

- a) Approved that the Council enters into an agreement with the Department for Levelling Up Housing and Communities (DLUHC) to acquire 11 homes during 2023-2024 to deliver additional housing for families in temporary accommodation and Afghan resettlement schemes.
- b) Approved the proposal to accelerate the capital programme from 2024/25 and 2025/26 into 2023/24 for the homelessness prevention capital programme, to enable North Northamptonshire Council to provide the required match funding against the central government grant for this programme.
- c) Delegated authority to the Executive Member for Housing, Communities and Levelling Up in consultation with the Executive Director for Adults,

Health Partnerships and Housing to take any decisions and actions necessary to complete the programme.

Reasons for Recommendations:

- Provide sustainable housing to those on Afghan resettlement schemes at risk of homelessness so that they can build new lives in the UK, find employment and integrate into communities.
- Reduce local housing pressures beyond those on Afghan resettlement schemes by providing better quality temporary accommodation to families owed homelessness duties by the Council.
- Reduce emergency, temporary and bridging accommodation costs.
- Reduce impacts on the existing housing and homelessness systems and those waiting for social housing.
- To increase the overall supply of affordable rented housing available in North Northamptonshire, which meets the corporate objective of enabling safe and thriving places.

Alternative Options Considered

- Do nothing – if the Council does not participate in this programme, it will not receive the funding allocation and the challenge of finding onward settled accommodation for refugees will remain. This challenge is already putting pressure on stretched homelessness services. Those refugees who present as homeless are still owed a statutory homelessness duty by the Council and need to be placed in costly nightly paid temporary accommodation and then progressed through Keyways on to the housing register.
- Commit to delivering a smaller number of homes – whilst this may be easier to achieve, the government grant allocation will reduce proportionately and less homes will be acquired into our temporary accommodation stock. Ultimately fewer additional homes will be available to the Council to use as affordable housing for our residents in the longer term.

488 Designating Care Experience as a Protected Characteristic

The Chair invited Cllr Dorothy Maxwell to address the Executive. Cllr Maxwell spoke to query the involvement of the probation service with those in care.

The Chair then invited Cllr Leanne Buckingham to speak on the report. Cllr Buckingham spoke to offer her support for the report, noting the need to acknowledge the challenges faced by those in care to help achieve an equitable society allowing everyone to thrive. Cllr Buckingham requested the Executive lobby central government to ensure that recognition of the care experience as a designated

characteristic was reflected nationally and that all protected characteristics be considered as part of the provision of Council services and recruitment.

The Chair then invited Cllr Scott Edwards, Executive Member for Children, Families, Education and Skills to introduce a report that sought approval for 'care experience' to be treated as if it were a Protected Characteristic under the Equalities Act 2010 so that decisions on future Council services and policies assessed and considered the impact on people with such experience.

In response to the speaker's comments, Cllr Edwards noted that the probation service had no real involvement in this area and that the Council would lobby central government to put care experience on the same legal footing as the other protected characteristics detailed in the Equalities Act.

Cllr Edwards noted that approval of the recommendations would strengthen the Council's corporate parenting duty to protect and support those in care, with current statistics identifying significant levels of discrimination and disadvantage faced by care experienced people.

The Chair spoke to support the recommendations and offered his thanks to the Executive Director of Children's Services for bringing the report to the Executive.

Cllrs Pentland and Harrison also spoke to welcome the recommendations, noting the proactive approach of the Council in relation to the subject.

RESOLVED

That the Executive:

- i) Agreed that 'care experience' will be treated as if it were a Protected Characteristic under the Equalities Act 2010 so that decisions on future services and policies made and adopted by the council are assessed and consider the impact on people with care experience.
- ii) Approved the amendment of North Northamptonshire Council's Equality, Diversity and Inclusion Policy, and its Equality Strategy 2021- 2025 to reflect 'care experience' being treated as if it were a protected characteristic.

Reasons for Recommendations – The rationale behind this recommendation is that it will help to further embed ways of working within the local authority that specifically take the needs of people with care experience into account. In doing so the Council will be strengthening its role as a corporate parent.

Alternative Options Considered - the alternative option would be not to adopt care experience as a protected characteristic. This is not recommended as it will not further the needs of people with care experience or address the underlying stigma and discrimination that they can face in society.

489 Capital Outturn 2023/24 as at Period 3

The Chair invited Cllr Anne Lee to speak to the meeting. Cllr Lee sought clarity regarding the position of two capital programme housing developments at Cannock Road in Corby and the former Grange Methodist Church in Kettering and queried the £16m Housing Revenue Account (HRA) underspend.

The Chair then invited Cllr Lyn Buckingham to address the Executive. Cllr Buckingham raised concerns regarding the slippage of projects and queried how the process could be made more efficient to ensure such projects came to fruition.

The Chair thanked both speakers for their contributions before inviting the Executive Member for Finance and Transformation, Cllr Lloyd Bunday to introduce a report that set out the provisional capital outturn position for 2023/24 as at Period 3, including requests to rephase scheme expenditure profiles. The report also detailed the latest capital budgets for the General Fund and the Housing Revenue Account (HRA) Capital Programme, including new schemes that had been approved since 1st April 2023.

In response to the queries raised by speakers, Cllr Bunday noted that there had been significant slippage to some developments, with reviews of the ongoing suitability and affordability of sites concerned the main cause, as well as requirements to bring all aspects into line with one-to-one capital receipts.

Cllr Bunday reported that of the outturn for the 2023/24 General Fund Capital Programme showed a revised capital budget of £78m including slippage and in-year approved programmes, with spend being £61.2m, representing an underspend of £16.8m against the revised budget. A number of delivered or in-progress projects were highlighted to the meeting, with details of the projects related to the underspend noted as being those associated with the Corby Town Fund, streetlighting upgrades and a number of school-related upgrades.

It was noted that as part of the completion of Period 3 monitoring and the finalisation of the draft position for 2022/23, the carry-forward balances required amendment, largely to accommodate the Refugee Phase 2 Resettlement Programme into the capital programme for 2023/24.

The outturn for the HRA Capital Programme showed a revised budget for 2023/24 of £23.4m, including slippage from 2022/23. The outturn showed a spend of £6.9m, representing an underspend of £16.3m compared to budget.

Cllr Mark Rowley spoke to provide Cllr Lee with an update regarding the positions of developments at Cannock Road and the former Grange Methodist Church.

RESOLVED

That the Executive:

- a. Noted the draft forecast capital outturn position as at period 3 for the General Fund Capital Programme and Housing Revenue Account (HRA) Capital Programme for 2023/24.

- b. Noted the new schemes that have been approved since 1st April 2023.
- c. Approved the amendments to capital carry forwards from 2022/23 into 2023/24 for the General Fund as detailed in table 2 below.

Reason for Recommendations: This is in line with the Council's constitution and financial regulations in relation to governance.

Alternative Options Considered: This report is on the forecasted out-turn and therefore alternative options are not proposed.

490 Capital Programme Update - 2023/24

The Chair invited Cllr Lloyd Bunday, Executive Member for Finance and Transformation to introduce a report that requested approval for capital schemes that had come forward for inclusion in the Council's Capital Programme. Approval of the funding would allow the schemes to move forward to procurement and delivery.

Ten schemes were highlighted as per the report and recommendation below. In addition, the Executive recommended to Council the approval of a funding virement of £2m for match funding in respect of the Phase 2 Refugee Resettlement Scheme.

The Chair welcomed the investment in local communities as evidenced by the capital schemes set out below. Cllrs Edwards and Pentland also spoke to welcome the investment in schools, green spaces and library provision.

RESOLVED

KEY DECISION

That the Executive:

- i) Approved the following changes into the capital programme:
 - a. The Avenue Infants School SEND Provision – budget approval for £860k, £727k in 2023/24 and £133k in 2024/25 which is to be funded £838k from SEND Capital Grant and £22k from S106 contributions.
 - b. Great Doddington Primary School mobile replacement – budget approval for £997k, £897k in 2023/24 and £100k in 2024/25 which is to be funded from Basic Needs Capital Grant.
 - c. Weavers Academy bulge places - budget approval for £412k, £367k in 2023/24 and £45k in 2024/25 which is to be funded from Basic Needs Capital Grant.
 - d. Schools Minor Works budget uplift - budget approval for £808k in 2023/24 which is to be funded from S106 contributions.

- e. Devolved Formula Capital (DFC) grants passported to Maintained Schools – budget approval for £262k in 2023/24, to be funded by the DFC grant.
 - f. Spinney Road, Weldon Play Area – budget approval of £35k in 2023/24 which is to be funded from S106 Contributions.
 - g. Desborough Green Space – budget approval of £20k in 2023/24 to be funded by S106 contributions.
 - h. Well Lane Recreation Ground, Rothwell – budget approval of £12k in 2023/24 which is to be funded from S106 contributions.
 - i. Higham Ferrers Library Provision – budget approval of £23k in 2023/24 which is to be funded from S106 contributions.
 - j. Phase 2 Refugee Resettlement Scheme – approve a budget of £3.298m for phase 2 of the Refugee Resettlement Scheme funded through £1.298m from the Local Authority Housing Grant and a virement of £2m from the Housing and Homelessness prevention capital programme to the Resettlement capital programme to meet the match funding requirement for the grant.
- ii) Recommend to Council to approve a funding virement of £2m for match funding in respect of the Phase 2 Refugee Resettlement Scheme as set out in the report. This is in accordance with the Council's Constitution as the virement request exceeds £0.5m.

Reasons for Recommendations: These are set out in greater detail within section 5 of the report, but can be summarised as:

- To support the statutory delivery of school places and SEND school places across North Northamptonshire.
- To meet corporate plan objectives, for instance in leading in improving the local environment

Alternative Options Considered:

- The funding for the schemes in this report are in accordance with the requirements of the grant or S106 agreements, so there are no alternative options proposed in this report.
- Where individual schemes are over £500k, separate reports are included elsewhere on this agenda which set out the wider options that were considered before reaching the proposals put forward.

491 Budget Forecast Update 2023-24 - Period 3

The Chair invited Cllr Lloyd Bunday, Executive Member for Finance and Transformation to introduce a report that set out the forecast outturn position for the

Council based on the Period 3 monitoring forecasts for the General Fund, Housing Revenue Account (HRA) and the Dedicated Schools Grant.

The meeting heard that the overall forecast for the General Fund, as at Period 3, was a forecast overspend of £7.847m based on the emerging data for 2023/24. It was reported that the net budget had increased by £482k from £336.590m in Period 2 to £337.072m in Period 3, reflecting the use of the Climate Change reserve as approved by the Executive at its July meeting.

The main budgetary pressure remained that of the Children's Trust where the forecast overspend was £22.186m. The cost to the Council of this overspend was £9.797m, with the meeting noting that this pressure would pose a significant financial risk to the Council should it not be mitigated.

Cllr Bunday made reference to directorate budgets, including those of Place and Economy as well as Enabling and Support Services. The meeting heard that the Council's corporate contingency budget was likely to be used in full during the financial year to offset the staff pay award that would be higher than budgeted.

The Council's overall outturn forecast for the Housing Revenue Account was an overspend of £24,000. It was also reported that the Dedicated Schools Grant was currently forecast to be delivered on budget.

RESOLVED

KEY DECISION

That the Executive:

- a) Noted the Council's forecast outturn position for 2023/24 as summarised in Section 4, alongside the further analysis, risks and other considerations as set out in Section 5 to Section 7 of the report.
- b) Noted the assessment of the current deliverability of the 2023/24 savings proposals in **Appendix A**.
- c) Approved an increase in the gross budget of £984k to support the delivery of the government's wider commitment to level up all parts of the UK to be funded from the UK Shared Prosperity Fund (UKSPF) grant of £984k as set out in paragraph 5.69.
- d) Approved an increase in the gross budget of £1.919m to provide additional support to adult social care, to be funded from the Market Sustainability and Improvement Fund as set out in paragraph 5.70.

Reason for Recommendations – to note the forecast financial position for 2023/24 as at Period 3 and consider the impact on this year and future years budgets.

Alternative Options Considered: The report focuses on the forecast revenue outturn against budget for 2023/24 and makes recommendations for the Executive to note the current budgetary position as such there are no specific choices within the report.

Chair

Date

The meeting closed at 11.33 am

EXECUTIVE 14th September 2023

Report Title	Performance Indicator Report 2023/24 (Period 4 – July 2023)
Report Author	Tom Barden, Head of Performance, Intelligence and Partnerships Tom.Barden@northnorthants.gov.uk
Lead Member	Cllr Lloyd Bunday, Executive Member for Finance and Transformation

Key Decision	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Detailed Performance Indicator Report Period 4 2023/24 (July 2023)

1. Purpose of Report

- 1.1. To provide an update on the Council's performance across a range of indicators as measured by the Council's suite of Key Performance Indicators for period 4 (July) 2023-24.

2. Executive Summary

- 2.1. This report provides an assessment of the Council's performance in respect of the Key Performance Indicators for 2023/24 as at period 4.
- 2.2. A detailed assessment of the performance of services as measured by key performance indicators for period 4 has been included as **Appendix A**.

3. Recommendations

- 3.1. It is recommended that the Executive:
 - a) Note the performance of the Council as measured by the available indicators at Period 4 (July) 2023/24, set out in the appendix to this report.
- 3.2. Reason for recommendations: to better understand the Council's performance as measured by Key Performance Indicators as at Period 3 (July) 2023/24.
- 3.3. Alternative Options Considered: Reporting performance data on a less frequent basis is an option but monthly reporting is considered useful at this stage of the Council's existence, reporting alongside budget information.

4. Report Background

- 4.1. A detailed assessment of the performance of services as measured by Key Performance Indicators for period 4 has been included as **Appendix A**. This includes comments / exception reports on each of the performance indicators reported.
- 4.2. 73 Key Performance Indicators are reported for this period, of which 54 are reported on a monthly basis, 11 on a quarterly basis (one month in arrears) and 8 on a termly basis. There are a further 3 indicators which were due to be reported for this period (quarterly, one month in arrears), however due to a change in IT system there is a delay in obtaining the data. It is expected that these will be available for inclusion in the P5 report.
- 4.3. The list of Key Performance Indicators, to be reported throughout this financial year (2023-24) was approved by the Executive Committee at their meeting on the 16th March 2023 and can be found in minute number 405 ([Performance Management and Reporting Arrangements 2023-24](#)).
- 4.4. Queries raised by Members on the content of this report will be responded to within 12 working days of the Executive meeting, as agreed with the Executive Member for Finance and Transformation.

5. Issues and Choices

- 5.1. It is important that the format and presentation of performance data meets the needs of its audience. Therefore, the Council will always welcome any feedback and/or suggestions on how the performance report could be further developed to help facilitate understanding and performance improvement.
- 5.2. It is envisaged that additional indicators will be added to the Key Performance Indicator set as time goes on. Any changes to indicators will be reported to the Executive and Corporate Scrutiny committee.

6. Next Steps

- 6.1. To continue to develop and embed a strong performance management framework and culture at North Northamptonshire Council.
- 6.2. To continue to embed and review the suite of Key Performance Indicators so that the Council can more effectively measure how it is performing against its vision and key commitments outlined within its Corporate Plan.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. Performance monitoring allows the Council to drive continuous improvement for North Northamptonshire and identify areas of concern early. Services that submit data returns have many projects that are subject to the Council's Transformation Plan. Accurate and consistent corporate performance data may also assist the compilation of, and aid the success of, external funding bids.
- 7.1.2. This report should be read alongside the Budget Forecast 2023/24 monthly reports once available. By considering both reports together, a broader view of the Council's performance and the relationship between resource allocation and service delivery can be understood.

7.2. Legal and Governance

- 7.2.1. The Council is required to provide statutory monitoring and funding returns to central government departments and their agencies. The Council is currently on course to comply with these requirements. Note that the workload and deadlines for achieving these statutory and mandatory deadlines can prove challenging, particularly where returns are significantly increasing in complexity (this is currently the case for Adult Social Care and Education returns).
- 7.2.2. Monitoring performance is a key element of the Council's Governance Framework. The Council has made performance measurement and management a priority and views it as central to both Council transparency and to the Council's improvement agenda. The Council has adopted a written [Performance Management Framework](#) which describes its principles and processes for Performance Management.

7.3. Relevant Policies and Plans

- 7.3.1. Effective performance management directly contributes to the delivery of the key commitments set out within the Council's Corporate Plan.

7.4. Risk

7.4.1 There are a number of risks relating to performance information:

(a) Poor data quality – Inaccurate data will inevitably lead to less accurate decision making.

(b) Lack of data – Failing to measure key service activities can leave the Council without a clear view of its performance. This prevents the effective oversight of key services, including those affecting the safety and wellbeing of residents.

(c) Incorrect interpretations – Caution should be applied to the interpretation of performance data, particularly given the adjustments that have been made by services to adapt when there was a COVID pandemic. Misunderstanding the performance picture can lead to ineffective decision-making, reputational damage, and inaccurate resourcing.

7.5. Consultation

7.5.1. Formal consultation was carried out in the development of the Corporate Plan.

7.5.2. Informal consultation with relevant stakeholders, including Executive Members and Scrutiny Members (through the scrutiny committees) was completed for the Key Performance Indicators included in this report and for the development of the new suite of Key Performance Indicators for 2023/24.

7.5.3. Informal consultation with relevant stakeholders will continue to take place as we continue to develop the Council's Performance Management Framework.

7.6. Consideration by Executive Advisory Panel

7.6.1. This report serves as information in respect of the Council's performance for Period 4 (July) 2022/23, therefore consideration by the Executive Advisory Panel was not necessary.

7.7. Consideration by Scrutiny

7.7.1. Performance reports will be considered by future meetings of the Corporate Scrutiny Committee, following reports to the Executive.

7.8. Equality Implications

7.8.1. Equality-related performance indicators are in development.

7.9. Climate and Environment Impact

7.9.1. The Council continues to develop its set of indicators that provide information about how it is meeting its key commitment to helping deliver a green and sustainable environment.

7.9.2. For 2023-24, the Council is measuring and reporting on the following Green, Sustainable Environment key performance indicators:

Indicator Reference Number	Indicator Name	Frequency
GSE01	Number of E-Scooter trips	This was measured monthly in 2022-23 and is to be measured quarterly in 2023-24.
GSE02	Number of E-Scooter users	This was measured monthly in 2022-23 and is to be measured quarterly in 2023-24.
GSE03	Co2 savings from E-Scooters	This was measured monthly in 2022-23 and is to be measured quarterly in 2023-24.
GSE04	Number of electric vehicle charging points publicly available	This was reported on once a year in 2022-23 and featured in the P7 (October) report. It is to be measured quarterly in 2023-24.
GSE05	Number of electric vehicles per charge point	This was reported on once a year in 2022-23 and featured in the P7 (October) report. It is to be measured quarterly in 2023-24.
GSE06	Fly tipping: number of fly tips reported	This is reported quarterly.
GSE07	Percentage of waste diverted from landfill	This is reported quarterly.
GSE08	Co2 saving from Delivery Robots	This is a new KPI for 2023-24 and is to be reported quarterly.
GSE09	Volume of pesticides used within NNC grounds services operations	This is a new KPI for 2023-24 and is to be reported quarterly.

GSE10	Habitat area improved for pollinators (hectares)	This is a new KPI for 2023-24 and is to be reported annual.
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7.9.3. The Assets & Environment service area have developed a Carbon Management Plan which was considered and approved by Executive at their meeting on 22nd December 2022. The Tree Management and Care Policy and Pollinator Strategy was considered and approved by the Executive at an earlier meeting on 25th August 2022. These policies will consider the Council's commitment to achieving Net Zero by 2030 and provide appropriate performance indicators to measure progress to achieving this target. This will include indicators that measure the councils carbon emissions along with other environmental projects currently being developed.

7.10. **Community Impact**

7.10.1. Effective policy and decision-making, and scrutiny, guided by good quality, timely and relevant performance data can make a significant difference to the delivery of public services and therefore have an equally significant impact on the local communities.

7.11. **Crime and Disorder Impact**

7.11.1. No crime and disorder impacts have been identified.

8. **Background Papers**

8.1. [Performance Indicator Report Period 3 \(June\) 2023-24](#) reported to the meeting of the Executive on 17th August 2023.

8.2. [Performance Management and Reporting Arrangements 2023-24](#) reported to the meeting of the Executive on the 16th March 2023.

8.3. The Corporate Plan, reported to the meeting of the [Executive on 18th November 2021](#), adopted by Council on the 1st December 2021.

North Northamptonshire Council Performance Report - July 2023

Key to Performance Status Colours

Progress Status Key:
Green - On target or over-performing against target
Amber - Under-performing against target but within 5% corporate tolerance (or other agreed tolerance as specified)
Red - Under-performing against target by more than 5% (or other agreed tolerance as specified)
Dark Grey - Data missing
Grey - Target under review
Turquoise - Tracking Indicator only
Children's Trust Progress Status Key:
Green - At target or better
Amber - Below target - within tolerance
Red - Below target - outside tolerance
Grey - No RAG

Direction of Travel Key	
An acceptable range = within 5% of the last period's performance	
↑G	Performance has improved from the last period – Higher is better
↓G	Performance has improved from the last period – Lower is better
↑	Performance has deteriorated but is still on or above target or within an acceptable range of 5% of the last period – Lower is better
→	Performance has stayed the same since the last period
↓	Performance has deteriorated but is still on or above target or within an acceptable range of 5% of the last period – Higher is better
↑R	Performance has deteriorated from the last period – Lower is better
↓R	Performance has deteriorated from the last period – Higher is better
↑	Actual increased - neither higher or lower is better
⇌	Actual has stayed the same since the last period - neither higher or lower is better
↓	Actual decreased - neither higher or lower is better

Children's Trust Direction of Travel Key	
↑G	Performance improved since last month
→	Performance the same as last month
↓A	Performance declined since last month

Performance Terminology key

TBC	To be confirmed
TBD	To be determined
n/a	Not applicable
Actual	The actual data (number/percentage) achieved during the reporting period
Benchmark	A comparator used to compare the Council's performance against. The 2020/21 average for Unitary Councils in England has been used where available unless otherwise stated.
Numerator	Number as part of the percentage calculation which shows how many of the parts indicated by the denominator are taken. See example below.
Denominator	The total number which the numerator is divided by in a percentage. See example below.
EXAMPLE Performance Indicator	% Calls answered
Numerator	Number of calls answered
Denominator	Total number of calls received

Place & Economy															
Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Growth & Regeneration															
Safe and thriving places	STP15	Percentage of major planning applications determined within 13 weeks (or within agreed extension of time)		Yes (we have set the target higher than statutory level)	94% (Mean Average CIPFA Near Neighbours - LG Inform Q4 2022/23)	92.93%	92.31%	88.24%	100%	75%	↓ R	Higher is better	90%	85% - 90%	Performance this month has dropped, but because case numbers for major applications is relatively low, this is the result of a single application being determined outside of the timeframe. Year to date performance is slightly below target but within tolerance. At this point in the year as the applications numbers are relatively low they remain sensitive to individual case performance.
Safe and thriving places	STP16	Percentage of minor planning applications determined within 8 weeks (or within agreed extension of time)		Yes (we have set the target higher than statutory level)	87% (Mean Average CIPFA Near Neighbours - LG Inform Q4 2022/23)	83.04%	73.91%	76.00%	65.00%	81.82%	↑ G	Higher is better	85%	80% - 85%	Performance against the target has improved this month and although slightly below target, is within tolerance. Planning officer capacity remains challenging but recruitment is ongoing.
Safe and thriving places	STP17	Percentage of other (including householder applications) planning applications determined within 8 weeks (or within agreed extension of time)		Yes (we have set the target higher than statutory level)	88% (Mean Average CIPFA Near Neighbours - LG Inform Q4 2022/23)	85.67%	83.81%	85.00%	80.85%	89.02%	↑ G	Higher is better	88%	83% - 88%	Performance has improved this month and is above target. Planning officer capacity remains challenging but recruitment is ongoing.

Place & Economy															
Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Highways & Waste															
Safe and thriving places	STP29	Number of Defects Outstanding on the network (at end of period), split by category		No - Contractual	n/a	N/A	4069	17064	4069	3533	↓G	Lower is better	No target - tracking indicator only	N/A	The total number of carriageway defects left at the end of the month has fallen slightly again in July. This is to be expected in the summer.
		P1 (Target response time within 24 hours)	N/A			0	0	0	0	→					
		P2 (Target response time within 7 days)	N/A			0	54	0	13	↑R					
		P3 (Target response time within 28 days)	N/A			608	3097	608	398	↓G					
		P4 (Target response time within 26 weeks)	N/A			3461	13913	3461	3122	↓G					
Safe and thriving places	STP30	Number of Defects Repaired in the network in period, split by category		No - Contractual	n/a	17376	4953	6528	1783	1575	↓R	Higher is better	No target - tracking indicator only	N/A	The overall number of carriageway defects, needing to be repaired by category, has fallen slightly in three out of four cases when compared to the June figures. This is to be expected in the summer and has allowed the contractor to accelerate P4 repairs. This means more of the works identified as requiring a 26 week repair will have been completed before pothole numbers increase again next winter
		P1 (Target response time within 24 hours)	30			6	6	1	0	↓R					
		P2 (Target response time within 7 days)	1045			217	271	72	54	↓R					
		P3 (Target response time within 28 days)	9100			2863	3393	881	530	↓R					
		P4 (Target response time within 26 weeks)	7201			1867	2858	829	991	↑G					
Safe and thriving places	STP31	Percentage of defects responded to within the time/frames specified, split by category		No - Contractual	n/a	95.41% (16579 out of 17377)	86.81% (3737 out of 4305)	91.25% (8367 out of 9169)	95.41% (1082 out of 1134)	97.15% (1090 out of 1122)	↑G	Higher is better	P1 and P2 97.5% P3 and P4 90%	No Tolerance	All targets have been met again this month.
		P1 (Target response time within 24 hours)	100% (30 out of 30)			100% (6 out of 6)	100% (6 out of 6)	100% (1 out of 1)	N/A (0 out of 0)	→					
		P2 (Target response time within 7 days)	99.62% (1041 out of 1045)			99.09% (217 out of 219)	99.28% (274 out of 276)	100% (73 out of 73)	100% (57 out of 57)	→					
		P3 (Target response time within 28 days)	93.54% (8512 out of 9100)			86.72% (2293 out of 2644)	88.1% (2738 out of 3108)	95.32% (631 out of 662)	95.91% (445 out of 464)	↑G					
		P4 (Target response time within 26 weeks)	97.15% (6996 out of 7201)			85.03% (1221 out of 1436)	76.07% (1809 out of 2037)	95.32% (377 out of 398)	97.84% (588 out of 601)	↑G					
Greener, sustainable environment	GSE06	Fly tipping: number of fly tips reported		No	n/a	2784	886	886	358	n/a reported Quarterly	↑R	Lower is better	No target - tracking indicator only	N/A	Reported quarterly - monthly breakdown is available. Q1 2023-24 is currently unvalidated.
Greener, sustainable environment	GSE07	Percentage of waste diverted from landfill		No (Nationally measured, so able to benchmark)	95.32% (Mean Average CIPFA Near Neighbours - LG Inform Q4 2021/22)	92.22%	97.48% (Q1 23-24)	97.48% (Q1 23-24)	97.48% (Q1 23-24)	n/a reported Quarterly	↑G	Higher is better	88%	3% (85.36% - 88%)	Q1 2023-24 is currently unvalidated - it will be submitted to Waste Data Flow by 31st Sept 2023, and validated in October.

Finance Services

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	July 2022/23	Year to Date 2022/23	Quarter 1	Year to Date 2023/24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Revenues & Benefits																
Modern Public Services	MPS05	% of council tax collected in the year debit raised		Yes, reported on a quarterly basis but no target set by government	95.97% (Mean Average CIPFA Near Neighbours - LG Inform 2022/23)	38.70% (YTD) 101.84% achieved of the monthly target (38.00%) £21,449,307.58 (collected in July)	96.80% (YTD) 98.78% achieved of the monthly target (95.00%) £221,251,236.98 (collected in year)	29.39% (YTD) 104.80% achieved of the target (28.00%) £71,253,944.19 (collected YTD)	38.60% (YTD) 101.58% achieved of the target (38.00%) £33,574,209.02 (collected in year)	29.39% (YTD) 104.96% achieved of the monthly target (28.00%) £22,339,495.92 (collected in June)	38.60% (YTD) 101.58% achieved of the monthly target (38.00%) £22,340,264.94 (collected in July)	↓	Higher is better	98% (Annual target)	No tolerance	Performance is above target, however it is slightly below compared to the same point in time last year. This is likely to be due to the cost of living crisis and we will continue to monitor the situation closely.
Modern Public Services	MPS04	% of business rates collected in the year debit raised		Yes, reported on a quarterly basis but no target set by government	97.13% (Mean Average CIPFA Near Neighbours - LG Inform 2022/23)	37.44% (YTD) 98.53% achieved of the monthly target (38.00%) £12,538,075.61 (collected in July)	97.05% (YTD) 99.03% achieved of the monthly target (96.00%) £138,936,152.07 (collected in year)	28.92% (YTD) 103.29% achieved of the target (28.00%) £47,126,437.49 (collected YTD)	38.79% (YTD) 102.08% achieved of the target (38.00%) £52,845,956.95 (collected in year)	28.92% (YTD) 103.29% achieved of the monthly target (28.00%) £14,617,435.19 (collected in June)	38.79% (YTD) 102.08% achieved of the monthly target (38.00%) £15,720,547.42 (collected in July)	↓	Higher is better	98% (Annual target)	No tolerance	Performance is above target and above last year's collection at the same point in time, which represents a strong start to the year. Close monitoring will continue due to the impact of the cost of living crisis.

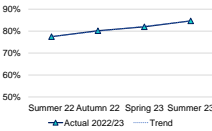
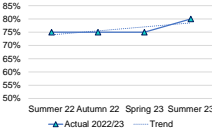
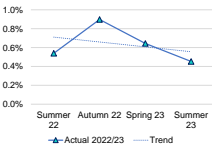
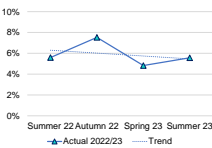
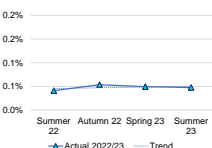
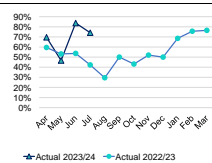
Communities & Public Health

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Quarter 4 22-23	Year to Date 2022-23	Quarter 1 23-24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Active, fulfilled lives	AFL22	Smoking quit rate at 4 weeks		2,225 per 100,000 (Mean average CIPFA near neighbours 2019/20)	n/a	64.5% (Jan-Mar 2023) 300 out of 465	62.86% (Apr 2022-Mar 2023) 792 out of 1260	64.8% (Apr-Jun 2023) 223 out of 344	↑G	Higher is better	60%	5%	This indicator represents North Northamptonshire. The service is very pleased to see that we are consistently achieving our 60% target. We had a vacant Stop Smoking Advisor position for the majority of quarter one which explains why the volume of people setting quit rates was less than Q4. Thankfully, after a difficult few months, this position has been filled, and we expect to increase the number of service users engaging with the team.
Better, Brighter Futures	BBF02	% of infants due a new birth visit that received a new birth visit within 14 days of birth		75.7% (Mean average CIPFA near neighbours 2020/21)	88.2% (England 2020/21 - LG Inform)	95.6% (Jan-Mar 2023) 759 out of 794	96.2% (Apr 2022-Mar 2023) 3348 out of 3483	91.6% (Apr-Jun 2023) 754 out of 823	↓	Higher is better	90%	5%	This indicator represents North Northamptonshire. Benchmark updated: England 2020/21. The Health Visiting Service is working hard to achieve their targets. Activity continues to improve. This quarter they have achieved a rate of 91.6% of the NBV mandated target, whilst than last quarter's 96.2% they are above the English average of 88.2%. The service is seeing the most of the remaining children by 28 days. The service has recently recruited a skill mix of staff in the 0-19 service to enable the team to increase their capacity and ability to see every child for their mandated health checks
Active, fulfilled lives	AFL20	% of in-year eligible population offered an NHS Health Check		4.9% (Mean average CIPFA near neighbours Q4 2022/23)	n/a	24.4% (Jan-Mar 2023) 5690 out of 23347	61.9% (Apr 2022-Mar 2023) 14442 out of 23347	25.8% (Apr-Jun 2023) 6020 out of 23338	↑G	Higher is better	25% (100% annual target)	5%	Further detail on ALF20 and ALF21:- The NHS Health Check programme has now recovered to - and exceeded - pre-Covid-19 performance. North Northants is seeing much better engagement from 35 Sixy Care Partnership (federation of 25 GP practices, and from Lakeside Healthcare (3 GP Practices including large Corby site). The NHS Health Check programme is about to be re-commissioned and is on the agenda for Executive Committee 17th August 2023, for the new contract to go live 1st April 2024. The next few months will see a robust engagement process followed by a mobilisation period inclusive of training and information sessions to 'relaunch' the programme and address some remaining quality issues, e.g. making sure second and third invites are sent to non-responders, that invites are accessible and engaging and that health checks delivered are compliant with the specification. This will all help ensure a more consistent and better performing NHS Health Check programme.
Active, fulfilled lives	AFL21	% of in-year eligible population who received an NHS Health Check		2.2% (Mean average CIPFA near neighbours Q4 2022/23)	n/a	9.8% (Jan-Mar 2023) 2298 out of 23347	25.2% (Apr 2022-Mar 2023) 5880 out of 23347	9.1% (Apr-Jun 2023) 2115 out of 23338	↓R	Higher is better	15% (60% annual target)	5%	
Better, Brighter Futures	BBF01	Breastfeeding rate at 6-8 weeks		49% (Mean average CIPFA near neighbours 2021/22)	49.3% (England - PHOF) 2021/22	48.5% (Jan-Mar 2023) 362 out of 746	47.1% (Apr 2022-Mar 2023) 1537 out of 3263	48.3% (Apr-Jun 2023) 379 out of 784	↑G	Higher is better	55%	52.25% - 55%	This indicator represents North Northamptonshire. Benchmark updated: England 2021/22. This quarter has seen an increase in the breastfeeding rates from 47.1% to 48.3%. The breastfeeding peer support service continues to support this work across the county. Public Health are developing an emergency Infant feeding pathway to support parents in poverty unable to afford Infant formula & provide essential nutrition to their babies under one. Local insight is indicating that poverty is contributing to an increase in breastfeeding.
Better, Brighter Futures	BBF03	% of children who received a 6-8 week view by the time they were 8 weeks		81.2% (England - Q2 2021/22)	81.2% (England - Q2 2021/22)	93.0% (Jan-Mar 2023) 746 out of 802	93.4% (Apr 2022-Mar 2023) 3263 out of 3459	94.2% (Apr-Jun 2023) 786 out of 834	↑G	Higher is better	90%	5%	This indicator represents North Northamptonshire. Benchmark updated: Q2 England 2021/22. The Health Visiting Service continues to work through this challenging period, the service remains above the England average achieving 94.3% of the 6-8 week mandated target. The service has recently recruited a skill mix of staff in the 0-19 service to enable the team to increase their capacity and ability to see every child for their mandated health checks
Better, Brighter Futures	BBF04	% mothers known to be smokers at the time of delivery		10.8% (Mean average CIPFA near neighbours 2021/22)	9.1% (England 2021/22 - PHOF)	10.6% (Q4 2022/23)	11.1% (Q1-4 2022/23)	9.7% (Q1 2023/24)	↓G	Lower is better	11%	11% - 12%	This indicator represents North Northamptonshire. It is very good to see that that SATOD rates are dropping, however it is clear that they are not dropping quickly enough. We are hopeful that the rollout of the NHS maternity tobacco dependency offer will help speed up the decline.
Better, Brighter Futures	AFL23	% substance misuse clients waiting more than 3 weeks for their first intervention		9.3% (England Q2 2022/23 - NDTMS)	9.3% (England Q2 2022/23 - NDTMS)	1.1% (Q4 2023) 2 out of 184	0.3% (Q1-4 2023) 2 out of 613	0% (April & May)	N/A (data for Q1 is only April and May at this stage)	Lower is better	No target - tracking indicator only	National target will be available in April 2024	June data is not yet available so the result for April & May has so far been included for 'Q1'. This will be updated within the next performance update. North Northamptonshire's Substance Misuse Programme continues to meet all demands for waiting times for patients starting treatment.

Children's Services

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 2023-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Children's Trust (This data is for the whole of Northamptonshire)															
Better, brighter futures	BBF05 (KPI 2)	% of referrals with a previous referral within 12 months		Yes (also contractual) - target is contractual but not statutory	21.9% Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	29% (8,922)	26% (2,467)	24.80%	25.4% (840)	22.6% (690)	↑G	Lower is better	29%	25% - 40%	Re-referrals have improved this month and remain better than target. It remains an area of ongoing focus with audit and review for learning. The dedicated education roles in MASH are working positively with schools to ensure appropriate referrals and compliments from schools about their roles are increasing. Work with all partners continues to ensure appropriate and robust application of thresholds. Steps have been taken to strengthen the Early Help partnerships with Partnership Support Team (Early Help MASH) being placed in the MASH pods and a leaner step down process. It is anticipated that the strengthened model in MASH and developments in CFSS/Early Help will continue to support appropriate reduction going forward in addition to the external MASH review. The high number of cases stepping down is presenting challenges in regards to capacity in Family Support/Early help partnership.
Better, brighter futures	BBF06 (KPI 3)	% of single assessments authorised within 45 working days		Yes (also contractual) - target is contractual but not statutory	88% We are in the process of identifying more up to date benchmark data for this PI.	94% (9,704)	95% (2,792)	93.60%	92.7% (1090)	95.3% (1032)	↑G	Higher is better	85%	85% - 95%	Assessment timescales remain consistently above target and national average, improving to 95.3% this month. All managers monitor this very closely via daily reports. A narrative is provided for cases that go beyond 45 days and this remains a very small minority. Whilst staffing has presented challenges due to vacancies and staff performance issues in DAAT, there is now a positive move towards more appropriate staffing levels being achieved and sustained. In addition to timeliness, we work on increasing the quality of assessments and more effective use of SoPs in our interventions. (Trust commentary)
Better, brighter futures	BBF07 (KPI 6)	% Children in care with three or more placements in the previous 12 months		Yes (also contractual) - target is contractual but not statutory	10% Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	11.0% (1,231)	11.1% (1,191)	11.3%	11.1% (1,191)	11.3% (1,191)	↓A	Lower is better	10%	5% - 15%	Performance has declined to 11.3% this month. Consideration of various options to improve sufficiency is continuing, including exploration of capital investment, additional in house resources, as well as improved engagement with the market. Planning permission granted for two new emergency homes and valuing care project has commenced. Through improved edge of care arrangements, the close oversight on admissions to care, and the developments within placement sufficiency, we are confident we can reduce the need for child to move home as frequently. Positively, Childrens Home Capital Programme application with the DIE has been successful, and that should also support progress in this area. COVID: Placement sufficiency remains a challenge, sustained performance in this work should also have a positive impact on KPI 7
Better, brighter futures	BBF08 (KPI 9)	% of young people now aged 17 - 21 and in employment, education or training who were looked after when aged 16		Yes (also contractual) - target is contractual but not statutory	56.95% Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	63% (694)	62.7% (684)	62.9%	62.7% (684)	62.9% (685)	↑G	Higher is better	55%	50% - 60%	This month has seen performance increase slightly to 62.9%, continuing to compare favourably with 58% across England. Focus in this area continues to be driven through arrangements with local colleges, the virtual school and the senior personal advisor (Education and Employment) with further review of contracted arrangements (Prospects) to be undertaken to ensure we have the best approach/ support for young people. Work with councils to ensure EET opportunities and support is in place for our care leavers. COVID: has had a significant impact on the mental health and wellbeing of care leavers, targeted work support care leavers to access EET
Better, brighter futures	BBF09 (KPI 10)	% of young people now aged 17 - 21 and living in suitable accommodation who were looked after when aged 16		Yes (also contractual) - target is contractual but not statutory	89% (All English Authorities 2020/21 - LG Inform)	95% (694)	95.5% (684)	94.7%	95.5% (684)	94.7% (684)	↓A	Higher is better	90%	85% - 95%	Performance for this month decreased to 94.7%, still above the target of 90%. We know that we have some young people in unsuitable accommodation, including a number of young people sentenced to custody, and some who have no accommodation at all. We work hard to address this, tenaciously seeking to engage with young people who may see our attempts at support as interference. The care leavers housing protocol is in place and work is being progressed under the governance of a strategic group; this includes a review of the housing panels and engagement with the housing associations. Helpful discussions with colleagues in the Councils is placing the housing sufficiency needs of care leavers as central to their housing strategies. The Accommodation Transitions Panel is now in operation and ensures all young people have a comprehensive, accommodation-focused, shared, and timely transition plan. (Trust commentary)
Better, brighter futures	BBF27 (KPI 5)	% of initial child protection conferences held within 15 days of a strategy discussion being initiated		Yes (also contractual) - target is contractual but not statutory	84.3% Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	New as corporate KPI for 2023-24 (343)	36%	33.50%	56.2% (105)	21.8% (87)	↓A	Higher is better	81%	66% - 86%	Performance declined this month, well below where we need it to be. High volumes of ICPC demand continues (July - 87; 85% conversion to CP Plans - positive). June and July impacted by high number of review conferences following record high number of ICPCs in April, impacting on CP Chairs availability for ICPCs in month. CP Chairs average caseload now above 100. Average no. days from strat. to ICPC = 22. Performance has also been negatively impacted this month by 3 business support vacancies in CP Conferencing Service. Recruitment is in progress. Late convening requests continue to be an issue mainly due to staff turnover and are spread between Safeguarding and DAAT teams. DAAT business support gaps continue to present challenges and an additional post will be in place from the end of the month. High volumes of RCPCs in July following spike of ICPCs in April, plus late convening requests and business support vacancies, compound performance pressures, as new CPC's need to be convened in already busy diaries. ICPCs are tracked and referring managers are challenged to identify causes of delay and ensure individual, team or whole-service learning is addressed. Staff changes continue to impact on performance as new staff become familiar with local procedures / systems. DAAT managers support SW's with additional training on process, recording and requesting strategy discussions and convening conferences. CP Chair duty system can assist referring managers with threshold decision-making and this is promoted to all teams. (Trust commentary)
Better, brighter futures	BBF28	Number of children with a Child Protection Plan		Yes	565 Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	New as corporate KPI for 2023-24	714	702	714	702	↓	No polarity	TBD		702 children were subject to a Child Protection Plan in July 2023. Following the peak of 714 children with a CPP in June 2023, the population of children with CPPs has decreased by 12 children. Less than 700 children were registered in the cohort between April 2021 - May 2023. However, the last two months have registered at least 702 children with CPPs. There are 90 more children subject to plans now than one year ago and 58 more children than two years ago. The cohort has increased by a net 26 children since the beginning of the academic year 2022-23. By comparison, the corresponding period in the last two years saw decreases instead.
Better, brighter futures	BBF29	Number of children in care		Yes	1,050 Mean for Northamptonshire Children's Services LAIT near neighbours 2021/22	New as corporate KPI for 2023-24	1,191	1,191	1,191	1,191	↔	No polarity	TBD		The number of children in care was 1,191 at the end of July 2023. An average of 1,219 children have been reported to be in care in the last 12 months. Since the all-time peak of 1,241 children in care in November 2022, the size of the cohort has decreased by 50 children. There are now 26 children less in care than a year ago, in July 2022. Yet, the number of children in care was 1123 in July 2021. This indicates that the population of children in care has increased by a net of 68 children in two years. Prior to July 2022, the cohort had never exceeded 1,200. However, between July 2022 and May 2023, the number of children in care ranged from 1,205 to 1,241. July 2023 marks the second consecutive month where less than 1,200 children were reported to be in care. So far in 2023-24, an average of 1200 children have been reported to be in care.

Children's Services

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 2023-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Learning, Skills & Education															
TBC	BBF12 (LS3a)	% of primary schools judged as good or outstanding by Ofsted			87% Mean for NNC Children's Services LAIT near neighbours 2021/22	82.0% 91 out of 111	82.0% 91 out of 111	84.7% 94 out of 111	n/a Termly reported	84.7% 94 out of 111	↑G	Higher is better	Target under review	n/a	The number of primary schools in North Northamptonshire judged by OFSTED to be Good or Outstanding continues to increase. However, the total remains below the national average of 89%. It is anticipated further progress will be made as more schools are inspected in the coming term
TBC	BBF13 (LS4a)	% of secondary schools judged as good or outstanding by Ofsted			80% Mean for NNC Children's Services LAIT near neighbours 2021/22	75% 15 out of 20	80.0% 16 out of 20	80.0% 16 out of 20	n/a Termly reported	80.0% 16 out of 20	↑G	Higher is better	Target under review	n/a	The number of secondary schools in North Northamptonshire judged by OFSTED to be Good or Outstanding continues to increase. This is now in line with the national average of 80%. It is anticipated further progress will be made as more schools are inspected in the coming term
Better, brighter futures	BBF15 (LS6a)	Rate of suspensions in primary aged pupils			1.69% Mean for NNC Children's Services LAIT near neighbours 2021/22	1.53% 487 out of 31862	0.33% 104 out of 31862	0.45% 146 out of 32252	n/a Termly reported	0.45% 146 out of 32252	↓G	Lower is better	Target under review	n/a	42 suspensions were issued at the end of July 2023. So far in Summer Term 2023, 130 suspensions were known to have been issued, 34 less suspensions were issued during the same period of Summer Term 2022. In Spring Term 2023, 226 suspensions were known to have been issued. 282 suspensions were issued in Autumn Term 2022, 5% more than were issued during in Autumn Term 2021. 174 suspensions are known to have been issued in the Summer Term 2022, 32% more than were issued in the Summer Term 2021. 229 suspensions were issued in the Spring Term 2022, almost double the volume that were issued in the covid-affected Spring Term 2021. The rate of suspension in primary aged pupils has decreased from 0.7% in Spring Term 2023 to 0.4% in Summer Term
Better, brighter futures	BBF16 (LS7a)	Rate of suspensions in secondary aged pupils			13.22% Mean for NNC Children's Services LAIT near neighbours 2021/22	12.37% 3030 out of 24494	4.55% 1114 out of 24494	5.57% 1361 out of 24434	n/a Termly reported	5.57% 1361 out of 24434	↑R	Lower is better	Target under review	n/a	247 suspensions were issued for secondary aged pupils at the end of July 2023. So far in Summer Term 2023, a total of 1173 suspension have been issued. This is a better outcome than the volume reported during the same period of Summer Term 2022 (1337). 1455 suspensions were known to have been issued in Spring Term 2023, a slightly worst performance compared to Spring Term 2022 for which 1211 suspension were reported. The lowest volume of suspensions in secondary aged pupils occurred in covid-affected Spring Term 2021, with only 319 issued suspensions. 1878 suspensions were issued in Autumn Term 2022, 44% less than were issued during in Autumn Term 2021. 1337 suspensions are known to have been issued in the Summer Term 2022, 51% less than were issued in the Summer Term 2021. (Children's Performance Team commentary)
Better, brighter futures	BBF17 (NI 114a)	Rate of Permanent exclusions from school - Total			0.09% Mean for NNC Children's Services LAIT near neighbours 2021/22	0.103% 58 out of 56356	0.035% 20 out of 56356	0.048% 27 out of 56686	n/a Termly reported	0.048% 27 out of 56686	↓G	Lower is better	Target under review	n/a	7 permanent exclusions were issued at the end of July 2023, 4 exclusions more than last month. So far in Summer Term 2023, a total of 24 permanent exclusions have been issued. A similar outcome was achieved in Summer Term 2022 (23 permanent exclusions) 33 permanent exclusions were known to have been issued in Spring Term 2023, a higher proportion compared to the same period last year. Only 14 suspensions were issued in January-March 2022 combined, 58% more than have been issued so far in Spring Term 2021. A total of 14 permanent exclusions were issued in Spring Term 2022, 14% less than were issued during covid-affected Spring Term 2021. 30 permanent exclusions were known to be issued during Autumn Term 2022, 27% less than were issued in Autumn Term 2021
Better, brighter futures	BBF18b	% of EHC (education health care) plans completed in month issued within 20 weeks (including exceptions)		Yes (part of SEN 2 return)	37.8% Mean for NNC Children's Services LAIT near neighbours 2021/22	51.8% 369 out of 712	66.7% 96 out of 144	68.8% 139 out of 202	83.7% 36 out of 43	74.1% 43 out of 58	↓R	Higher is better	Target under review	n/a	74.1% of EHC plans (including exceptions) were issued within 20 weeks in July 2023. This marks a slight decline from last month performance of 83.7%. The highest performance was recorded between January-April 2023, with an average of 71.9% EHC plans issued on time during that period. The last seven months (January-July) registered an average of 70.3% of plans issued on time per month, compared with an average of 48.9% of plans issued on time during the same period of last year. The overall performance for this measure compares favourably with one year ago. 59.7% of EHC plans were issued on time in the last 12 months whereas 35.3% of EHC plans were issued on time during the corresponding months of last year. (Children's Performance Team commentary)

Children's Services

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 2023-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Better, brighter futures	BBF19 (E1)	Percentage of school age Child/Children in Care (CIC) who had a PEP in the previous academic term.			n/a	98%	n/a Termly reported	n/a Termly reported	n/a Termly reported	n/a Termly reported	↓	Higher is better	95%	90% - 95%	95% of children in care had a PEP in the Spring Term 2023. Performance for this measure has declined since the previous school term when 98% of children in care had a PEP. The latest record in Spring Term 2023 is the lowest performance recorded so far. Spring Term 2022 produced a slightly higher result compared (96% of children with an up-to-date PEP). Performance gradually increased to 97% during the subsequent school term and to 98% in Autumn 2022. At the end of April 2023, 76% of Early Years CIC had an up to date PEP and 84% of post-16 children in care had an up to date PEP. While the volume of post-16 children with an up to date PEP remained the same as January 2023 (84%), the volume of Early Years CIC with an up to date PEP decline since the previous record in January 2023 (84%). (Children's Performance Team commentary)
Better, brighter futures	BBF34	Percentage of persistently absent pupils - Primary	17%		17.4% Mean for NNC Children's Services LAIT near neighbours 2021/22	324 out of 332	n/a Termly reported	n/a Termly reported	n/a Termly reported	17%	↓G	Lower is better	Tracking	N/A	20.7% of primary aged pupils qualified as persistently absence during Autumn Term 2022, 0.9 percentage points higher than Autumn Term 2021. 17.3% of primary aged pupils qualified as persistently absent in the Summer Term 2022. The rate for the Summer Term 2022 is slightly lower than both previous post-covid school terms. Even so, the rate of absences in primary schools is almost double of Summer Term 2021 (9%). Best performance of 9% was recorded in Spring Term 2021 and Summer Term 2021. Overall, local rates have been slightly lower than the East Midlands and England averages in each of the last seven school terms.
Better, brighter futures	BBF35	Percentage of persistently absent pupils - Secondary	26%		29.1% Mean for NNC Children's Services LAIT near neighbours 2021/22		n/a Termly reported	n/a Termly reported	n/a Termly reported	26%	↓G	Lower is better	Tracking	N/A	28.1% of secondary aged pupils qualified as persistently absent in Autumn Term 2022, 8.1% less than the recording in Autumn Term 2021 and 3.5% less than the recording in Summer Term 2022. 31.6% of secondary aged pupils qualified as persistently absent in the Summer Term 2022. The rate for the Summer Term 2022 is slightly lower than both previous school terms (32.0% in Spring 2022 and 36.2% in Autumn 2021). Albeit the rate of absences in primary schools is almost double of Summer Term 2021 (16.3%). Best performance of 9% was recorded in Spring Term 2021 and Summer Term 2021. However, the last term of the year saw a steep in performance as the rate of absences increased by eleven percentage points. Overall, local rates have been slightly higher than the East Midlands and England averages in each of the last seven school terms. The margin to the East Midlands and England averages is 0.4 percentage points and 0.1 percentage points respectively in the Autumn Term 2022. (Children's Performance Team commentary, May 2023)
Better, brighter futures	BBF22	Number of children without a school place		No	n/a Not reported until Nov 22 - Monthly thereafter		274	274	274	291	↓R	Lower is better	Target under review	n/a	291 children were reported to be without a school place at the end of July 2023, a higher volume than last month. School Admissions registered the highest number of children without a school place and accounted for 53% of children without a school place. The EIP registered 21% of children without school place while the SEN Support & EHC services reported 26% of children without a school place. Previously, there were 274 children without a school place in June and 198 children without school place in May, the only other months for which figure are available. SEN Support/EHC services registered the highest number of children without a school place during both months. (Children's Performance Team commentary)
Better, brighter futures	BBF32	Current number of home educated children		Not yet statutory but reported as part of "Elective Home Education/ Children missing in education" data return to DfE.	New as corporate KPI for 2023-24		855	783	855	783	↓	No polarity	N/A - Tracking	n/a	The electively home educated population decreased to 783 children at the end of July 2023. Over 800 children were home educated between March 2023-June 2023. July 2023 marks the first occasion in five months that volume of home educated children in below 800. Earlier, May 2023 had registered the ninth consecutive month-on-month increase along the way to posting the highest number of electively home educated children so far. This time last year there were 636 electively home educated children, so the cohort is 19% greater than it was at the end of July 2022. 34% of electively home educated children have been educated at home for more than two years (264) and a further 18% have been educated at home for 1-2 years (138). (Children's Performance Team commentary)
Better, brighter futures	BBF33	Number of children currently missing from education (Year 1-11)		Not yet statutory but reported as part of "Elective Home Education/ Children missing in education" data return to DfE.	New as corporate KPI for 2023-24		103	165	103	165	↑R	Lower is better	N/A - Tracking	n/a	165 children were missing from education at the end of July 2023, 62 children less were recorded in June 2023. By comparison, last five months (February-June) produced lower volumes of CMEs, with an average of 122 children missing from education. There were 9 children less in the cohort during the same month last year and 27 children less during the same month two years ago. Even so, July marks the second consecutive month that no children missing for +2 years were reported. 63% of CMEs in July 2023 have been missing between 0-3 months. There are now 53.9% fewer children missing from education than there were at the beginning of the academic year 2022-23. So far in academic year 2022-23 (September 2022-July 2023), an average of 152 children were missing from education each month. (Children's Performance Team commentary)
Better, brighter futures	BBF36	% Education Health Care Plan Annual Reviews completed within 4 weeks of meeting		Statutory Duty but not reported	New as corporate KPI for 2023-24		62.8%	62.8%	45.7%	N/A reported one month in arrears	↓R	Higher is better	N/A - Tracking	n/a	45.7% of annual reviews were completed within 4 weeks of meeting in June 2023, a slight decline from last month's performance of 77.6% which was marked the highest volume of Annual Reviews completed within 4 weeks of meeting. Nevertheless, performance in June 2023 is ahead of the same month last year (2.6%). April 2023 and May 2023 reported exceptionally high volumes for the annual reviews completed within 4 weeks of meeting. By comparison, 0.0% and 1.0% of annual reviews were completed on time during April 2022 and May 2022. The most recent months have produced the best performances in the last two years: An average of 42.5% of annual reviews were completed on time between September 2022-June 2023 compared with an average of 2.3% of annual reviews completed on time during the same period in 2021-22 (under the old method). In the last 12 months, an average of 37.4% of annual reviews were completed within 4 weeks of meeting. (Children's Performance Team commentary)

Customer & Governance

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Quarter 4	Year to Date	Year to Date	Apr-23	May-23	Jun-23	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
						22-23	2022-23	2023-24 (Quarter 1)								
Information Governance																
Modern Public Services	MPS21	% Transparency publications completed on time.	<p>Actual 2022-23 --- Target --- Actual 2023-24</p>	Statutory duty	n/a	75.00%	N/A	87.5%	(Reported quarterly)	(Reported quarterly)	(Reported quarterly)	↑ G	Higher is better	100%	No variation	The outstanding publications required under the Local Government Transparency code are: The Social Housing Assets for the y/e 31.03.23 (which is in progress and is due to be published by the end of September), and the Parking Account (for the y/e 31.03.23), which has recently been finalised and is in the process of being uploaded to our website.
						12 out of 16		14 out of 16								

Adults & Housing															
Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Adult Social Care															
Active, fulfilled lives	AFL03	Percentage of New Requests for Services (all ages) where Route of Access was Discharge from Hospital, that had a sequel of short term services to maximise independence (ST-MAX i.e. reablement)		No The source data is from the SALT (Statutory) return. There are no gov targets. This indicator is included in our regional benchmarking.	2021/22 SALT Report: - England: 37%	34%	38%	38%	38%	38%	➔	Higher is better	35%	5% points	BI comments: There were 18 new requests for people aged 18-64 and 292 for people aged 65 and over. There is positive growth year to date, with the rate higher than those reported throughout 2022/23 and above year end target.
Active, fulfilled lives	AFL04	Number of new safeguarding concerns received per month		Yes (Annually in the SAC (Safeguarding Adults Collection) return)	n/a - there are differences in what authorities record as a 'concern'	3810	N/A Reporting one month in arrears	1103	392	N/A Reporting one month in arrears	⬇️	Lower is better	No target-tracking indicator only	N/A	BI comments: There was a slight decrease in the number of new concerns received (-4). This is 96 more than was received in the same period last financial year. This is second highest number of concerns recorded over the previous and current financial year to date.
Active, fulfilled lives	AFL05	New safeguarding concerns determined to be enquiries (both s42 and other) *(A s42 enquiry must take place if there is reason to believe that abuse or neglect is taking place)		Yes (Annually in the SAC (Safeguarding Adults Collection) return)	n/a	832	N/A Reporting one month in arrears	162	57	N/A Reporting one month in arrears	⬇️	No polarity	No target-tracking indicator only	N/A	BI comments: There was a notable increase in the number of concerns determined to be enquiries (+9). The proportion seen (15%) remains lower than the average seen over the previous financial year (22%).
Active, fulfilled lives	AFL06	Total number of open Deprivation of liberty Safeguard (DoLS) cases		Yes (Annually)	n/a	1250	1267	1292	1267	1292	⬆️	Lower is better	No target-tracking indicator only	N/A	BI comments: The number of open DoLS cases increased slightly this period (+25). This remains notably lower than the average observed across the previous financial year (343 lower). SM Comments: As stated above by the BI, there has been a slight increase in the number of open cases. This has been mainly due to reduced staffing levels and annual leave. A SSO started with the service on 07/08/23 and there is continuous recruitment drive for another SSO. As stated in the previous report, the service carried out a data cleansing exercise since last year (June, 2022) and we are at a plateau stage now whereby we can no longer close any further historic cases in order to decrease the number of open cases. It is however anticipated that the service will begin to see an improvement in this trajectory once staffing capacity improves.
Active, fulfilled lives	AFL07	Long-term support needs met by admission to residential and nursing care homes, per 100,000 population (older people 65 years +)		No The source data is from the SALT (Statutory) return. There are no gov targets. This indicator is included in ASCOF (Adult Social Care Outcomes Framework) regional benchmarking and BCF (Better Care Fund) returns.	546.17 (Mean Average CIPFA Near Neighbours - LG Inform) 2021/22 SALT Report: - East Midlands: 562 - England: 539	667.18	170.7	214.9	170.7	214.9	⬇️	Lower is better	Year-end target: 564 Monthly target: 47	TBD - for now applied standard 5%	BI comments: This is a cumulative measure which increases throughout the financial year; resetting each April. A year-end data review was carried out and found some potential issues with reported admissions. As a result, the actual admissions rate is likely to be lower. The Business Intelligence team will work with Adult Social Care colleagues to review the data recording process, make any necessary changes and/or suggest additional guidance for recording in order to accurately reflect actual admissions. The average monthly growth in 2022/23 was 55 per 100k which is slightly higher than our current rate of 53. NNC Manager comments: The increase rate is cumulative. We also had care home closure in the last two months which resulted in a change in residential and nursing settings.
Active, fulfilled lives	AFL08	Number of people who were prevented from requiring statutory care, or whose need was reduced Delaying and reducing the need for care and support having received short term services to maximise independence (ST-MAX) services		No The source data is from the SALT (Statutory) return. There are no gov targets. This indicator is included in ASCOF and regional benchmarking.	84.6% East Midlands Average, we are in the process of identifying more up to date benchmark data for this PI. This is an 'Office for Local Government' OFLOG Metric	76.50%	71.40%	70.29%	71.4%	72.1%	⬆️	Higher is better	80%	5% points	BI comments: The rate shows positive growth year to date but remains lower than expected compared to 2022/23 trends, which typically ranged between 74-77%. There is a higher proportion of people accessing reablement support as a result of hospital discharge when compared to the same period previous year, along with higher proportions of these requiring long term support following their reablement episode, contributing to lower than expected performance.

Adults & Housing

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Housing Services															
Active, fulfilled lives	AFL12	Number of rough sleepers - single night snapshot		Yes (DLUHC monthly rough sleeping survey, and target agreed with our RSI adviser from DLUHC)	7 (Mean Average CPFA Near Neighbours - LG Inform)	n/a	16	n/a	16	13	↓G	Lower is better	9	9 to 12	During the month of July, there has been a further reduction in numbers (13 single night), this is due to the team securing accommodation for Rough Sleepers direct from the streets that supports their needs. The monthly figure has increased but due to the teams proactiveness they are resolving their situations quickly. The long-term rough sleepers, (which is measured if seen 3 or more months of last 12 months) is 13 for the month, most of these are our most complex cases which have refused offers of temporary accommodation. However, once the RSAP units are on board the hope is that this will reduce, as this project is aimed at the Multiple exclusion homelessness cohort working with the Housing First principles.
Active, fulfilled lives	AFL13	Number of households whose homelessness was prevented		Yes (DLUHC - quarterly H-CLIC returns, no target set)	101 (Mean Average CPFA Near Neighbours - LG Inform) Demand in some areas must be much higher.	255	75	99	30	24	↓	Higher is better	252 (21 per month)	18-21	Performance continues to fluctuate between months due to a variety of factors. This reflects the difficulties the Housing Options Team are having trying to secure accommodation solutions, particularly in the private sector in order to prevent or relieve households homelessness locally. There is a recognised need for the team to move its focus further upstream to maximise homelessness prevention opportunities and action plan is being developed in this regard.
Active, fulfilled lives	AFL14	Number of households whose homelessness was relieved		Yes (DLUHC - quarterly H-CLIC returns, no target set)	75 (Mean Average CPFA Near Neighbours - LG Inform) Demand in some areas must be much higher.	314	86	108	30	22	↓R	Higher is better	300 (25 per month)	22-25	Performance continues to fluctuate between months due to a variety of factors. This reflects the difficulties the Housing Options Team are having trying to secure accommodation solutions, particularly in the private sector in order to prevent or relieve households homelessness locally. There is a recognised need for the team to move its focus further upstream to maximise homelessness prevention opportunities and action plan is being developed in this regard.
Active, fulfilled lives	AFL15	Total number of homeless approaches		Yes (DLUHC - quarterly H-CLIC returns, no target set)	n/a	4778	1468	1993	539	525	↓	N/A	Tracking - monitoring levels of demand only	N/A	3,863 households approached the Council as homeless during 2021/22, which is an average of 320 approaches per month. 4778 households approached the Council as homeless during 2022/23. This is an increase of just over 900, and an average of 400 approaches per month. Currently the Housing Options Team have a live caseload of 1128 cases. During June there was a slight decrease in the number of approaches from 539 to 525.
Active, fulfilled lives	AFL17	Total number of households living in temporary accommodation		Yes (DLUHC - quarterly H-CLIC returns, no target set)	202 (Mean Average CPFA Near Neighbours - LG Inform)	n/a	237	n/a	237	233	↓G	Lower is better	245	No tolerance	The number of households living in temporary accommodation has reduced slightly since peaking in May. We are starting to see the delivery of units through the Local Authority Housing Fund (LAHF) programme for homeless Afghan and Ukrainian families. As these placements will need to be retained on homelessness and temporary accommodation caseloads because of tenancy/letting issues a rise in the number of households living in temporary accommodation should be expected (LAHF round 1 should deliver 26 homes by November 2023, and a further 11 homes will follow). *This figure is for statutory duty placements only and does not include the additional cohort of rough sleepers accommodated using discretionary powers*
Active, fulfilled lives	AFL18	Number of households with family commitments* living in bed and breakfast accommodation		Yes (DLUHC - quarterly H-CLIC returns, no target set)	11 (Mean Average CPFA Near Neighbours - LG Inform)	n/a	6	n/a	6	5	↓G	Lower is better	5	No tolerance	While there are 5 households with family commitments living in B&B, the household with the longest stay is a couple with a pregnant woman who were placed on 18 July (14 nights as at 31.07.2023). A move on plan for this household is already in place. The temporary accommodation team keep these cases under daily review to ensure households with family commitments spend as little time in B&B as possible. * Households with family commitments are a) a pregnant woman; (b) with whom a pregnant woman resides or might reasonably be expected to reside; or, (c) with whom dependent children reside or might reasonably be expected to reside.

Adults & Housing

Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Active, fulfilled lives	AFL24	Number of Temporary Accommodation placements out of NN area		Yes (DLUHC - quarterly H-CLIC returns, no target set)	TBD	New for 2023-24	n/a	n/a	1	1	➔	Lower is better	0	No tolerance	The household that is living out of area in the neighbouring area of West Northamptonshire was placed there in November 2021 (prior to the temporary accommodation service review and while teams were working on a locality basis). They have recently had a S202 review decision in their favour and have since accepted an offer of temporary accommodation in North Northamptonshire; it is hoped that this will be ready for occupation week commencing 7 August 2023.
Safe and thriving places	STP38	Percentage of rent collected		No	n/a	92.54%	96.37	95.09%	96.37%	96.08%	⬇	Higher is better	97%	5%	This is a cumulative rent collected as a percentage of rent owed figure. In the Kettering area the July collection rate shows slight decrease due to lack of payments from bands over £1,000. Enforcement action is pending on several accounts but bailiffs executing warrants is a 3 month wait period. In the Corby area there is also a decrease, the Monthly direct debits have not been included which may have contributed to this decrease. Despite this the Corby area are showing an increase in collection rates for the same time last year.
Safe and thriving places	STP12	Number of (council house) dwellings vacant and ready to let at month end		Yes (Annual LAHS return to DLUHC, no target set)	n/a	n/a	21	n/a	6	10	⬆	Lower is better	10	10 to 15	At the end of July there were 10 properties Ready to Let. The weekly void meetings are helping to ensure that this number is kept to a minimum.
Safe and thriving places	STP36	Number of voids - Kettering Area		No	n/a	n/a	n/a	n/a	64	60	⬇G	Lower is better	No target - tracking indicator only	N/A	This indicator provides a snapshot at the month end of the number of live HRA voids. At the end of July there was a reduction in the number of voids in both the Kettering and Corby area. The overall NNC snapshot has been reducing each month and has reduced from 143 to 125 from June to July. Note: The figures in the Kettering area for March 2023 to date have been updated to include HRA temps, therefore the figures now include all HRA voids.
		Number of voids - Corby Area		No	n/a	n/a	n/a	n/a	79	65	⬇G				

Adults & Housing															
Key Commitment	Ref No.	Description of Performance Indicator	Infographic / Chart	Statutory Reporting Required? (Yes / No)	Benchmark	Year to Date 2022-23	Quarter 1 23-24	Year to Date 2023-24	June 2023/24	July 2023/24	Direction of Travel (since previous period)	Polarity	Target	Tolerance	Comments
Safe and thriving places	STP37a	Average time taken to re-let NNC standard void properties		Yes (Annual LAHS return to DLUHC, no target set)	8 weeks (56 days) HouseMark	New KPI for 2023-24	60.9 days	59.5 days	60.9 days	59.5 days	↓G	Lower is better	56 days	56 to 60 days	From April 2023 onwards void turnaround time is reported by standard and major properties for NNC. The figure reported is the cumulative average turnaround time for those properties let in the month. This will help remove the impact a long term major void has when been empty for a long time and provide a more accurate reflection of void turnaround for standard properties. In July 23 there were 45 standard void properties let. The total number of void days for these 45 properties was 2527 which provides a monthly average turnaround for July of 56.15 days. This has brought the cumulative average turnaround time down to 59.5 days which is within the target tolerance. Whilst the team have adopted the new ways of reporting from 1st April, there is still a number of standard voids coming through for reletting that were not being processed in line with the new target times that have been adopted. It will therefore take a few months to get all of these legacy standard voids through to reletting.
Safe and thriving places	STP37b	Average time taken to re-let NNC major void properties		No	n/a	New KPI for 2023-24	217 days	301 days	217 days	301 days	↑R	Lower is better	No target - tracking indicator only	N/A	In July 2023 there were 11 major void properties let. These 11 properties had a total number of void days of 3313. The number of void days for these properties meant there was an increase in the overall cumulative average void days to 301 days. Using turnaround days for major voids at the present time is not the best indicator as there is no set approach to how major voids are resourced has been agreed. Number of major voids may be a more appropriate indicator to monitor.
Safe and thriving places	STP08	% of properties with a valid gas safety certificate		Yes (Regulator of Social Housing - TSM, no target set)	n/a	n/a	99.8%	n/a	99.8%	99.8%	→	Higher is better	100%	99.5% and above is green, 99% and above is amber	Only 18 properties out of total 7,901 properties did not have a valid gas certificate as at 31/07/2023. Of the 10 properties within the Kettering figures, eight are acquisition properties. The remaining properties have now been completed. Of the 8 properties in the Corby area figures, 4 have had legal letters and court dates are being booked, 1 property (a mutual exchange) is booked, and one property is a void and has been scheduled. There is a limit in the number of properties we can take to court each fortnight to obtain right of entry warrants, so this is impacting compliance.
Safe and thriving places	STP04	Number of active households on Keyways (as at 1st month)		No	n/a	n/a	5263	n/a	5263	5349	↑	N/A - Tracking	N/A - monitoring levels of demand	N/A	This provides a snapshot of the number of applicants active on the Council's housing Register (Keyways). Total housing applications active have increased and new applications remain high. Please note that as applications are made active, previously active applications have the status changed to pending, suspended, closed, and housed. This figure therefore is not how many applications are being assessed in total. Annual renewals are currently suspended due to staff resources. Once in place this will reduce the active total due to applicants non-contact and change of circumstances.
Safe and thriving places	STP05	Number of new Keyways applications received		No	n/a	6675	1850	2493	642	643	↑	N/A - Tracking	N/A - monitoring levels of demand	N/A	643 new applications in July 23 in comparison to 457 in July 2022, with an average for the year to date of 623.25 new applications.
Safe and thriving places	STP39	Number of repair jobs awaiting completion		No	n/a	New KPI for 2023-24	1,188	n/a	1,188	1,266	↑	N/A - Tracking	N/A - monitoring levels of demand	N/A	This is a new measure to help monitor the current repairs jobs awaiting completion outside of the backlog jobs listed at the 1/3/23. A snapshot at the end of July shows there was a total of 1,266 repair jobs across Kettering and Corby that are awaiting completion. This is an increase of 78 jobs awaiting completion compared with the snapshot at the end of June 23. The team continue to monitor closely whether the responsive repairs team are staffed to be able to manage the level of new jobs received each month.
Safe and thriving places	STP40	Number of repair jobs awaiting completion which are outside of target timescale		No	n/a	New KPI for 2023-24	762	n/a	762	844	↑	N/A - Tracking	N/A - monitoring levels of demand	N/A	This is also a new measure to help monitor the current repairs jobs that are outside of target times. Again the lag between shifting backlog work off of the regular responsive repairs teams and onto the newly created backlog team is seen as the main reason why there are already a number of jobs post 1st March 2023 that are out of target time. The team will monitor closely from now on whether the responsive repairs team are staffed to be able to manage the level of new jobs received each month or not.

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EXECUTIVE 14th September 2023

Report Title	Bus Service Improvement Plan plus (BSIP+) funding
Report Author	Graeme Kane – Executive Director for Place and Economy
Lead Member	Councillor Matt Binley, Executive Member for Highways, Travel & Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Memorandum of Understanding between Department for Transport and North Northamptonshire Council

1. Purpose of Report

- 1.1. To note the receipt from the Department for Transport (DfT) of Bus Service Improvement Plan plus (BSIP+) funding and agree that it can be spent on improving bus services in an accordance with the terms and conditions of the funding.

2. Executive Summary

- 2.1. Since the start of the Covid-19 pandemic, the Government has provided direct financial support to the bus industry. On 17th May 2023, the Government announced a longer-term funding deal for the financial years 2023/24 and 2024/25. £160m will be provided to local transport authorities and £140m directly to operators.
- 2.2. North Northamptonshire Council (the Council) has been allocated £569,412 of Bus Service Improvement Plan plus grant funding for each of the financial years

2023/24 and 2024/25. The funding is intended to be targeted on actions which will deliver the best overall outcomes for bus services.

2.3. Eligibility for future funding, including 2024/25 BSIP+ funding, is dependent on the Council's overall bus budget being maintained at least at the same level. Given the purpose of the funding, it would be appropriate to understand what changes operators intend to make before deciding how the BSIP+ funding should be spent. However, given the limited time available to make subsequent decisions, the following initial criteria for spend are proposed:

- To continue to fund existing bus services where they represent value for money or maintain essential connectivity for local communities;
- To increase service frequency or restore services withdrawn since the start of the Covid-19 pandemic where there is a reasonable prospect of the service becoming commercially viable within the BSIP+ funding period; and
- To forward fund improvements where S106 developer funding is due before the end of the BSIP+ funding period to increase the time period for the service to achieve commercial viability.

3. Recommendations

3.1. It is recommended that the Executive:

- a) Note the allocation of £569,412 of Bus Service Improvement Plan plus funding for each of the financial years 2023/24 and 2024/25;
- b) Note that the allocation of future funding including the Bus Service Improvement Plan plus funding for 2024/25 is dependent on the Council's overall bus budget (comprising the bus subsidy budget of £275,000 and concessionary fares budget of £2,907,320) not being reduced.
- c) Delegate authority to the Executive Member for Highways, Travel & Assets in consultation with the Executive Director of Place & Economy to take any actions needed to award the local bus service contracts and any further decisions/actions relating to expenditure of the BSIP+ funding.

3.2. Reason for Recommendations – To spend the external funding in accordance with the terms and conditions of the grant.

3.3. Alternative Options Considered – The Council could choose not to accept the external funding or to spend it in ways which were inconsistent with the terms and conditions of the grant. This would not be in the best interest of the community and would jeopardise future funding allocations. Launching new services in areas with limited demand for bus travel is unlikely to represent value for money in achieving the objectives of the funding, and not appropriate with no long-term funding certainty.

4. Report Background

- 4.1. The majority of bus services in England are provided commercially by operators, who decide the times, routes and fares to be charged. Under the Transport Act 1985, local authorities can supplement the commercial bus network with subsidised services.
- 4.2. The restrictions on travel introduced at the start of the Covid-19 pandemic necessarily resulted in such a large drop in fare income that the majority of bus services would have become financially unavailable and ceased to run had the Government not stepped in with emergency funding to ensure that key workers could continue to travel, and other essential journeys continue. The majority of that funding was paid directly to commercial operators, although a proportion was paid to local authorities to compensate for the loss of fare income for their subsidised services.
- 4.3. While bus patronage has recovered significantly, it remains at around 90% of pre-Covid levels. What was originally envisaged as short-term emergency Government funding has been progressively extended, although the level of financial support has been progressively reduced as passengers have returned, and a reduced commercially viable network has been sought. The majority of funding continued to be directed to commercial operators, with a small proportion to councils for subsidised services.
- 4.4. On 17th May 2023, the Government announced a longer-term funding deal for the bus industry covering the financial years 2023/24 and 2024/25. £160 million will be provided to local transport authorities to improve fares, services and infrastructure while £140 million will go directly to operators to help protect essential services across England. At the same time the Government announced an extension of the £2 bus fare cap outside London until the end of October 2023 and then at £2.50 until 30th November 2024 – when the Government will review their effectiveness and future bus fares.
- 4.5. The £160 million for local transport authorities will be provided as Bus Service Improvement Plan plus (BSIP+) funding. Of this funding, £80 million will be provided in 2023/24 and £80 million in 2024/25. The Council has been allocated £569,412 of BSIP+ funding for each of the financial years 2023/24 and 2024/25.
- 4.6. The BSIP+ funding which has been allocated to the Council is intended to be targeted on actions which the Council - and local operators through our Enhanced Partnership (where relevant) - believe will deliver the best overall outcomes in growing long term patronage, revenues and thus maintaining service levels, while maintaining essential social and economic connectivity for local communities. In some places that may involve ensuring existing connections are maintained. Elsewhere it might be achieved through increasing the frequency on key corridors or the operating hours of some services whilst reducing others; or reducing fares or introducing new local concessions to open up new markets and revenue.

- 4.7. The funding must be spent on bus measures. It cannot be used for measures that primarily benefit other modes of transport, with secondary benefits for buses (e.g., road maintenance).
- 4.8. Eligibility for future funding, including 2024/25 BSIP+ funding, is dependent on the Council's overall bus budget (comprising the bus subsidy budget of £275,000 and concessionary fares budget of £2,907,320) being maintained at least at the same level. For example, if concessionary travel reimbursements are reduced, the corresponding budget must be reinvested into other bus measures (e.g., tendered services).
- 4.9. The full terms and conditions of the funding are contained in the Memorandum of Understanding between the Council and DfT at **Appendix A**.
- 4.10. Since the start of the Covid-19 pandemic bus operators have reduced their timetables to reflect both the reduced numbers of passengers travelling and the funding available. The shortage of drivers and the significant increase in fuel and other costs have also been significant factors. In North Northamptonshire this has mainly been achieved by operating services at reduced frequencies, and no communities have lost their service entirely although some linkages have been lost. This has been a better outcome than in many areas where there have been major commercial service withdrawals.
- 4.11. From 1st July 2023 operators will be receiving DfT funding through the Bus Service Operators Grant plus (BSOG+). As they understand how much funding they will receive, operators will be determining the levels of services that they can afford to run. It is possible that this will result in further frequency reductions or service withdrawals.

5. Issues and Choices

- 5.1. The funding announced on 17th May 2023 offers some certainty for the bus industry through to April 2025, although the amount of Government funding available is reduced. With the greater proportion of funding being provided to local transport authorities, it also represents a transition to local decision-making about which services are essential for local communities.
- 5.2. The Council currently has a bus subsidy budget of £275,000 per annum. In previous years this has been supplemented by an additional £105,654 of Bus Subsidy (Revenue) Grant from the Government, but it is uncertain whether this will continue. The £569,412 of BSIP+ allocated to the Council for 2023/24 and 2024/25 each is more than twice the Council's own annual subsidy budget. However, there is no certainty that there will be any funding available beyond March 2025.
- 5.3. The BSIP+ funding is primarily intended to allow the Council to maintain existing bus service levels and achieve the best overall outcomes in growing long term patronage. This is more likely to be achieved by continuing or enhancing existing services which have a prospect of becoming commercially viable in the short-medium term than introducing new services in rural areas which are likely

to need long-term subsidy, and for which the Council's own bus subsidy budget would be more appropriate.

- 5.4. Local bus operators will currently be considering any reductions or withdrawals of services which they need to make to their commercial services to reflect the reduced funding which they will receive from the Government. Operators only need to give the Council 70 days' notice of any such changes, so the Council has a limited time to act if the service is to continue. In some cases, it may be appropriate to make short-term arrangements for a service to continue while its long-term future is evaluated.
- 5.5. Given the purpose of the funding, it would be appropriate to understand what changes operators intend to make before deciding how the BSIP+ funding should be spent. However, given the limited time available to make subsequent decisions, the following initial criteria for spend are proposed:
- To continue to fund existing bus services where they represent value for money or maintain essential connectivity for local communities;
 - To increase service frequency or restore services withdrawn since the start of the Covid-19 pandemic where there is a reasonable prospect of the service becoming commercially viable within the period of BSIP+ funding; and
 - To forward fund improvements where S106 developer funding is due before the end of the BSIP+ funding period to increase the time period for the service to achieve commercial viability.

6. Next Steps

- 6.1. Following approval of this report, the next steps will be to work with local bus operators to understand any reductions in commercial services which they intend to make. Alongside this, work will be undertaken to explore other options for service improvements on the basis set out in section 5.5 above.
- 6.2. Once the quantum of commercial service changes is understood, a proposed list of service interventions will be drawn up and tender prices sought from operators. Note that because operators can institute service changes at any time, the above may be an incremental process.
- 6.3. Dependent on the level of need identified on the basis of section 5.5 above, other options for spending the BSIP+ funding can also be explored.
- 6.4. Executive is asked to agree delegated authority to the Executive Member for Highways, Travel and Assets, in consultation with the Executive Director for Place & Economy, to take any actions needed to award local bus service contracts and take any further decisions/actions relating to expenditure of the BSIP+ funding.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The proposals in this report relate to the spending of £569,412 BSP+ revenue grant allocated to the Council for each of the financial years 2023/24 and 2024/25. The proposals in this report should be fully funded from that grant funding or from Section 106 developer contributions. The grant conditions indicate that funding unspent in 2023/24 can be carried forward into 2024/25, but the ability to carry forward the 2024/25 funding into 2025/26 may depend on the date the 2024/25 funding is paid to the Council.
- 7.1.2. It should be noted that future bus funding, including receipt of the BSIP+ grant funding for 2024/25, is dependent on the Council's overall bus budget being maintained at least at the same level. For example, if concessionary travel reimbursements are reduced, the corresponding budget must be reinvested into other bus measures (e.g., tendered services). It is assumed that the overall bus budget comprises the bus subsidy budget of £275,000 and the concessionary travel budget of £2,907,320.
- 7.1.3. This report does not seek to limit the Council's budget setting process for 2024/25, but asks Executive to note that future bus funding, including the BSIP+ funding for 2024/25, is dependent on the Council's overall bus budget not being reduced.
- 7.1.4. It should also be noted that if the Government does not provide further similar financial support for buses for 2025/26, and services which are funded with BSIP+ have not received commercial viability by that date, the Council will have to withdraw the services.

7.2. Legal and Governance

- 7.2.1. This report requests authority to accept and spend grant funding from DfT as part of the BSIP+ funding allocations for local authorities in England (outside London) to provide bus service improvements.
- 7.2.2. Section 63 Transport Act 1985 provides that local transport authorities must 'secure the provision of such public passenger transport services as the council consider it appropriate to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose'.
- 7.2.3. The DfT grant BSIP+ funding is provided pursuant to the terms set out in the Memorandum of Understanding (MoU), appended at **Appendix A** to this report. It should be noted that the MoU places a requirement on the Council to report annually on the way grant monies are expended. In addition, the Council's Section 151 Officer has to confirm to DfT that the matter/service being funded represents good value for money.

7.2.4. Whilst it is specifically provided in the MoU that its terms shall not be legally binding, it should be noted that the provisions of clause 5 of the same reserve the right for DfT to clawback, reduce, suspend and withdraw grant funding delivered to the Council (including subsequent grant funding) should the conditions of the MoU not be met.

7.2.5. Any procurement exercise for goods, works or services must be conducted in accordance with the Councils governance and legal obligations, specifically in compliance with the Council's Contract Procedure Rules and the Public Contract Regulations 2015 (PCR2015). Procurement of local bus service contracts must also have regard to the requirements of the Transport Act 1985 and associated regulations. Legal services, where instructed, will advise and assist officers with regard to the conduct of any procurement process and the resulting contractual arrangements.

7.3. **Relevant Policies and Plans**

7.3.1. The proposal will assist the Council in meeting the priorities in the Corporate Plan around:

- Safe and Thriving Places
 - Enable people to travel across North Northamptonshire and beyond
- Green, sustainable environment:
 - Promote sustainable, active travel

7.3.2. The proposal will assist the Council in developing and delivering Council's Local Plan and Local Transport Plan, which the Council has a statutory duty to deliver. The proposal will also help to deliver the Council's Bus Service Improvement Plan.

7.4. **Risk**

7.4.1. The allocation of this funding to the Council transfers an element of decision-making for the continuation of local bus services from the Government and local bus operators to the Council. It therefore increases the reputational risk of the Council if a local bus operator decides to withdraw a commercial bus service, as the Council will be expected to fund its continuance. For the period of the funding it reduces financial risk to the Council of such circumstances.

7.4.2. Unless further Government funding is provided for 2025/26 and beyond, the services will be withdrawn if they have not become commercially viable.

7.4.3. The condition that future bus funding is dependent on the Council not reducing its overall bus budget, which introduces a new factor to be considered in setting a balanced budget.

7.5. Consultation

7.5.1. No consultation has been undertaken on this proposal as it involves the spending of external funding in accordance with terms and conditions set by the funder.

7.5.2. The timescales for operators notifying the Council of proposed commercial bus service changes or withdrawals do not permit public consultation to be undertaken when assessing alternative provision. However, the consultation undertaken on the Council's Bus Service Improvement Plan in 2021 did seek ideas for service improvements and it may be possible to undertake further consultation on some longer-term proposals.

7.6. Consideration by Executive Advisory Panel

7.6.1. This proposal has not been considered by an Executive Advisory Panel, but they have considered bus service improvements in the past and may choose to do so again.

7.7. Consideration by Scrutiny

7.7.1. This proposal has not been considered by the Place & Environment Scrutiny Committee, but they may wish to scrutinise bus services/improvements at a future date.

7.8. Equality Implications

7.8.1. An Equalities Screening Assessment has been completed and has identified that by allowing the continuation of bus services that might otherwise be withdrawn, the proposal will have a positive benefit for those with protected characteristics.

7.9. Climate and Environmental Impact

7.9.1. Public transport, along with walking and cycling, is one of the key alternatives to private car use. The proposed approach, of ensuring that communities continue to have a bus service and that funds are concentrated on those routes which represent good value for money, the proposal will encourage additional use additional bus use and have a positive climate and environmental impact.

7.10. Community Impact

7.10.1. By allowing the continuation of bus services that might otherwise be withdrawn, the proposal should have a positive impact for local communities by reducing isolation and supporting local economies.

7.11. **Crime and Disorder Impact**

7.11.1. There are no obvious crime and disorder objectives of this report.

8. Background Papers

- 8.1 Transport Act 1985 [Transport Act 1985 \(legislation.gov.uk\)](https://legislation.gov.uk)
- 8.2 Tendering road passenger transport contracts: good practice guidance
[Tendering Road Passenger Transport Contracts: Best Practice Guidance \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
- 8.3 North Northamptonshire Bus Service Improvement Plan [Enhanced partnerships for buses | North Northamptonshire Council \(northnorthants.gov.uk\)](https://northnorthants.gov.uk)

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MEMORANDUM OF UNDERSTANDING

Between

Department for Transport

-and-

North Northamptonshire Council

1. Purpose

1.1. This Memorandum of Understanding ('MOU') sets out the terms, principles and practices that will apply to the working relationship between the Department for Transport ("the Department") and North Northamptonshire Council ('the Authority')(collectively 'the Parties') regarding the administration and spending of their Bus Service Improvement Plan plus (BSIP+) funding allocation.

2. Background

2.1. On 18 May 2023, the Department confirmed funding for the Authority as part of the Bus Service Improvement Plan plus (BSIP+) announcement.

2.2. This MOU covers the funding commitments from the Department and the delivery, financial expenditure, agreed milestones, reporting and evaluation, communication and branding expectations between the Parties.

3. Purpose of Funding

3.1. The Department agrees to provide funding of up to £ 1,138,824. The allocation is set out in the following table:

	RDEL allocation
2023/24	£ 569,412
2024/25	£ 569,412
Total	£ 1,138,824

3.2 The Authority may use the funding to target it on the actions that they – and local operators through their Enhanced Partnership (where relevant) –

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believe will deliver the best overall outcomes in growing long term patronage, revenues and thus maintaining service levels, whilst maintaining essential social and economic connectivity for local communities. In some places that may involve ensuring existing connections are maintained (either by conventional services or DRT). Elsewhere it might be achieved through increasing the frequency on key corridors or the operating hours of some services whilst reducing others; or reducing fares or introducing new local concessions to open up new markets and revenue.

- 3.3 The funding must be spent on bus measures. It cannot be used for measures that primarily benefit other modes of transport, with secondary benefits for buses (e.g. road maintenance).
- 3.4 We expect you to use the funding to maintain existing service levels or on measures that are consistent with Departmental guidance on [Bus Service Improvement Plans \(BSIPs\)](#), bearing in mind that we have changed the BSIP rules, enabling BSIP and BSIP+ allocations to be used for supporting existing services, as set out in the 17 May announcement. Funding decisions should be based on local circumstances and need. The Authority can enhance the frequency of existing services, expand routes or provide new services using this funding.
- 3.5 Other interventions, such as ambitious new fares initiatives, that can make the experience for non-users and existing passengers demonstrably better can be funded through the BSIP+ allocation.
- 3.6 The funding should not be used to support generic marketing or advertising costs that are not directly related to specific improvements (such as a fares change, or new services). We would expect bus operators to fund routine marketing costs.

4. Statutory Arrangements

- 4.1 The Authority must make an Enhanced Partnership (EP) or be in the process of franchising, in order for the full funding amount to be released. The Department will release 50% of the 2023/24 funding in paragraph 3.1 upfront, and the remaining 50% once the EP has been made (where relevant). If an EP is already in place, or the LTA is following the statutory process for franchising, then the full allocation will be released.
- 4.2 Schemes provided for by this funding should be included in the Authority's Enhanced Partnership (EP) scheme, EP scheme variation, or franchising delivery plan - all requirements of the EP/franchising plan would then apply.

5. MOU Conditions

- 5.1 Should the conditions of this MOU not be met, the Department will review whether it is appropriate to, by notification in writing to the Authority, require the repayment of the whole or any part of the grant. The

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Department also reserves the right to:

- i. Reduce, suspend or withhold BSIP+ grant funding should delivery not progress as agreed in documentation relating to other grants provisionally awarded by the Department to the Authority.
- ii. Reduce, suspend or withhold grant funding from other grants provisionally awarded by the Department to the Authority, should, the conditions of this MOU not be met.

6. Financial Arrangements

- 6.1. The agreed funds will be issued to the Authority as non-ringfenced grant payments under Section 31 of the Local Government Act.
- 6.2. The Authority accepts responsibility for meeting any costs over and above the Department's contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties.
- 6.3. The Department expects the grant funding to be spent within a reasonable timeframe and outputs delivered within 12 months of funding receipt.

7. Assurance, Monitoring and Evaluation

- 7.1. The Authority will collaborate with the Department over assurance requirements, which will include the Section 151 Officer using the template provided to give a written confirmation that the project/s represents value for money to the Department. The Authority will also collaborate with the Department and/or its contractors who reserve the right to seek further assurances and monitoring data. The Department shall assist the Authority where possible, and the Parties will work together to satisfy these requirements.
- 7.2. The Authority will publish and submit an end-of-year report to the Department detailing how the funding has been used in a format specified by the Department. It is important that the public can view how taxpayer funding is being spent.

8. Value for Money

- 8.1. The value for money of all individual investments should be considered through the Authority's governance frameworks in the usual way – with confirmation sent to the department by the s151 officer that this funding represents value for money.

9. Adherence to national guidance

- 9.1. The Authority is expected to follow relevant national guidance in the course of scheme development and implementation.

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10. Changes to approved project/programme

- 10.1. The Authority will comply with the terms of this MOU. Any request to deviate from these terms must be made in writing to the Department.

11. Compliance

- 11.1. The Authority will comply with all applicable procurement laws when procuring goods and services in connection with the Project and the Department shall not be liable for the Authority's failure to comply with its obligations under any applicable procurement laws.
- 11.2. The Authority will ensure that its use of the funding complies with State Aid laws, the UK's international obligations in relation to subsidy control and any UK subsidy control legislation.
- 11.3. The Authority will maintain appropriate records of compliance with the relevant subsidy control regime and will take all reasonable steps to assist the Department to comply with the same and respond to any proceedings or investigation(s) into the use of the funding by any relevant court or tribunal of relevant jurisdiction or regulatory body.
- 11.4. The Authority acknowledges and represents that the funding is being awarded on the basis that the use of the grant will not affect trade in goods and electricity between Northern Ireland and the European Union and shall ensure that the funding is not used in a way that affects any such trade.
- 11.5. The Secretary of State may require repayment of any of the grant already paid, together with interest from the date of payment, if the Secretary of State is required to do so as a result of a decision of a court, tribunal or independent body or authority of competent jurisdiction.
- 11.6. The Authority will ensure they comply with the 2010 Equality Act and the Public Sector Equality Duty. This includes considering impacts of the project on protected characteristic groups during the scheme design process and in the monitoring and evaluation stage.

12. Branding and Communication

- 12.1. The Authority shall at all times during and following the end of the Funding Period:
 - i. comply with requirements of the Branding Manual in relation to the Funded Activities; and
 - ii. cease use of the Funded by UK Government logo on demand if directed to do so.
- 12.2. Branding Manual refers to the HM Government of the United Kingdom of Great Britain and Northern Ireland 'Funded by UK Government branding manual' first published by the Cabinet Office in November 2022 and is available at <https://gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/> including any subsequent updates from time to time

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12.3. Whilst there are important benefits of local brands for transport services - including promoting local identity, loyalty and accountability - to emphasise the role played by government funding, the Authority must also prominently co-brand any vehicles, signage, websites and all public-facing printed material. Media announcements and releases about improvements funded or part-funded by this money must also be co-branded, must prominently acknowledge the role played by HMG funding and offer HMG the opportunity in good time to include a comment. Failure to do so may result in funding being reduced or reclaimed as set out at paragraph 5.1 above.

13. Bus Connectivity Assessments

13.1. LTAs will also be expected to comply with the Bus Connectivity Assessments coordinated by DFT, at regular intervals. We expect submission of the Bus Connectivity Assessments to the Department for Transport to be required at dates to be specified.

13.2. As part of this process, Operators and LTAs will be expected to report on a range of issues, including but not limited to:

- i. Connectivity;
- ii. Patronage;
- iii. Types of Service;
- iv. Innovation;
- v. Funding.

13.3. Bus Connectivity Assessments will require comprehensive responses, and the Department for Transport reserve the right to ask for further evidence if deemed necessary and appropriate.

13.4. The Department for Transport reserve the right to change the regularity of Bus Connectivity Assessments at any point.

14. Other conditions

14.1. The Authority and any Travel Concession Authority within its boundaries must maintain their bus budgets from all sources. This must demonstrate that BSIP+ funding is additional to previously agreed council budgets. To be eligible for future funding including 2024/25 BSIP+ funding, the overall authority bus budget must be maintained at least at the same level. If concessionary travel reimbursements are reduced, the corresponding budget must be reinvested into other bus measures (e.g. tendered services).

14.2. The Authority and any Travel Concession Authority within its boundaries will commit (including in their Enhanced Partnership where relevant) to work with operators to promote the England National Travel Concessionary Scheme (ENCTS) and to proactively inform local residents when they become aware that they are eligible for such a concession. They will ensure that it is easy to apply for. Unless there are exceptional

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circumstances, any existing “no marketing” clauses in concessionary travel funding agreements will be removed by 1 April 2024.

- 14.3. Demand responsive transport (DRT) services provided under this funding and replacing existing bus services should offer a concession to ENCTS passholders, between 09:30 to 23:00 on weekdays and at all times on Saturdays, Sundays and bank holidays. Where DRT is planned, clear arrangements shall be in place to ensure a high standard of integration with other services and a clear timeline for delivery, with particular regard to elements such as continuity of service, accessibility, safety and fare levels.

15. Compliance with the MOU

- 15.1. The Parties to this MOU are responsible for ensuring that they have the necessary systems and appropriate resources in place within their respective organisations to comply fully with the requirements of this MOU.

16. Legal Enforcement

- 16.1. This MOU is not legally enforceable. It describes the understanding between both parties for the use of funding specified in Clause 3 of this agreement.

Signed on Behalf of the Authority:

Name:

Signed on Behalf of the Department (Deputy Director)



Sharon Maddix

EXECUTIVE 14th September 2023

Report Title	Kettering Local Cycling and Walking Infrastructure Plan
Report Author	Graeme Kane, Executive Director, Place and Economy (Interim)
Lead Member	Cllr Matt Binley, Executive Member for Highways, Travel and Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Draft Kettering Local Cycling and Walking Infrastructure Plan

Appendix B – Kettering LCWIP Engagement Report

Appendix C – Consultation Report - Kettering Local Cycling and Walking Infrastructure Plan (LCWIP)

1. Purpose of Report

- 1.1 The purpose of this report is to provide information on the Kettering Local Cycling and Walking Infrastructure Plan (LCWIP), report on the findings from the recent public consultation for the Kettering LCWIP and to seek approval for adoption of the Kettering LCWIP and for the progression of the LCWIP proposals.

2. Executive Summary

- 2.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport (DfT) approach for planning and co-ordinating provision for active travel modes. They provide a strategic and

planned approach for short and long term provision for cycling and walking within the local area.

- 2.2. The Kettering LCWIP has been developed to enable North Northamptonshire Council (NNC) to:
 - Identify prioritised cycling and walking infrastructure improvements for future investment;
 - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
 - Make the case for future funding for walking and cycling infrastructure.
- 2.3. The area of the LCWIP includes Burton Latimer due to the potential for cycle journeys between Kettering and Burton Latimer. The proposals are designed to link with those of the Greenway Strategy.
- 2.4. Within the Kettering LCWIP is significant analysis of the existing walking and cycling situation, as well as the potential for cycling and walking in the local area. Using this information, a network of proposed routes and improvements have been identified and prioritised.
- 2.5. Public consultation was undertaken on the LCWIP Technical Report and proposals between 13th April and 20th May 2023. As part of this consultation respondents were asked for their overall feeling about the LCWIP. 81% of respondents were either happy or satisfied with the overall LCWIP. Only 3% of respondents were unhappy with the LCWIP (the other responses were 'did not know'). This shows a very high level of support within the respondents for the overall LCWIP.
- 2.6. The comments received for the LCWIP overall and for each of the route proposals have been examined. Many of the comments received have been supportive of the proposals, with only a small proportion providing negative comments.
- 2.7. Following a review of the comments received during the consultation, the Kettering LCWIP Technical Report has been developed to form the Draft Kettering LCWIP at **Appendix A**.
- 2.8. Assuming the approval of this report, a final version of the Kettering LCWIP will be published on the Council's website. Work will commence to procure support for the initial development of preliminary designs for those routes/ improvements identified within the LCWIP as a priority to form the basis of future funding bids to Government.

3. Recommendations

- 3.1. It is recommended that the Executive:
- a) Note the findings of the public consultation analysis for the Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) which forms **Appendix C** of this report;
 - b) Approve and adopt the Draft Kettering LCWIP which forms **Appendix A** of this report as a Council policy document;
 - c) Agree that the prioritisation of routes within the Kettering LCWIP should form the basis of work to develop preliminary designs for the routes within existing budgets to form the basis of future funding bids. Any further external funding secured as a result will form the basis of future report(s) to Executive.
- 3.2. Reason for Recommendations – Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport approach for planning and co-ordinating provision for active travel modes. They provide a strategic and planned approach for short and long term provision for cycling and walking within the local area.

The Kettering LCWIP has been developed to enable NNC to:

- Identify prioritised cycling and walking infrastructure improvements for future investment;
 - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
 - Make the case for future funding for walking and cycling infrastructure.
- 3.3. Alternative Options Considered – While it would be possible to develop an LCWIP based on a different methodology to that contained in Government guidance on LCWIPs, this is not recommended as it would mean that the Council was less likely to secure Government funding. However, should alternative funding (such as S106) become available for particular corridors, it would be possible to progress lower priority schemes on that basis.

4. Report Background

Introduction

- 4.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport approach for planning and co-ordinating provision for active travel modes. They provide a strategic and planned approach for short- and long-term provision for cycling and walking within the local area. Schemes which have been prioritised within LCWIPs are more likely to receive Government funding.

- 4.2. The Kettering LCWIP is the first of a number of LCWIPs that are being developed to enable the Council to:
- Identify prioritised cycling and walking infrastructure improvements for future investment;
 - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
 - Make the case for future funding for walking and cycling infrastructure.
- 4.3. The Kettering LCWIP has been developed in accordance with the Department for Transport LCWIP guidance. This has included a programme of engagement and consultation with stakeholders and the public throughout the development of the LCWIP proposals. This consultation and engagement process is summarised within the Kettering LCWIP Engagement Report in **Appendix B**.
- 4.4. The area of the LCWIP includes Burton Latimer due to the potential for cycle journeys between Kettering and Burton Latimer. The proposals are designed to link with those of the Greenways Strategy.
- 4.5. The Corby LCWIP is expected to go out to public consultation in September 2023 and work is also underway on a LCWIP covering Wellingborough, Rushden and Higham Ferrers. These will be brought to Executive for approval at a future date.

5. Issues and Choices

- 5.1. Within the Kettering LCWIP is significant analysis of the existing walking and cycling situation, as well as the potential for cycling and walking in the local area. Using this information, a network of proposed routes and improvements have been identified.
- 5.2. The walking improvements identified are based upon:
- A Core Walking Zone of the town centre area
 - Five specific walking routes: Rockingham Road, Lower Street/Rothwell Road, Montagu Street/Stamford Road, London Road and Station Road.
- 5.3. The cycling improvements consist of the following 14 routes: town centre, Station Road, Rockingham Road, Northfield Avenue, Rothwell Road, Stamford Road/Weekley, Northampton Road/Lake Avenue, London Road, St Mary's Road/Deeble Road, Windmill Avenue, Wicksteed Park, Pytchley Road, Barton Seagrave and Burton Latimer.
- 5.4. The LCWIP then prioritises the identified improvements in terms of being short, medium or long term in nature. The specific walking improvements are all identified as short-term priorities. For the cycling routes the short-term priority routes are identified as being Stamford Road/Weekley, St Mary's Road/Deeble Road, London Road and Pytchley Road.

- 5.5. The Kettering LCWIP Technical Report (June 2022) included the above analysis, conclusions and recommendations regarding routes and improvements.
- 5.6. Public consultation was undertaken on the LCWIP Technical Report and proposals between 13th April and 20th May 2023. This consultation was undertaken using the Commonplace online platform. Full analysis of the received responses is provided within the Kettering LCWIP Consultation Report (July 2023) (included as **Appendix C**) and is summarised in section 7 below.
- 5.7. Following a review of the comments received during the consultation, the Kettering LCWIP Technical Report has been developed to form the Draft Kettering LCWIP at **Appendix A**.
- 5.8. While the prioritisation of routes from the consultation differed for some schemes from that in the LCWIP Technical Report, changes are not recommended because the Technical Report prioritisation includes factors such as deliverability and value for money which will be important factors if DfT funding is to be secured. However, should other funds such as S106 funding become available it may be able to accelerate delivery of routes which were afforded lower priority.

6. Next Steps

- 6.1. Assuming the approval of this report, a final version of the Kettering LCWIP will be published on the Council's website.
- 6.2. Work will also begin to develop preliminary designs for those routes/improvements identified within the LCWIP as a priority. It is anticipated that this work will be undertaken through the NNC term contract with Kier.
- 6.3. These preliminary designs will form the basis of future bids for capital funding from the Government's Active Travel Fund or other suitable funding sources for the funds required to build the schemes.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The approval of the Kettering LCWIP does not, by itself have any resource or financial implications.
- 7.1.2. Once approved, development of designs for the priority routes/improvements will be undertaken using existing resources and allocated revenue budgets for active travel.

7.1.3. This will allow bids to be developed for Government or other sources of funding for construction such as Section 106 and where appropriate these will be the subject of future reports to Executive.

7.2. **Legal and Governance**

7.2.1. The consultation should describe the matter being consulted upon, in this case the full technical report, and does so clearly. Allow adequate time to respond, in this case 13th April to 20th May 2023 and following responses there should be fair consideration of the representations and an evaluation of the proposals made. They do not have to adopt all proposals put forward. The decision makers, as is the case, here can take some of them forward by commenting /suggesting to Executive Member Highways provided they have given due consideration.

7.3. **Relevant Policies and Plans**

7.3.1. The proposal will assist the Council in meeting the priorities in the Corporate Plan around:

- Safe and Thriving Places
 - Enable people to travel across North Northamptonshire and beyond
- Green, sustainable Environment
 - Promote sustainable, active travel
 - Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future.

7.3.2. The proposal will assist the Council in developing and delivering Council's Local Plan and Local Transport Plan, which the Council has a statutory duty to deliver.

7.4. **Risk**

7.4.1. If the Kettering LCWIP were not to be approved there is a risk that the Council will not be able to obtain future funding for Active Travel schemes from Government or other sources. There may also be implications for the ability to obtain funding for delivering other transport infrastructure schemes.

7.4.2. A risk register will be developed as part of the project management process for individual schemes and will ensure risks are identified, recorded and monitored.

7.5. **Consultation**

7.5.1. A comprehensive consultation and engagement process has been undertaken in the development of the LCWIP proposals. This consultation and engagement process is summarised within the Kettering LCWIP Engagement Report (Brightwayz - June 2023) in **Appendix B**.

- 7.5.2. The development of the Plan has included the holding of workshops with key stakeholders at appropriate stages in the development of the proposals. These workshops enabled key stakeholders to outline issues they thought were of most importance for walking and cycling as well as locations for connection to the network. In addition to the workshops the online consultation platform of Commonplace was used to enable members of the public to provide their thoughts and comments. This online platform was available throughout the development of the LCWIP and enabled users to sign up to receive updates on progress.
- 7.5.3. Following the drafting of the LCWIP Technical Report, public consultation was undertaken between 13th April and 20th May 2023. This consultation was undertaken using the Commonplace online platform. Full analysis of the received responses is provided within the Kettering LCWIP Consultation Report (July 2023) (included as **Appendix C**).
- 7.5.4. The consultation respondents were asked to submit responses for the following elements of the LCWIP proposals:
- How they felt about the overall LCWIP?
 - Which Individual Routes they considered should be prioritised?
 - Level of support for and comments on each of the proposed routes/improvements
- 7.5.5. There were 124 different respondents to the consultation questions regarding individual routes/improvements. Lower numbers of the respondents completed the questions in relation to how they felt about the overall LCWIP or the priority that should be assigned to specific routes/improvements.
- 7.5.6. As part of this consultation respondents were asked for their overall feeling about the LCWIP. 81% of respondents were either happy or satisfied with the overall LCWIP. Only 3% of respondents were unhappy with the LCWIP (the other responses were 'did not know'). This shows a very high level of support within the respondents for the overall LCWIP.
- 7.5.7. The LCWIP identified 14 different routes and respondents were asked for the routes they thought should be prioritised. Analysis shows that Route 3 was identified the most often by respondents as being a priority. After that it is (in order) Route 1A, Routes 5 and 7, Routes 1B and 8, and Routes 6 and 8A. This compares to the four top ranked cycle routes within the LCWIP report of Routes 3, 6, 5 and 8A. There are therefore a significant number of similarities in the relative route priorities identified within the public consultation responses and those identified within the LCWIP report.
- 7.5.8. The consultation sought feedback on the individual routes/improvements identified within the LCWIP Technical Report. For each route respondents were asked to rate their level of happiness with these proposals with a score of between 1 and 5 (a score of 1 being "Not at all happy" and a score of 5 being "Very happy"). Respondents were also invited to provide comment on the route. Detailed analysis of the received responses is provided within the Kettering LCWIP Consultation Report (July 2023) (included as **Appendix C**).

- 7.5.9. Of particular note within the received responses was that the town centre improvements attracted a higher level of responses than the other route proposals that were consulted upon. This may have been since this was located first on the consultation website, or it could have been that the proposals attracted more interest from the public than the other proposals. However, it is recognised that the proposals for the town centre area attracted various comments for and against use by cyclists of the existing pedestrianised area.
- 7.5.10. It is recognised that this is a subject of concern and differences of opinion among the respondents. It is therefore proposed that additional analysis and design be undertaken for these proposals as part of preliminary design to enable a more informed consultation and engagement to be undertaken. Should the proposals for usage of the pedestrianised area be considered not suitable for further progression, following that analysis and consultation, then the connecting LCWIP network proposals can be reviewed accordingly.
- 7.5.11. The comments received for the LCWIP overall and for each of the route proposals have been examined. Many of the comments received have been supportive of the proposals, with only a small proportion providing negative comments. It should also be noted that many of the comments include criticism of the standard of previously implemented infrastructure for cyclists and pedestrians. The main criticisms relate to variable widths of facility, number of locations where pedestrians/cyclists have to give way and also poor maintenance/encroaching vegetation. These recurring comments demonstrate the importance of ensuring that the route proposals of the LCWIP do not become diluted in the quality and attractiveness of provision they provide for pedestrians and cyclists as they progress through the design process. They also suggest that there will be a need to carefully consider future maintenance requirements (particularly in relation to potential encroachment by adjacent vegetation) within the design of the proposals.

7.6. Consideration by Executive Advisory Panel

- 7.6.1. The progress and contents of the Kettering LCWIP was considered by the Sustainable Communities EAP on 9th August 2023. No objections were raised to the Kettering LCWIP proposals.

7.7. Consideration by Scrutiny

- 7.7.1. The Place & Environment Scrutiny Committee considered the Kettering LCWIP report at its meeting on 29th August 2023, approved the contents of the report, welcomed the progress made in developing plans for improved cycling and walking infrastructure and looked forward to its future implementation as funding was secured.

7.8. Equality Implications

7.8.1. An Equality Screening Assessment has not identified any adverse impact on individuals with protected characteristics.

7.9. Climate and Environment Impact

7.9.1. The LCWIP will provide a strategic and planned approach for short and long term provision for cycling and walking within the local area. The provision for and promotion of active travel modes is an integral element of reducing the climate/environmental impact of local transport movements.

7.10. Community Impact

7.10.1. The Kettering LCWIP will improve active travel connections between communities within the Kettering and Burton Latimer area, which have benefits for health and well-being as well as supporting low cost and environmentally sensitive modes of transport.

7.11. Crime and Disorder Impact

7.11.1. There are no specific impacts relating to the recommendations in this report.

8. Background Papers

8.1. The Department for Transport Local Cycling and Walking Infrastructure Plans – Technical Guidance (April 2017) provides the guidance for how LCWIPs should be developed. This sets out a process and strategy that is recommended for the development of LCWIPs. The Kettering LCWIP has been developed in line with this guidance ([Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/618112/Local_cycling_and_walking_infrastructure_plans_technical_guidance.pdf)).

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Kettering Local Cycling and Walking Infrastructure Plan (LCWIP)

August 2023.

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Consultees

Internal	External
Highways & Waste, Planning, Public Health	As described in Engagement Report

Distribution List

Internal	External
NA	NA

Links to other documents

Document	Link

Additional Comments to note

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1.0 Introduction

1.1 Report Structure

This report is the Local Cycling and Walking Infrastructure Plan (LCWIP) for the town of Kettering in North Northamptonshire. The Kettering LCWIP aims to significantly enhance opportunities for cycling and walking across the town, for both commuting and leisure purposes. The LCWIP will also support the North Northamptonshire Council (NNC) ambitions to combat climate change.

LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. While the preparation of LCWIPs is non-mandatory, Local Authorities (LAs) who have plans will be well placed to make the case for future investment.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist LAs to: Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a strategic approach to identifying cycling and walking improvements at a local level. They enable a long-term approach to developing local cycling and walking networks for the next ten years.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist LAs to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies, and strategies; and
- Make the case for future funding for walking and cycling infrastructure.

The production of an LCWIP offers the LA the chance to strengthen local partnerships with National Highways, Network Rail and other stakeholders who can be influential in providing infrastructure to enable more walking and cycling. The LCWIP also provides an opportunity for the LA to demonstrate its commitment to related policy issues such as improved air quality, reduced emissions, improved public health through active travel, and improved access to education and employment.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The development of the LCWIP consists of six key stages, as per the Department for Transport (DfT) guidance and as listed in Table 1.1.

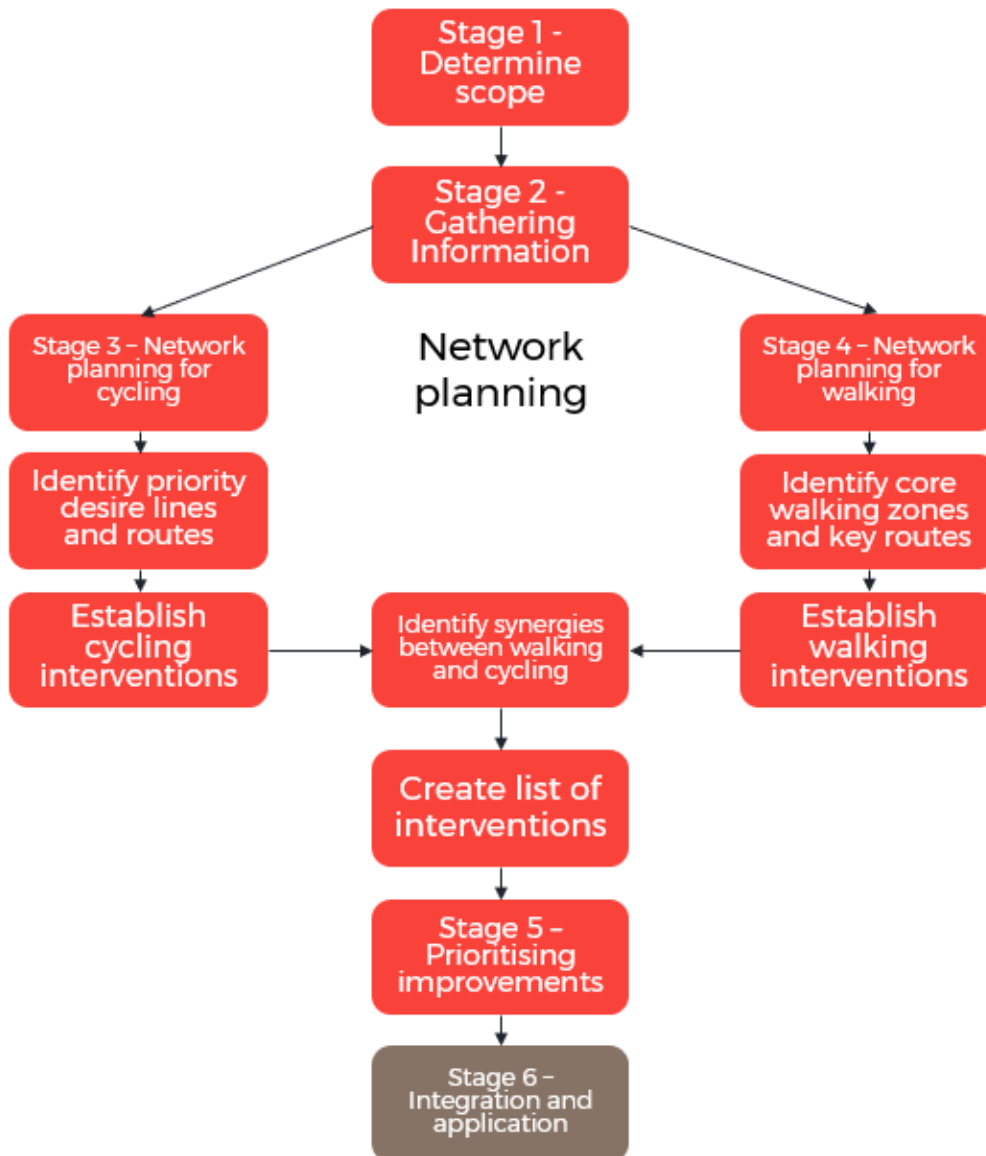
Table 1-1 – LCWIP six-stage process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

Stage	Name	Description
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

The following figure displays the LCWIP process. As shown below, Stages 3 and 4 are conducted separately, as cycling and walking should be considered separately due to the different characteristics of the modes. The process for walking and cycling is then brought back together in Stage 5.

Figure 1-1 – LCWIP process flowchart



WSP have supported the Kettering LCWIP Stages 1 to 5; with Brightwayz assisting with public consultation and engagement. Based on DfT guidance, Stage 6 is a non-technical stage which concerns the integration of the LCWIP into local policy, strategies and plans. As such, Stage 6 will be advanced by NNC.

1.2 Report Structure

The remainder of the report will be structured around Stages 1 to 5 of the LCWIP, consisting of:

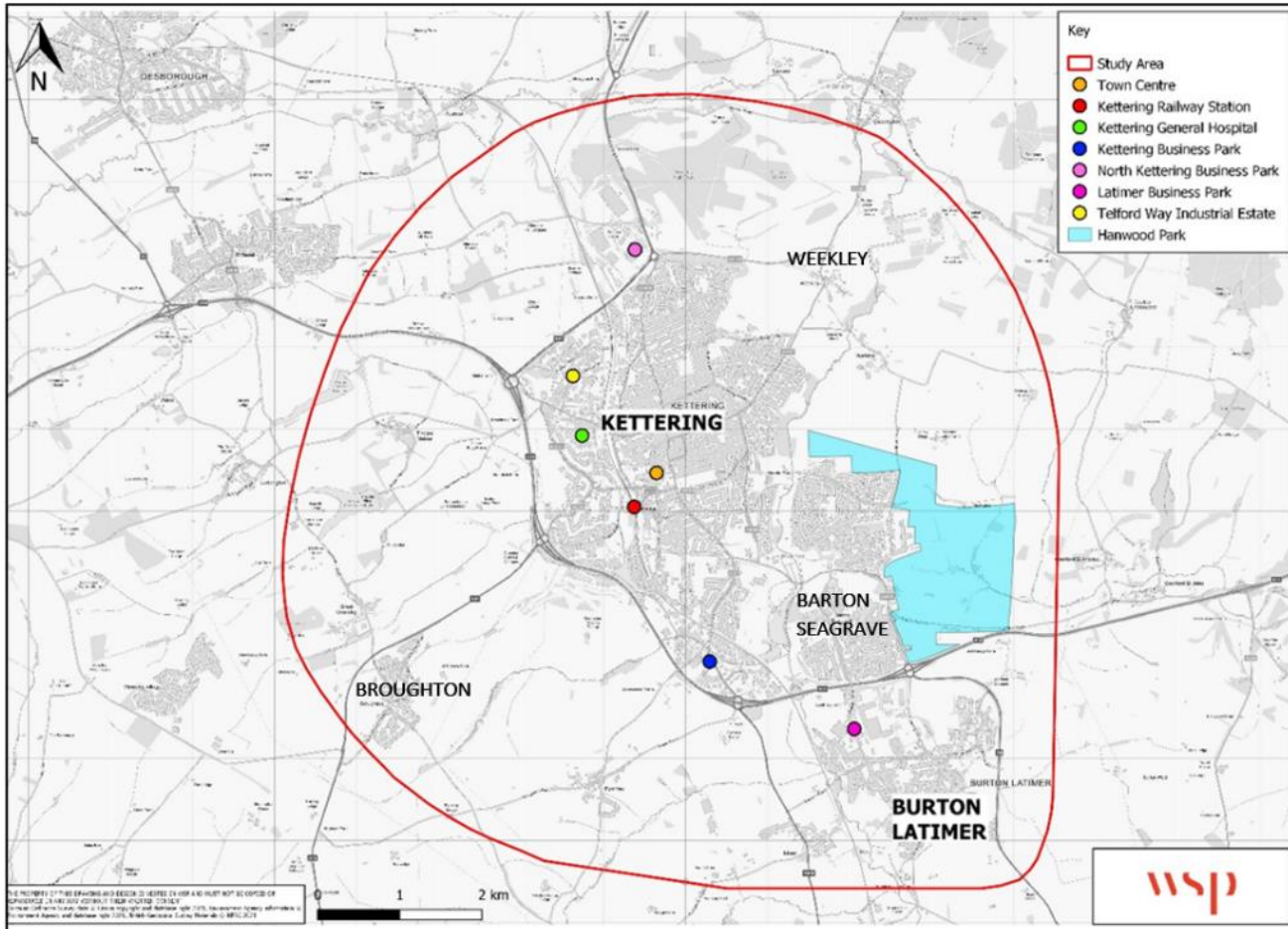
- Section 2: Determining Scope (LCWIP Stage 1);
- Section 3: Information Gathering (LCWIP Stage 2);
- Section 4: Network Planning for Cycling (LCWIP Stage 3);
- Section 5: Network Planning for Walking (LCWIP Stage 4); and
- Section 6: Prioritising Improvements (LCWIP Stage 5).

2.0 Determining Scope

A digital inception meeting was held in July 2021 to set out the geographical extent of the LCWIP; full scope of the project; governance arrangements; and timescales. Representatives from NNC, WSP and Brightwayz attended the meeting.

Figure 2.1 presents the LCWIP study area boundary, along with key trip generators that were identified at the inception stage.

Figure 2-1 – Kettering LCWIP study area



The geographic extent of the Kettering LCWIP covers the existing urban area of Kettering, as well as Barton Seagrave, Broughton and Weekley. Also included within the study area is Burton Latimer to the southeast of Kettering, which is located just outside the 5km buffer but was viewed as having potential for cycle movements.

The study area boundary does not form a 'hard' boundary, with origins and destinations just outside of the boundary remaining in consideration should the network development analysis indicate potential for cycle or walking trips. However, the greatest potential for increasing cycling and walking is likely to be within the main urban area where trip origins and destinations are in proximity and where population densities are highest.

The delivery model for the LCWIP project was also established, with NNC acting as the leading local authority for the LCWIP project due to Kettering being located within North Northamptonshire. Representatives from West Northamptonshire Council (WNC) were also involved throughout the project, providing additional expertise and local knowledge.

As part of the governance arrangements, WSP assumed a Project Management role, with NNC retaining overall responsibility for project governance. A Senior Responsible Owner and Project Board were established. Effective engagement practices were also agreed within the inception meeting, establishing regular Project Board meetings and arrangements for stakeholder workshops.

3.0 Stage 2: Information Gathering

3.1 Introduction

The LCWIP has been developed using a variety of key datasets to establish the existing and future travel patterns in Kettering, as well as drawing on local policies and plans to inform the priorities for improvement in the town. This section provides an overview of the data that has been reviewed and used within this report.

3.2 Policy Context

The current active travel policy position across the study area has been reviewed against other region and national policy, to ensure that the Kettering LCWIP aligns with national, regional, and local policy. The following list provides a summary of the policy and strategy documents reviewed and their relevance to the development of this LCWIP:

National policy

- **Cycling and Walking Investment Strategy (DfT, 2017)** – Sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of longer journeys, as well as outlining targets to double cycling trips between the years 2013 and 2025.
- **Gear Change: A Bold Vision for Cycling and Walking (DfT, 2020)** – Government’s vision to see a step-change in levels of walking and cycling in England, through £2 billion set aside for investment; the creation of a new body named Active Travel England; and outlining key design principles.
- **Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance (DfT, 2017)** – The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes; the Kettering LCWIP have been developed using this guidance.
- **LTN 1/20: Cycle Infrastructure Design (DfT, 2020)** – LTN 1/20 sets out the guidance for cycling infrastructure; the Government intends that all proposed schemes will be checked against the summary principles, which are built on five core design principles.
- **The Highway Code (DfT, 2022)** – The Highway Code was updated in January 2022 and reinforces the hierarchy of road users which places pedestrians and cyclists at the top of the hierarchy as they are road users most at risk in the event of a collision.
- **Future of Mobility: Urban Strategy (DfT, 2019)** – Outlines that benefits of innovation can help enable active travel to remain the best option for short urban journeys.
- **Decarbonising Transport (DfT, 2021)** – Sets out the Government’s commitments and the actions needed to decarbonise the entire transport system in the UK to reduce transport emissions to net zero by 2050.
- **The Ten Point Plan for a Green Industrial Revolution (DfT, 2020)** – Seeks to increase share of journeys taken by public transport, cycling and walking using £5 billion for buses, cycling and walking as announced earlier in 2020.

Regional policy

- **England’s Economic Heartland: Regional Transport Strategy (EEH, 2021)** – Aims to enable growth and achieve goals to net zero by 2040, as well as one of four key principles seeking to improve quality of life through sustainable and active travel.

Local policy

- **Northamptonshire Local Transport Plan (NCC, 2012)** – Sets out the strategic aims and goals for the future of transport in Northamptonshire.
- **Northamptonshire Cycling Strategy (NCC, 2013)** – Is a daughter document to the Local Transport Plan and sets out the vision to making cycling more attractive for shorter journeys, as well as for leisure purposes.

- **Kettering Town Transport Strategy (NCC, 2015)** – Aims to deliver a transport network which supports plan for population and economic growth through identification of interventions including sustainable measures to improve active travel.
- **North Northamptonshire Joint Core Strategy 2011–2031 (NNJPU, 2016)** – Strategic Part 1 Local Plan which outlines various desired outcomes including more walkable places and an excellent choice of ways to travel.
- **Kettering Borough Council Cycling Strategy and Masterplan (KBC, 2005)** – Seeks to turn the interest in cycling into increased use by overcoming the real and perceived barriers to cycling.

The key design principles set out in Gear Change and core design principles outlined in LTN 1/20 have been considered throughout the development of this LCWIP and associated interventions. The Kettering LCWIP has also been developed following the guidance set out in the 2017 DfT LCWIP Guidance.

Key design principles from Gear Change outline that: cyclists must be separated from volume traffic and pedestrians; cyclists be treated as vehicles; routes must join together; routes must feel direct; routes must take account of how users actually behave; purely cosmetic alterations and barriers should be avoided; and routes should be designed only by those who have experienced the route on a bicycle.

Core design principles set out in the LTN 1/20 represent the essential requirements to achieve more people travelling by foot and bicycle, these five principles are for networks to be coherent, direct, safe, comfortable and attractive.

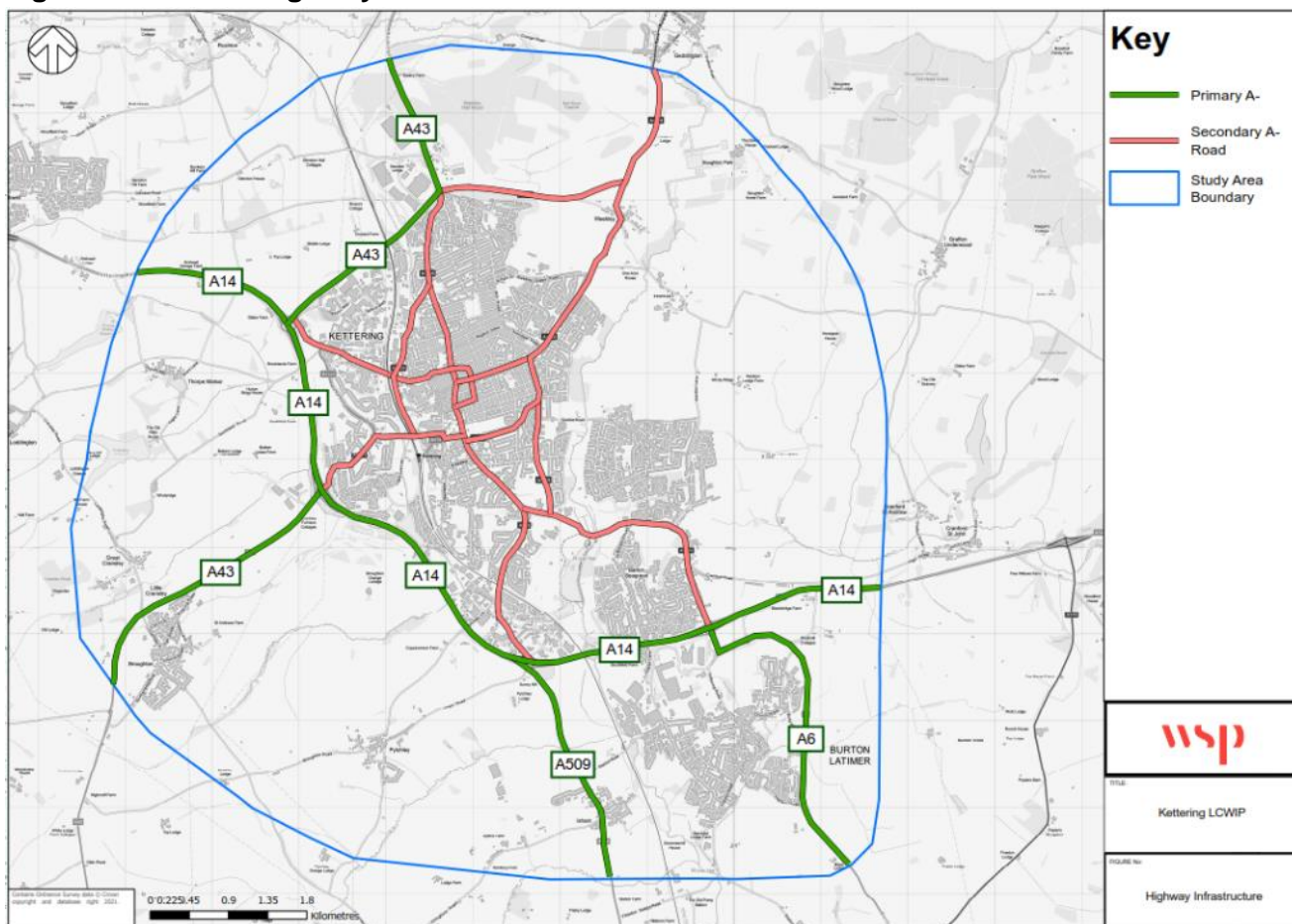
Further information on the above policy documents is set out in **Appendix A**, which contains the Kettering LCWIP Policy Note.

3.3 Transport Network

Highway network

Figure 3.1 represents the local highway network within the Kettering study area.

Figure 3-1 – Local highway network



Kettering is a key node in the UK highway network, with the primary A road network within the study area comprising the A14, A43, A509 and A6.

The A14 crosses the study area from northwest to southeast and forms the town's western and southern boundaries. The A14 is a primary freight artery between the east coast ports and the midlands; and also forms a key link to the M1 and the wider Strategic Road Network. The A14 also interchanges with the A43 west of the town, which provides further links north to Corby and south to Northampton.

Two further strategic corridors interchange with the A14 to the south of Kettering, the A509 and the A6. At a regional level, the A509 links to Wellingborough, Rushden and Milton Keynes; and the A6 links to Rushden and Bedford.

Cycle and pedestrian network

The cycle and pedestrian network in Kettering is mapped in Figure 3.2. This shows the location of on road signed cycle routes, shared use walking/cycling routes, footpaths and toucan crossings.

Figure 3-2 – Cycle and pedestrian network

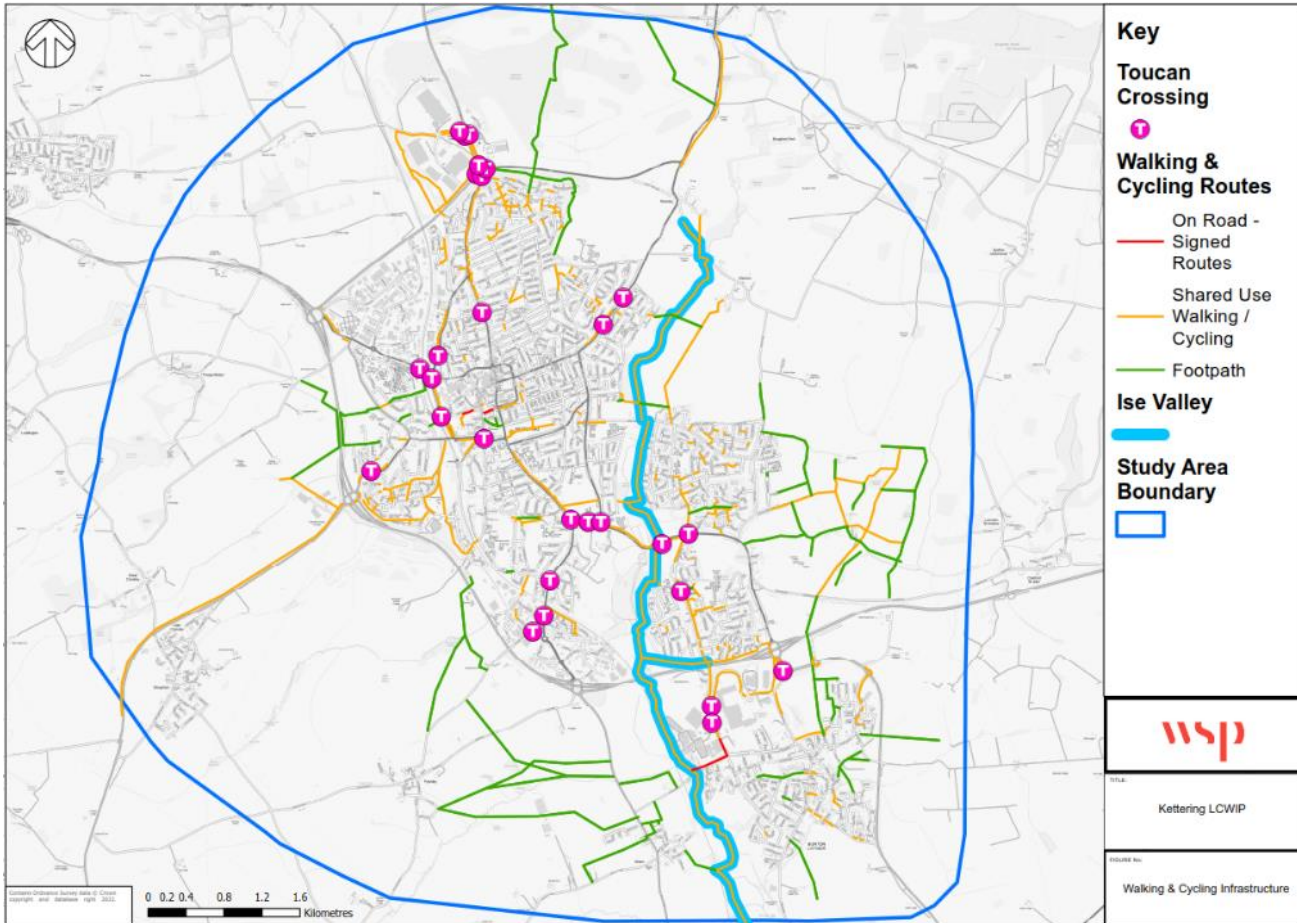


Figure 3.2 shows the existing cycle network within the study area, identified from the 2018 Kettering Town Cycle Map produced by the former Northamptonshire County Council (now split into North Northamptonshire Council and West Northamptonshire Council).

Figure 3.2 also presents the cycling and pedestrian infrastructure to be delivered as part of the Kettering East Sustainable Urban Extension (also known as Hanwood Park). The figure also includes the proposed Ise Valley corridor, which comprises north-south linkages through eastern Kettering, parallel to the River Ise. The proposed Ise Valley shared use walking/cycling routes will provide north-south linkages through the east side of Kettering and into Barton Seagrave and Burton Latimer (locations shown in Figure 2-). There are also shared use walking/cycling routes in the north and west of Kettering, however these routes have limited connectivity.

Figure 3.2 does demonstrate that there are significant gaps in walking and cycling routes; particularly in central, south west, north west and north east Kettering.

Barriers to movement

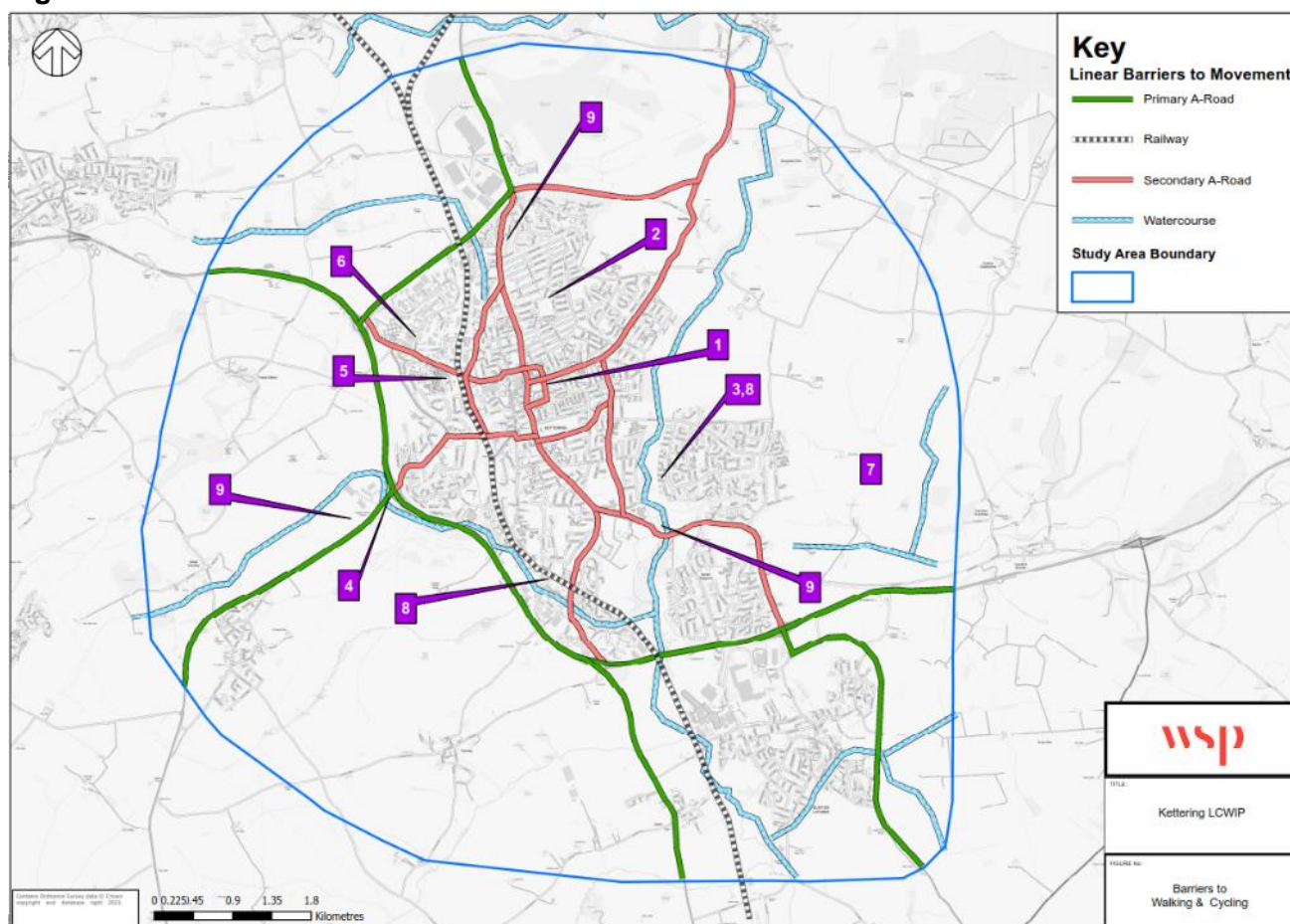
It is evident that there is a reasonable core of walking and cycling routes existing in Kettering, which could facilitate mode shift to increase the number of trips by walking or cycling. However, some barriers to movement have been identified and are detailed below:

1. Although the town centre has pedestrianised zones, particularly centred around shopping, there are significant gaps in cycling and walking corridors connecting into the town centre, resulting in limited penetration to/from the town centre.
2. Lack of cycling and walking routes in the north, northeast and northwest of Kettering which reduce the connectivity and permeability of these areas.
3. The proposed improvements along the Ise Valley corridor provide a good north-south corridor, however they do not mitigate the barrier to east-west movements formed by the river.

4. The Broughton Interchange shared walking/cycling route isn't protected by traffic signals. Considering the high volume and speed of traffic through this junction, this presents a safety concern for those crossing the A14 entry and exit slips and could deter people from walking or cycling in this location.
5. Rothwell Road is located in the northwest of Kettering, providing a vehicle route from the A14 into Kettering town centre and providing access to Kettering General Hospital and Telford Way Industrial Estate, both of which are major trip generators. The route is a single carriageway road, with no cycling facilities provided. This would require cyclists to cycle on road and could be a barrier to people cycling to the trip generators on this route.
6. There are a lack of cycle links into the Telford Way industrial estate and the railway line extends along the eastern boundary of the site, which could create barriers to people cycling and walking to the industrial estate which is a major employment area. Considering the number of HGV movements associated with a site like this and the lack of formal infrastructure, this could result in safety concerns of cyclists. There is also a similar challenge regarding a lack of connections into the Kettering Business Park and neighbouring Orion Park estate, where the shared walking/cycle lane ends at the entry junctions to the sites.
7. Lack of connectivity between the proposed cycling infrastructure relating to the Hanwood Park development and the existing core network. Burton Latimer and Hanwood Park are only connected by a footpath under current designations and proposals.
8. Limited surveillance along some of the routes, such as the underpass between Highfield Road and Kettering Business Park, might raise safety concerns for vulnerable users.
9. Conflict between users, particularly cyclists, throughout Kettering may limit the potential uptake of cycling in the long term.

Figure 3.3 visualises the nine infrastructure gaps listed above, as well as physical barriers to movement including the railway and watercourses.

Figure 3-3 – Barriers to movement



In addition to the nine specific infrastructure gaps, there are also further physical barriers to movement in relation to A roads, watercourses and the railway.

Due to the large volume of vehicles travelling at high speeds and limited crossing points, the Primary A-Roads to the west and south of the town would present a very unattractive and unsafe environment for cyclists; reducing the potential use of walking and cycling as modes to access the rural areas or neighbouring towns to the west and south of Kettering.

The Midland Mainline passes through the town on a North-South axis. To the north of Kettering station, the line is raised on an embankment with pedestrian/cycle permeability limited to Rothwell Road and a walking/cycling underpass between Meadow Road & Bowhill and the A6013. This means that, despite the close proximity of the Telford Way Industrial Estate and the northern residential dwellings, there is no sustainable mode permeability without considerable diversion.

South of Kettering station, the line is generally grade separated. There is slightly more permeability on this section, though the quality is mixed. There is a pedestrian only overbridge off Ostlers Way, close to Bishop Stopford school; and an underpass between Highfield Road and Kettering Business Park, however the underpass has a lack of surveillance, potentially acting as a deterrent to vulnerable users. As such, consideration should be given to improve the existing walking/cycling links across the railway and/or provide additional links.

In regard to watercourses, Slade Brook runs roughly parallel to the A14 and the River Ise runs north-south through the town; these form considerable barriers to the Kettering Business Park and Barton Seagrave respectively.

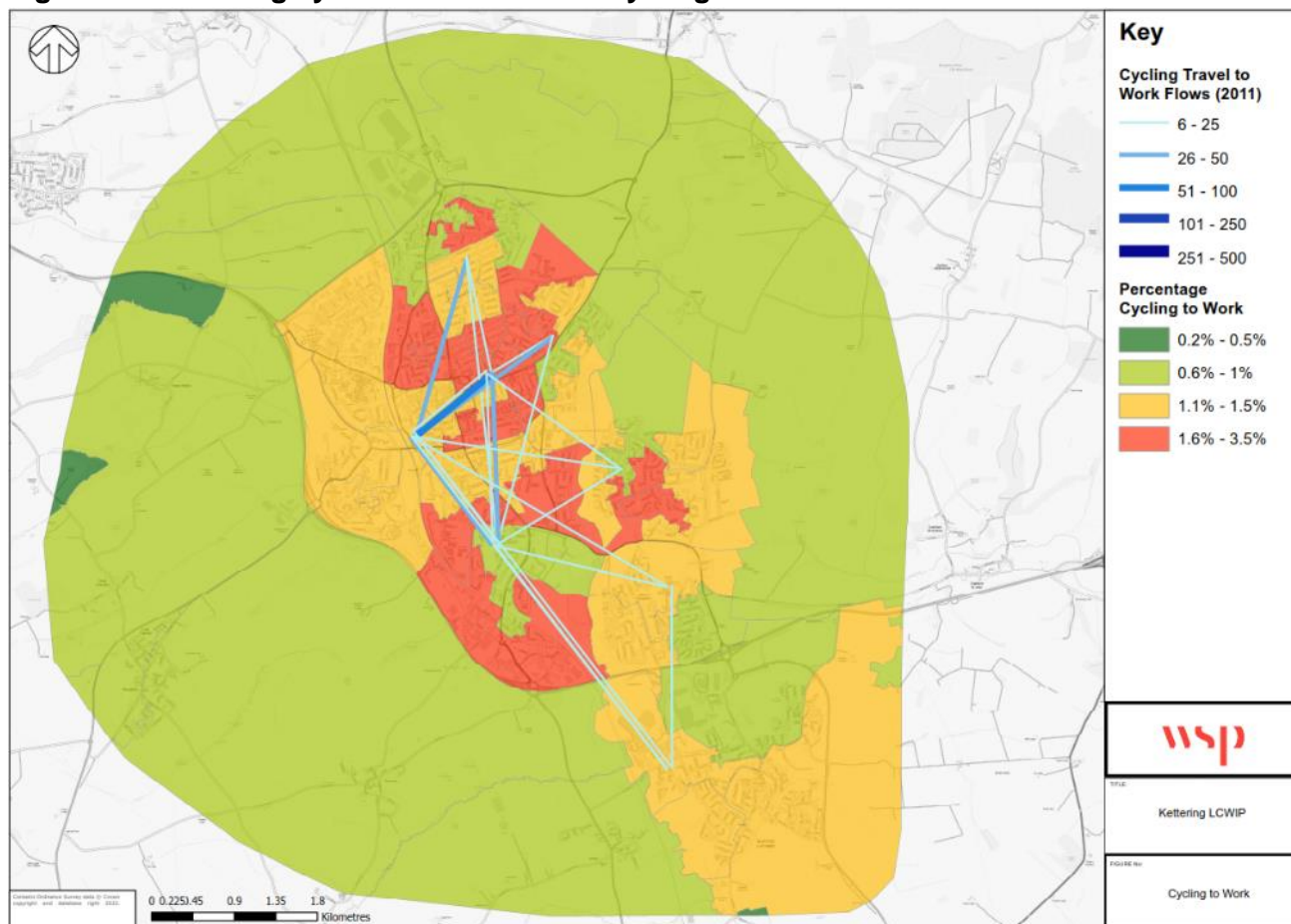
3.4 Travel Patterns

Existing Cycling mode share

Figure 3.4 shows the percentage of travel to work trips made by bicycle and travel to work flows based on data from the 2011 Census. For context, regional and national cycle mode share taken from the 2011 census is shown below:

- UK Cycle Mode Share: 1.9%;
- Northamptonshire Cycle Mode Share: 1.3%; and
- Kettering Cycle Mode Share: 1.2%.

Figure 3-4 - Existing cycle mode share and cycling flows



Figure

As shown in Figure 3.4, the level of cycle usage for travel to work purposes varies across the study area. Areas to the north, south and centre of Kettering's urban area have above-average levels of cycling (1.6% - 3.5%), with the majority of the urban area being in line with the town average and county average, though below the UK average.

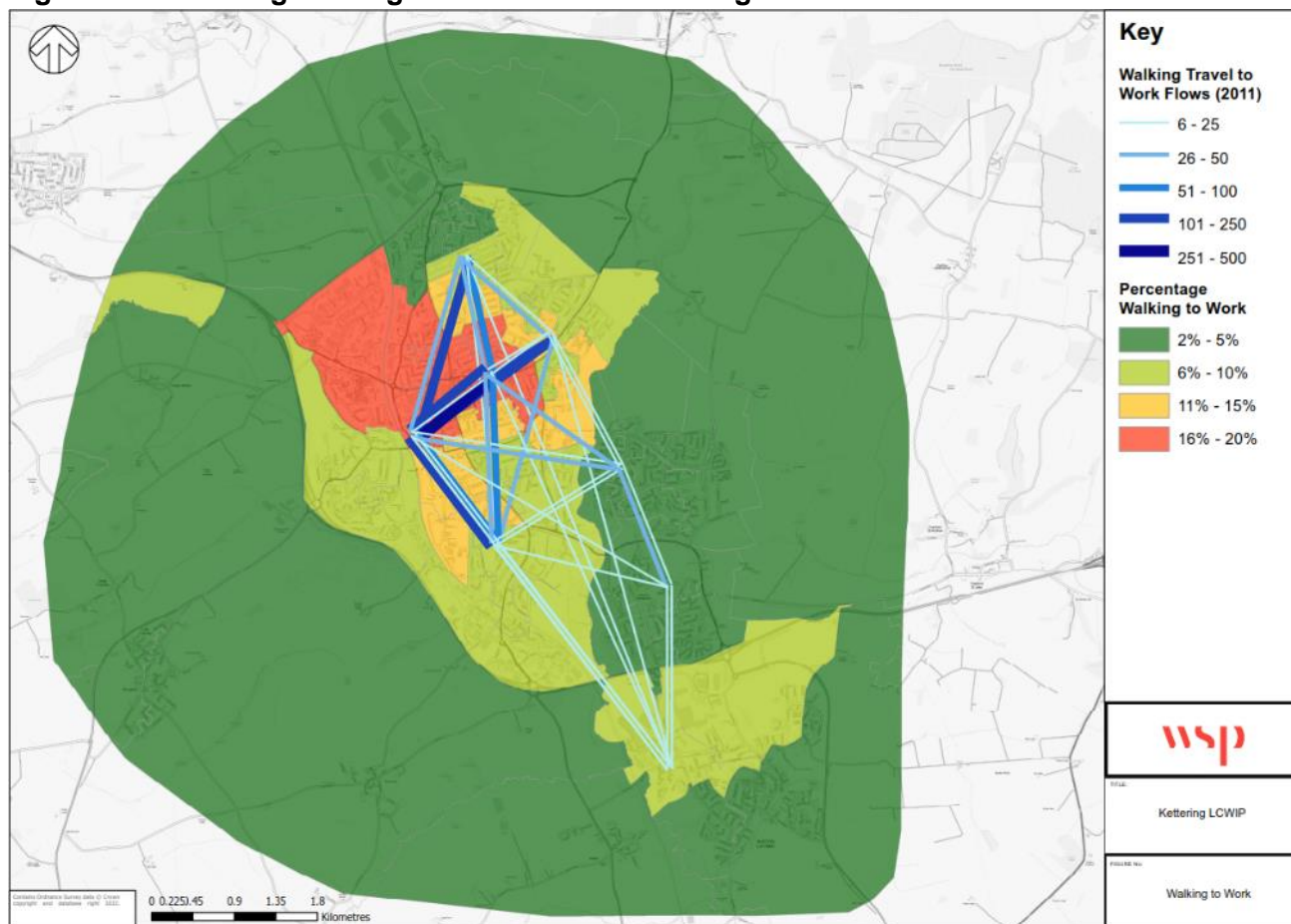
The rural area outside of Kettering has lower mode share, reflecting the lack of longer distance cycle routes to and from the town.

Existing Walking mode share

Figure 3.5 shows the percentage of travel to work trips made on foot and travel to work flows based on data from the 2011 Census. For context, regional and national walking mode share taken from the 2011 census is shown below:

- UK Walking Mode Share: 6.3%;
- Northamptonshire Walking Mode Share: 6.1%;
- Kettering Walking Mode Share: 7.2%.

Figure 3-5 - Existing walking mode share and walking flows



As can be observed, the walking mode share in the town is varied. The town centre and north west of the town shows a high percentage of walking (16% - 20%). In addition, parts of the north east and south of the town also have a percentage of walking to work between 11% and 15%. The walking mode share in these areas is significantly higher than national and county walking mode share.

Barton Seagrave in the southeast of Kettering and the eastern edge of Kettering have very low levels of walking mode share, likely reflecting its distance from any employment sites and barriers to movement as detailed in the previous section. In addition, the rural area around the town has a very low mode walking mode share, most likely due to a lack of walking infrastructure and the long distances to employment, retail and leisure facilities.

Existing Travel to school Cycling and Walking Mode Share

Table 3.1 presents existing cycling and walking mode share data for primary and secondary schools in the study area. The table shows that the majority of schools have 0% cycle mode share, with Latimer Arts College having the highest cycle mode share (7.3%). 21 schools have above 50% walking mode share and 2 schools have 0% walking mode share. The highest mode share for walking is 92.2%, which is extremely high.

Table 3-1 – Cycle and walking mode share for travel to school

School	Type	Total pupils	Cycle mode share	Walking mode share
Southfield School for Girls	Secondary	1,028	1.50%	27.50%
Kettering Bishop Stopford	Secondary	1,417	2.30%	13.50%
Montsaye Community College	Secondary	1,174	n/a*	34.70%
The Latimer Arts College	Secondary	1,150	7.30%	37.20%
Havelock Junior School	Primary	284	0.00%	69.00%
Havelock Infant School	Primary	262	0.00%	62.20%
Kettering Park Junior	Primary	359	0.00%	76.90%
St Andrews CE Primary	Primary	265	0.00%	62.30%
Pytchley Endowed CE Primary	Primary	83	0.00%	34.90%
St Edward's Catholic Primary	Primary	209	0.00%	39.20%
Loatlands Primary School	Primary	285	0.00%	62.10%
Braybrook Primary School	Primary	36	0.00%	0.00%
Rushton Primary	Primary	91	0.00%	18.70%
Geddington C of E Primary	Primary	190	0.00%	60.50%
Wilbarston C of E Primary School	Primary	120	0.00%	32.50%
Hawthorn Community Primary School	Primary	312	1.90%	74.70%
Greenfields Community Primary	Primary	119	0.00%	86.60%
Rothwell Victoria Infant School	Primary	329	0.00%	83.30%
Brambleside Primary School	Primary	311	0.00%	67.20%
St Mary's CEVA Primary School	Primary	249	0.00%	80.30%
Hall Meadow Primary School	Primary	211	0.00%	82.00%
Mawsley CP School	Primary	305	0.00%	85.20%
Barton Seagrave County Primary	Primary	414	0.00%	51.90%
Cranford C of E Primary School	Primary	85	0.00%	0.00%
Millbrook Junior School	Primary	464	0.00%	51.10%
St Thomas More Catholic Primary	Primary	217	0.00%	23.50%
Rothwell Junior School	Primary	321	0.00%	62.60%
Broughton Primary	Primary	199	0.00%	69.80%
Park Infant School	Primary	264	0.00%	82.60%
Loddington CEVA Primary School	Primary	65	0.00%	23.10%
Millbrook Infant School	Primary	354	0.00%	37.90%
Kettering Grange Community	Primary	218	0.00%	92.20%
Meadowside Primary School	Primary	382	0.00%	73.60%
St Mary's C of E Burton Latimer	Primary	187	0.00%	72.20%

Source: Propensity to Cycle Tool

* = data not available

3.5 Propensity to Cycle Tool

To support LAs across England in the development of LCWIPs, the DfT commissioned the development of the Propensity to Cycle Tool (PCT)¹. The PCT has been designed to assist transport planners and policy makers in prioritising investments and interventions to facilitate cycling. The PCT answers the question: 'where is cycling currently common and where does cycling have the greatest potential to grow?'. The PCT can be used to identify existing cycle demand and where potential future demand could occur.

The PCT comprises two datasets, one is based on travel to work journeys taken from the 2011 Census and the other data set is based on travel to school journeys taken from the 2011 National Schools Census. For this LCWIP assessment, 2011 Census travel to work data has been used.

¹ <https://www.pct.bike/>

The PCT can be applied in two ways during the development of an LCWIP. First, the PCT can be used strategically to show the rate of cycling across an area, such as a LA area or a study area. Second, the PCT can also be used at a smaller scale by estimating the number of cycle users on a particular link in the highway network.

The PCT includes several scenarios for estimating cycle demand, they include:

- The baseline 'Census 2011' scenario is based on the journey to work patterns of cycle commuters recorded in the 2011 census. The dataset is a record of the location of origin (residence) and destination (workplace) and the associated number of cycle commuters. The PCT generates desire lines from this dataset based on the origin-destination pairs and the user can select the desire lines with the highest demand.
- The 'Government Target' scenario is based on cycle flows if UK Government targets to double cycling by 2025 were met, whereby cycle flows from the Census 2011 are uplifted. There are two Government Target scenarios, these being 'Near Market' and 'Equality'. Both sub-scenarios were tested and demonstrated similar results; as such, only the Government Target Near Market scenario is presented in the analysis below.
- Another scenario, the 'Go Dutch' scenario, considers what would happen if people were as likely to cycle as the Dutch and had the same infrastructure as The Netherlands, but it adjusts the estimations to account for hilliness and trip distance. On average, people in the Netherlands make 26.7% of trips by bicycle, fifteen times higher than the figure of 1.7% in England and Wales. The 'Go Dutch' scenario highlights areas where cycling could be the natural choice for journeys, if suitable cycle infrastructure was in place and a cycling culture resembling that in The Netherlands were present. This is likely to highlight new priorities once accounting for the potential untapped demand for cycling.

The origins and destinations are grouped by Lower Super Output Area (LSOA) from the Census. This level of disaggregation provides a robust understanding of overall cycle commuting patterns for the study area.

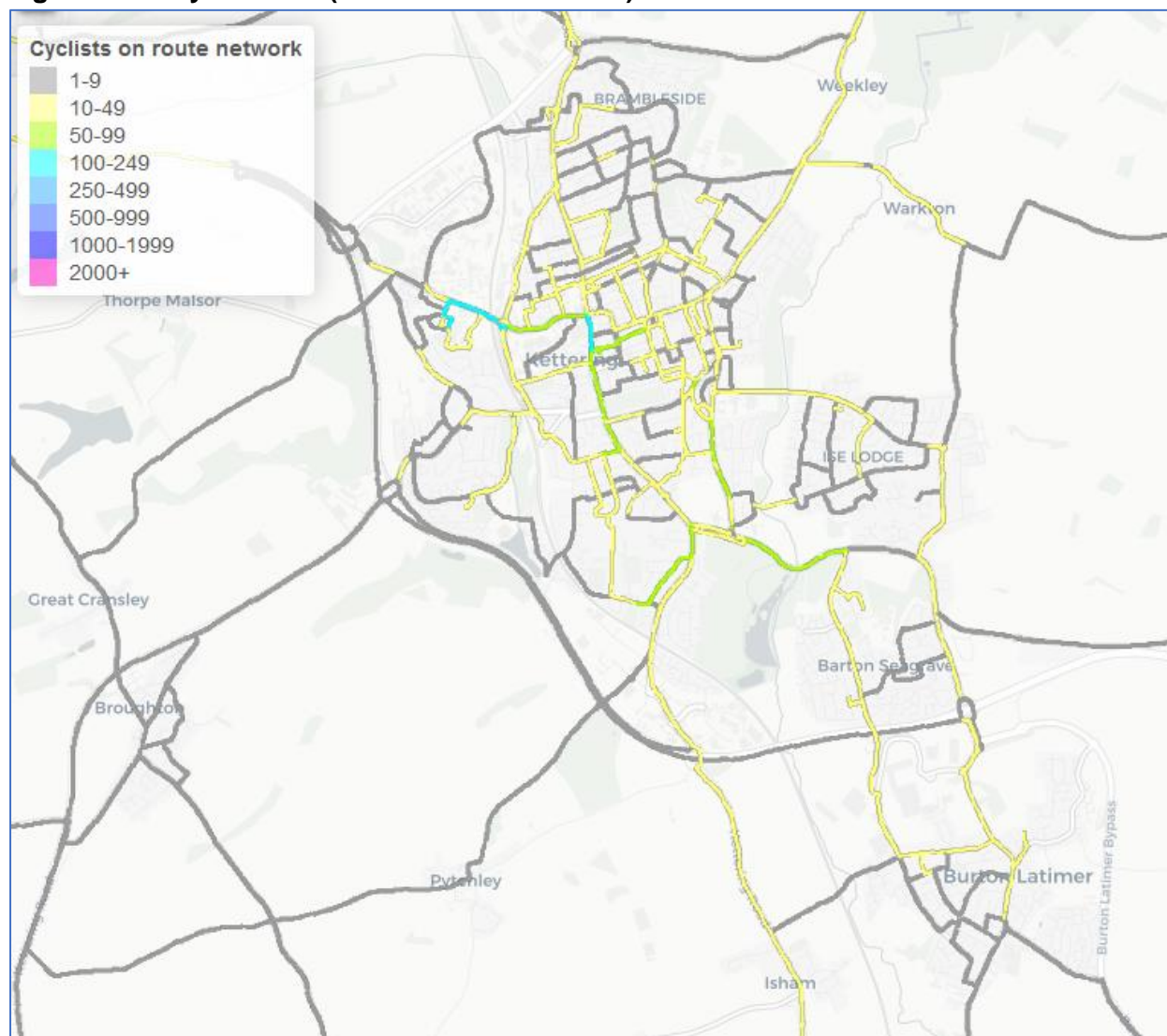
Whilst the PCT can identify existing cycle movements and where potential future demand could occur, it is based only on travel to work journeys and does not include other trip types such as to schools or leisure facilities. Another limitation is that it is based on existing land use and therefore does not account for future development sites or new sites since 2011. Additionally, it does not show cycle journeys that have their start and finish points within the same LSOA.

The following section discusses each of the PCT scenarios for the study area and analyses the outputs in relation to the Kettering LCWIP.

2011 Census scenario

Figure 3.6 presents the cycle trips assigned to the fastest legally cyclable routes based on existing 2011 Census data.

Figure 3-6 – Cycle flows (2011 Census scenario)



As can be seen in Figure 3.6, the PCT estimates that the vast majority of links have under 50 journeys to work undertaken by bicycle. The highest cycle flows are assigned to parts of Rothwell Road and Newland Street with many of these trips likely to be connecting to the Telford Way Industrial Estate, Kettering General Hospital or the town centre area.

It should be noted that cycling flows are automatically assigned to the road network using the PCT tool, based on the origins and destinations of those trips at LSOA level. Although this provides a useful model of how popular some routes may be, in reality the exact routes taken could be different due to highway conditions and traffic levels. In addition, the mapped routes use population weighted centroids rather than actual origins and destinations.

Government Target scenario cycle flows

Figure 3.7 presents the cycle flows if government targets to double cycling by 2025 were met. In this scenario, the cycle mode share identified in the 2011 baseline travel to work flows are uplifted in line with the following targets -

- Government Target (Equality): Equitability across age, sex and other socio-demographic groups.
- Government Target (Near Market): Cycle usage increases as a function of trip distance and hilliness, plus a number of socio-demographic and geographical characteristics.

Figure 3-7 – Cycle flows (Government Target Near Market scenario)

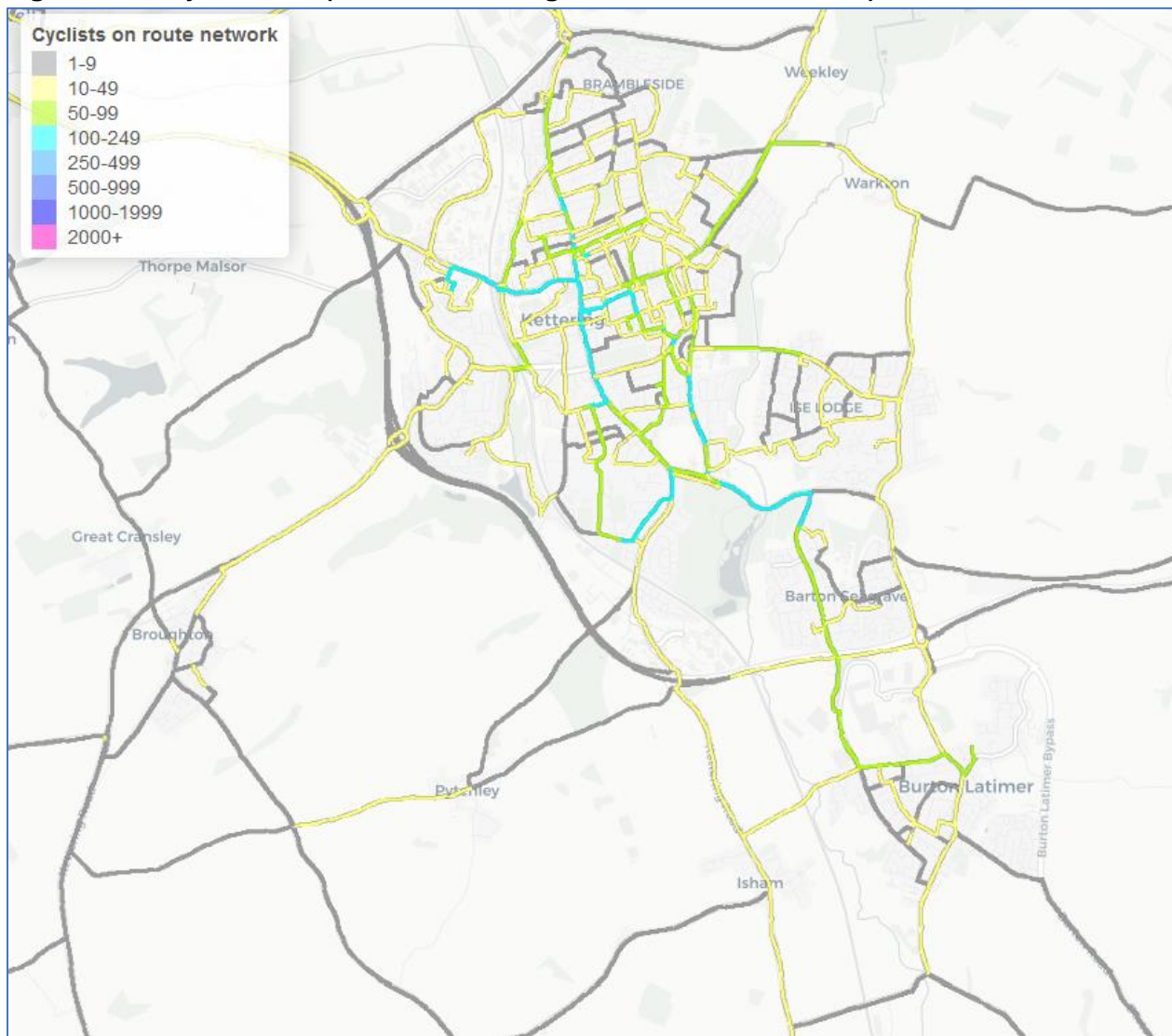


Figure 3.7 visualises the Near Market Government Target scenario, however it is to be noted that the Near Market and Equality Government scenarios had very similar outputs.

In both Government Target scenarios (Near Market and Equality), there is a general uplift across the study area whereby cycling flows increase across the network, with many arterial routes having over 100 cyclists. The primary movement axis is the A6003, with spurs towards the Telford Way and Kettering Business and Industrial parks.

Go Dutch scenario cycle flows

Figure 3.8 forecasts the most likely movement corridors under the 'Go Dutch' scenario.

Figure 3-8 – Cycle flows (Go Dutch scenario)

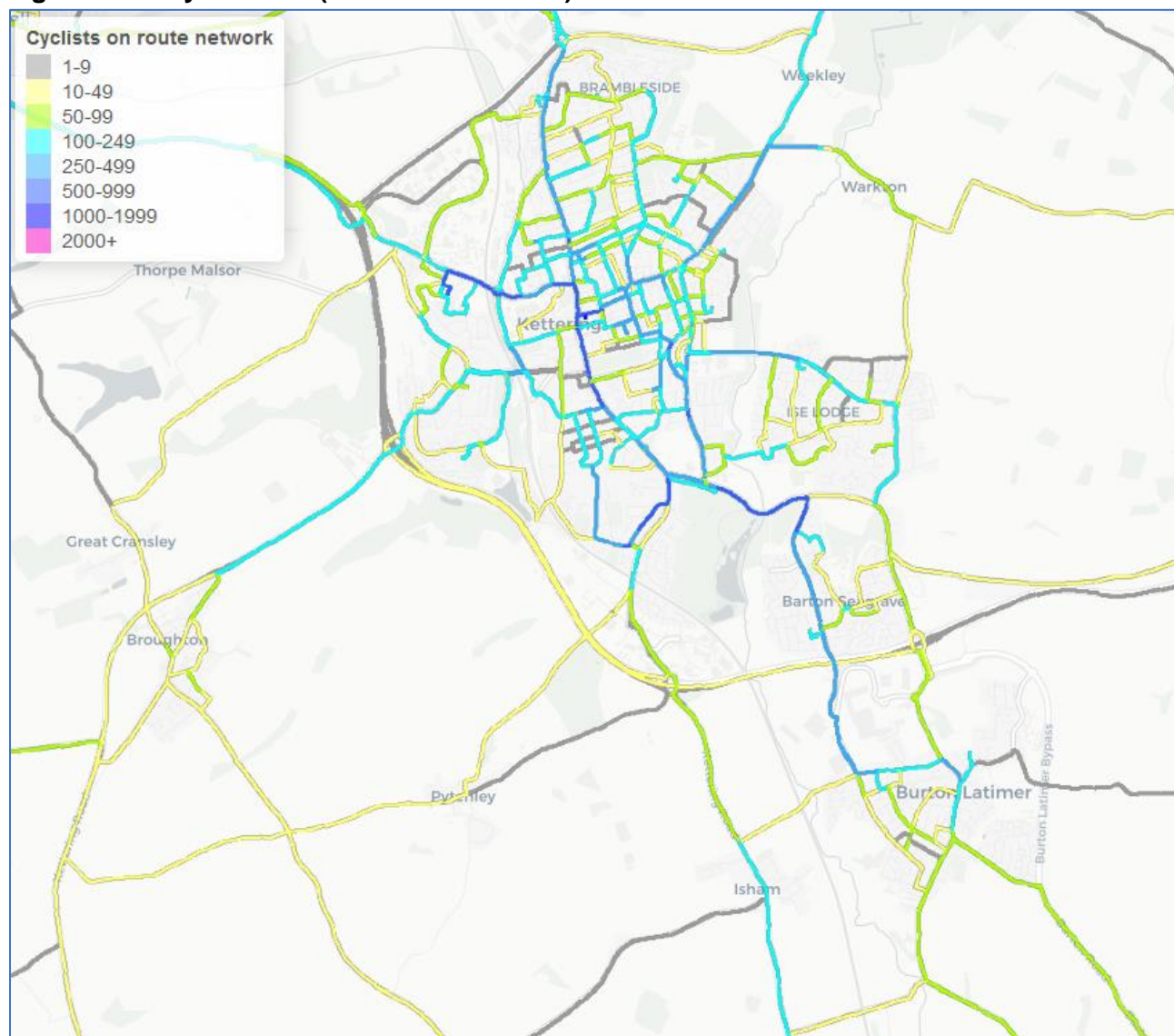


Figure 3.8 shows that under the 'Go Dutch' scenario, many routes have over 250 cyclists. The key flow remains the A6003 corridor northwest/southeast on through the town. However, under this scenario, cycle demand continues south towards Barton Seagrave and Burton Latimer, as well as north and northeast into the Grange. There is also potential cycle demand further out from the town, including trips to/from Pytchley and Broughton.

The movements identified here align well with the routes identified in the next chapter by the Walking & Cycling Desire Line Tool.

3.6 Rapid Cycleway Prioritisation Tool

The Rapid Cycleway Prioritisation Tool (RCPT) was developed by Sustrans and the Department for Transport to help to identify promising new cycleways in England, as well as showing an estimate of the number of cyclists using these routes if the government's aim to double cycling by 2025 is met.

The tool's main purpose was to help direct investment in emergency active travel solutions during the response to the Covid-19 pandemic. The three types of cycle routes it identifies are:

- Top ranked new cycleways: Those that have the highest cycling potential and also have spare space for cycle schemes. Spare space is defined by the available width or whether there are two or more traffic lanes in one direction;
- Cycleways that form part of a 'cohesive network': This includes narrower streets in addition to those which already have spare space. The tool connects all the identified roads to form a single network.

This layer might also help to identify areas that could benefit from area wide measures, such as modal filters; and

- Existing cycleways: Where existing cycle infrastructure exists and gaps in the existing provision.

Figure 3.9 presents the output from the RCPT for the Kettering area, with two sections of highway being classified as top ranked new cycleways. These are along Rockingham Road and Barton Road. The section along Rockingham Road correlates with the outputs from the PCT, however, there is a less clear link between the PCT data and the section along Barton Road. However, it is important to acknowledge that the RCPT is looking at where there is spare space, as well as potential demand.

Figure 3-9 – Rapid Cycleway Prioritisation Tool

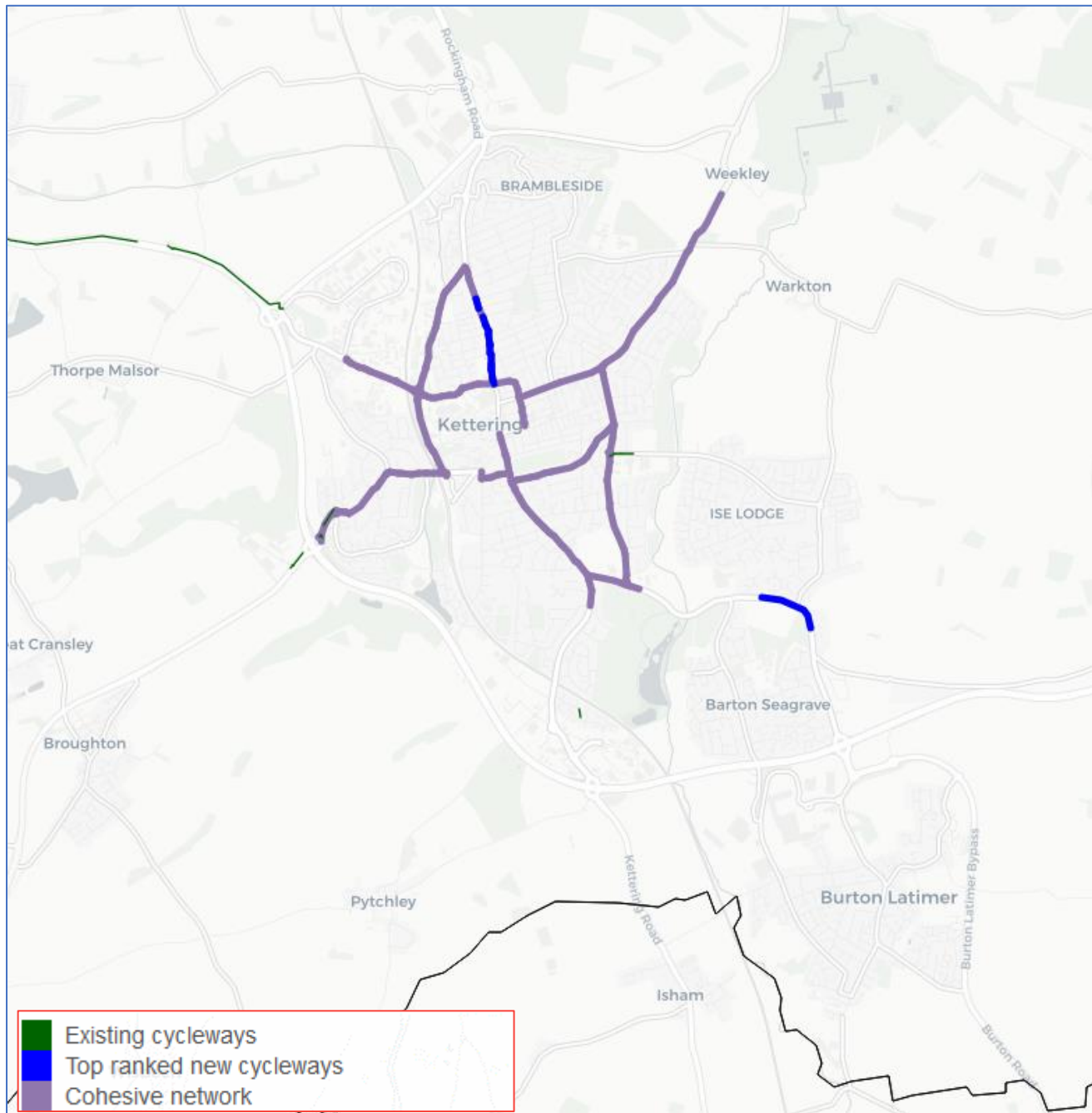


Figure 3.9 presents that the links that are categorised as cohesive network are predominantly in and around Kettering town centre along with radial routes. The tool recommends the consideration of interventions to support cycle use through area wide measures (e.g. modal filters, quiet streets) along these links and the LCWIP will reference this during Stage 3 and 5.

These links identified align strongly with those identified in both the Propensity to Cycle Tool and the Walking & Cycling Desire Line Tool, showing a focus on north-south movements, supported by east-west routes.

3.7 Collision Analysis

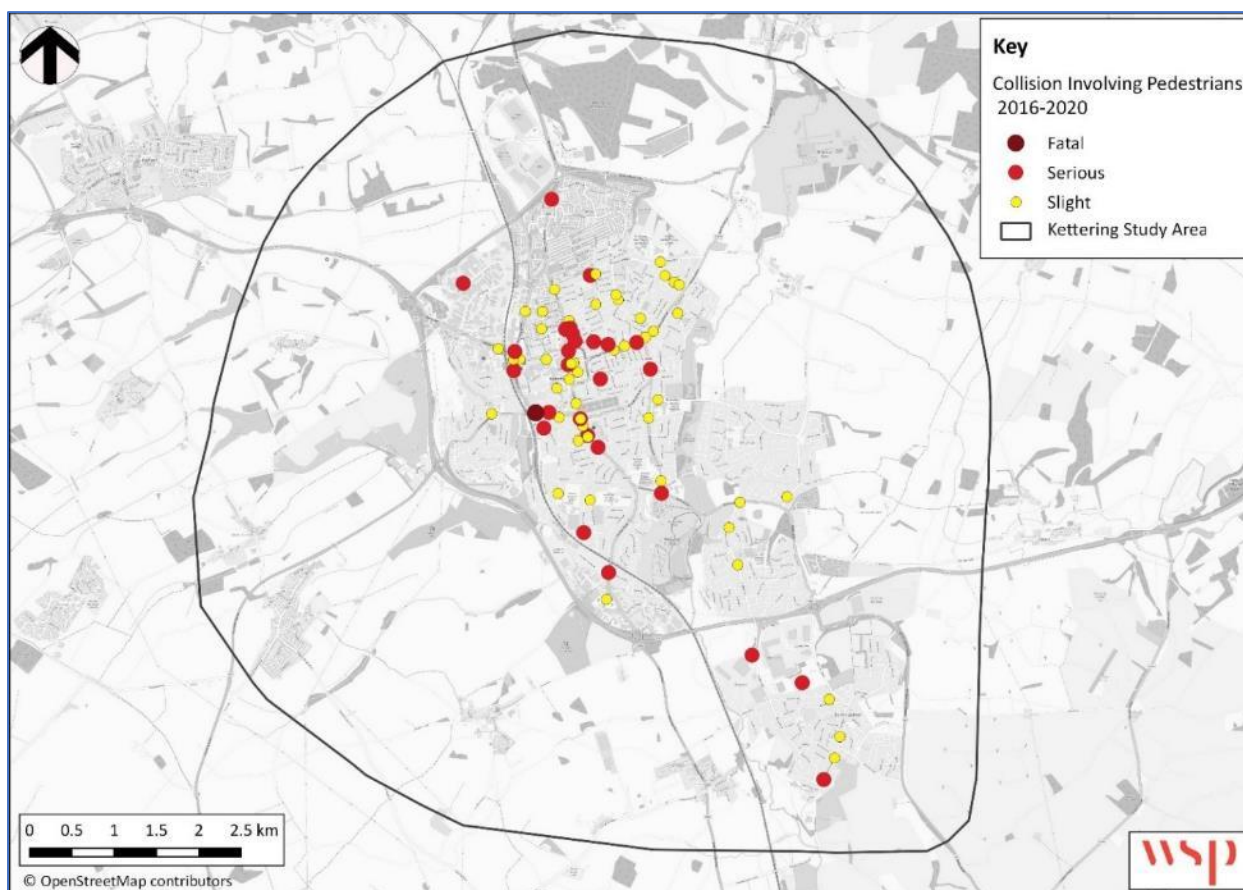
Pedestrian and cycle collision data was collected from Crashmap, which is an online tool that collates data gathered by local police forces and published by the DfT. The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

Information on damage-only accidents, with no human casualties or accidents on private roads or car parks are not included in this data².

Collisions involving Pedestrians

Figure 3.10 presents the collisions involving pedestrians within the study area. Most of the collisions occurred within the urban area of Kettering. There was 1 fatal collision, 28 serious collisions and 53 slight collisions in total across the district between 2016 and 2020.

Figure 3-10 – Collisions involving pedestrians 2016–2020



There was one fatal collision at the junction of the A6013, the A6003 and Northfield Avenue. This junction is a primary access to the town from the west and also the primary approach route to the town's station.

² <https://www.crashmap.co.uk/>

Some serious collisions took place across Kettering. The following serious collision clusters involving pedestrians were identified.

- The junction of the A6013, the A6003 and Northfield Avenue;
- Rockingham Road, with a cluster of serious injuries immediately north of the junction of the A4300 in the vicinity of the large Sainsbury’s store;
- The Northfield Avenue/Lower Street/Rockingham Road roundabout, another of the town’s major entry points and the access to the Telford Way Industrial Estate;
- The A509 to the south of the town centre;
- The A6003 Barton Road, near Wicksteed Park; and
- Kettering Road/High Street/Finedon Road in Burton Latimer.

These serious PIC groupings and occurrences support the analysis of the town’s primary and secondary A-roads being potential barriers to safe walking or cycling.

Slight collisions are more widely distributed across the network, with some clustering on the A-Roads near the same areas as the serious collisions, though a notable number also take place on the secondary roads.

Table 3.2 shows number of recorded collisions involving pedestrians over a five-year period from 2016 – 2020, for the study area.

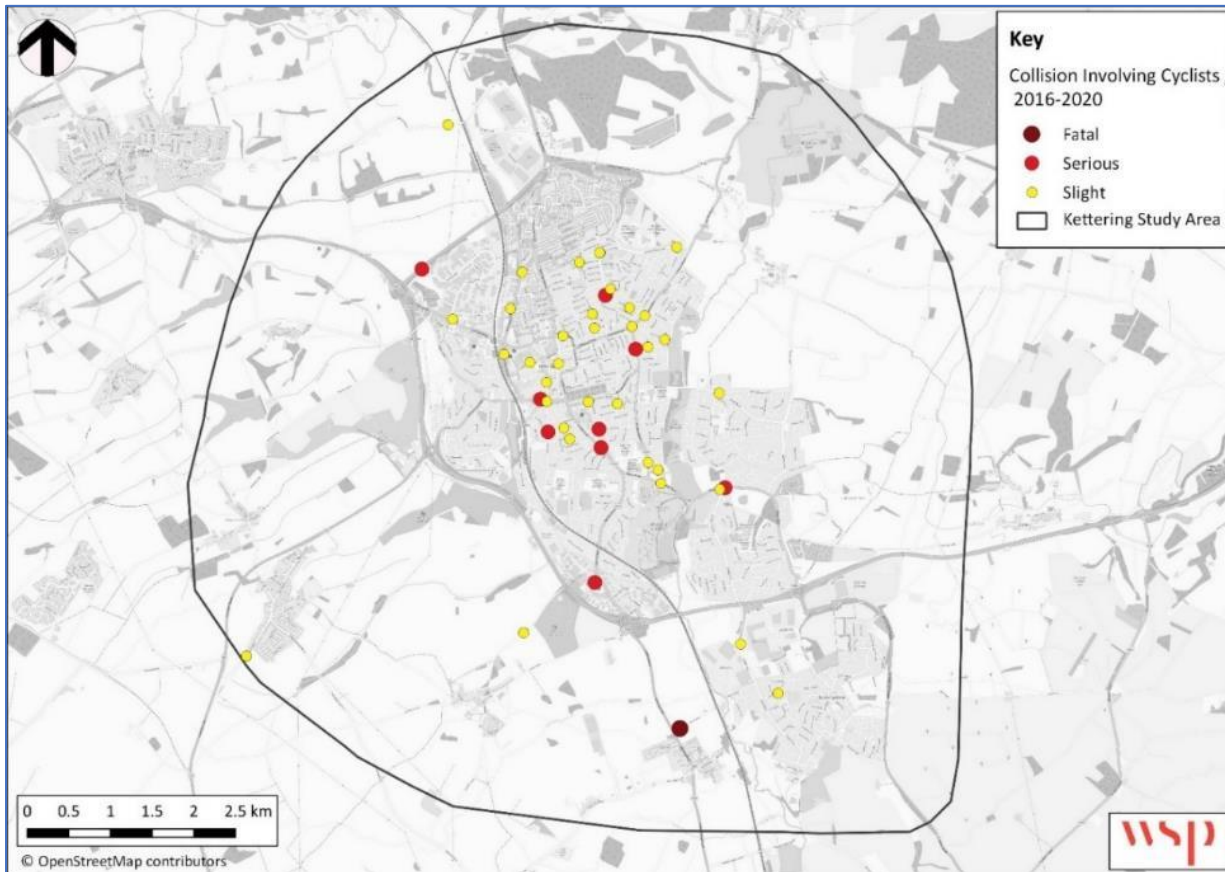
Table 3-2 – Collisions involving pedestrians 2016–2020

	2016	2017	2018	2019	2020	Total	Average
Fatal	0	0	0	1	0	1	<1
Serious	2	2	10	5	8	28	5
Slight	7	15	12	10	8	53	10
Total	9	17	22	16	16	82	16

Collisions involving cycle users

Figure 3.11 presents the collisions involving pedal cycles within the study area. Most collisions occurred within the centre of Kettering. There were 1 fatal collision, 10 serious collisions and 37 slight collisions in total across the district between 2016 and 2020.

Figure 3-11 – Collisions involving cycle users 2016–2020



There was one fatal collision north of the village of Isham, at the junction between the A509 and Station Road.

Serious collisions involving cycle users occurred in the following areas:

- A509 in the vicinity of Kettering Business Park;
- Barton Road near the junction with St Botolph’s Road;
- A6003 in the vicinity of the Kettering Station;
- Between Kettering Station and the town centre;
- A43 North of Telford Industrial Estates; and
- Windmill Avenue north of A6900

Table 3.3 shows the number of recorded collisions involving pedal cycles within Kettering over a five-year period from 2016 - 2020.

Table 3-3 – Collisions involving cycle users 2016–2020

	2016	2017	2018	2019	2020	Total	Average
Fatal	0	0	0	1	0	1	<1
Serious	1	2	3	2	2	10	2
Slight	4	16	4	11	2	37	7
Total	5	18	7	14	4	48	10

3.8 Demographics

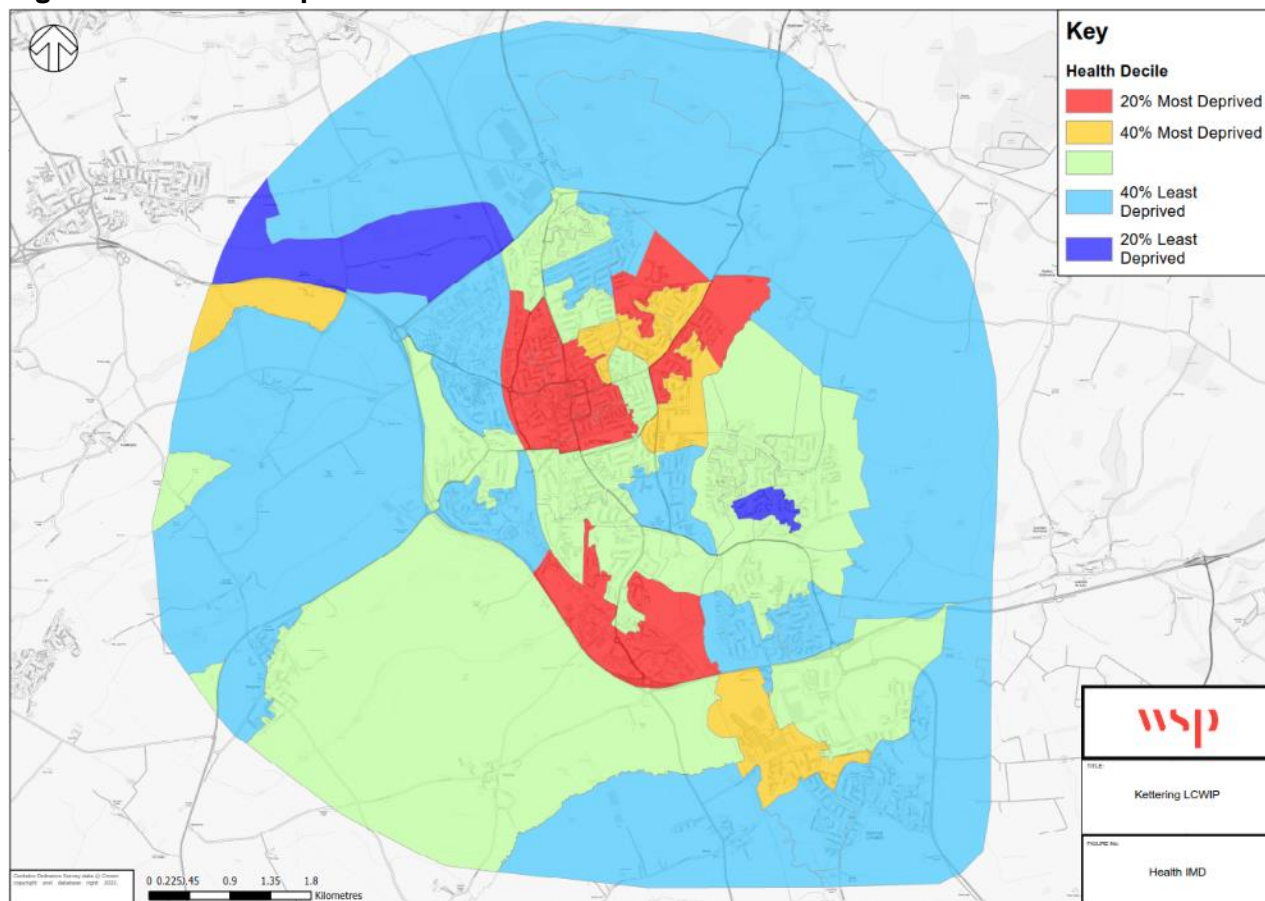
Indices of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) 2019, provides a set of relative measures of deprivation for small geographical areas (Lower-layer Super Output Areas or LSOAs) across England, based on seven different domains of deprivation.

The IMD 2019 combines information from the seven domains to produce an overall relative measure of deprivation³. This acknowledges that, for example, low income alone might not be the defining factor for deprivation and enables consideration and identification of where several of the Indices of Deprivation are present.

Figure 3.12 shows the Indices of Multiple Deprivation present within Kettering, based upon their Deprivation Rank in relation to the wider UK.

Figure 3-12 – IMD Map



As can be observed in the preceding figure, there are several areas in Kettering’s North, North East and South West which are among the 20% most deprived in the UK. Further locations in the north and south are in the 40% most deprived. Conversely, the rural area surrounding the town is generally in the 40% least deprived, whilst one area in the east of the town is in the 20% least deprived.

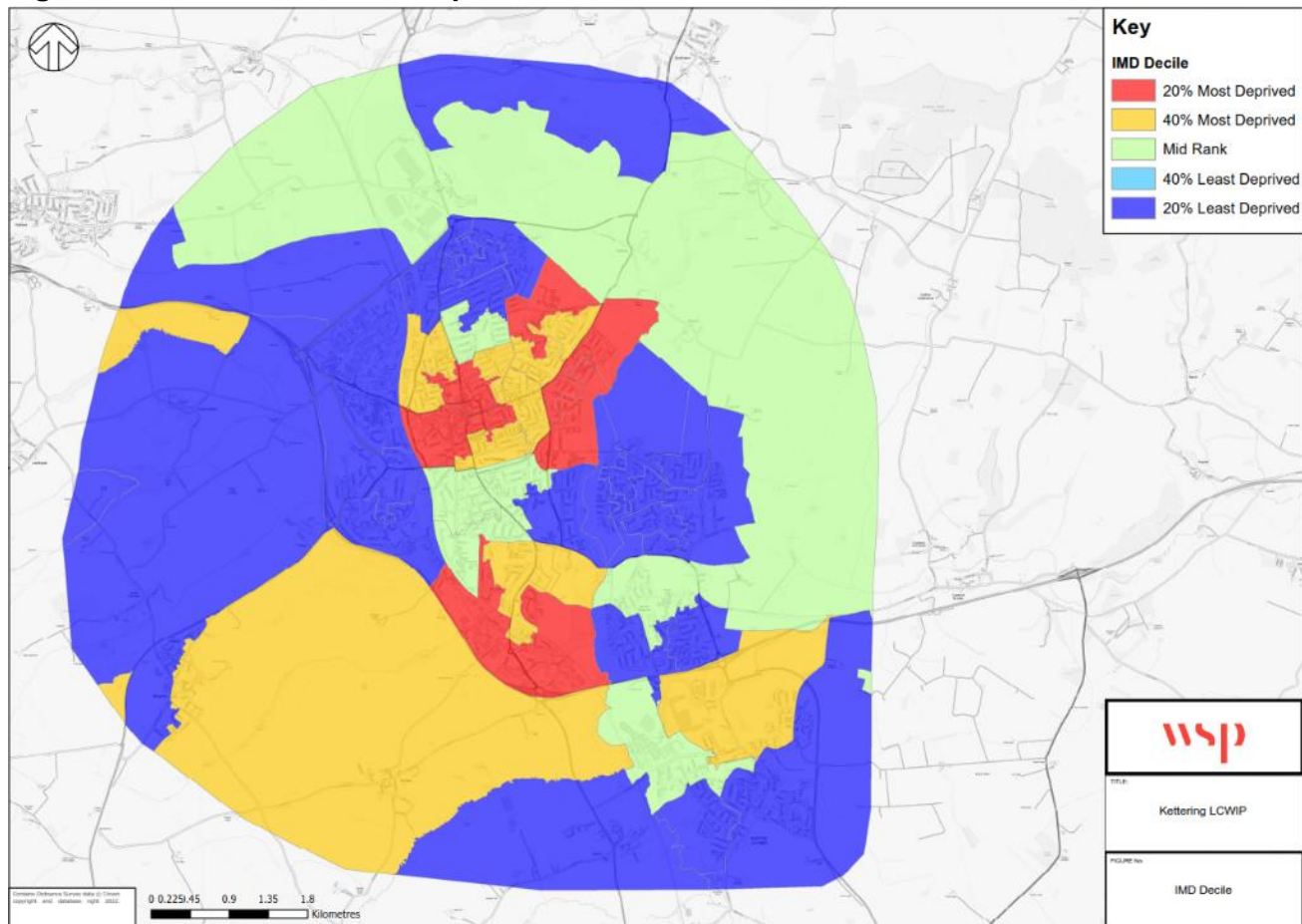
This mapping can support the targeting of walking and cycling interventions to help level up Kettering. By improving accessibility and urban realm through investment in active travel, access to education and skills can be raised for those without a car, activity levels can be increased (reducing the likelihood of crime) and people’s health can benefit.

³ Ministry of Housing, Deprivation, Communities & Local Government | The English Indices of Deprivation 2019 – *Technical Report*

Health Indices of Deprivation

Figure 3.13 below sets out the Health Indices of Deprivation (IoD) for Kettering.

Figure 3-13 – Health Index of Deprivation



As set out previously, the Health IoD is only one element of the overall IMD. However, it is apparent that the areas which perform poorly across the overall IMD are also those which perform worst for the Health IoD, including the south west, north and northeast of the town. There are also pockets in the 40% lowest bracket of the Health IoD which score within the middle 20% of the overall IMD.

This can support the targeting of walking and cycling investment into these areas, which can encourage increased active travel and thus better health outcomes for residents.

3.9 Future Plans and Proposals

Transport Schemes

As set out in the Policy Review, Kettering's planned transport investments are set out in the Kettering Town Transport Strategy (2015). This identifies schemes for delivery between 2015 (Plan's Implementation) and 2031 (Long Term).

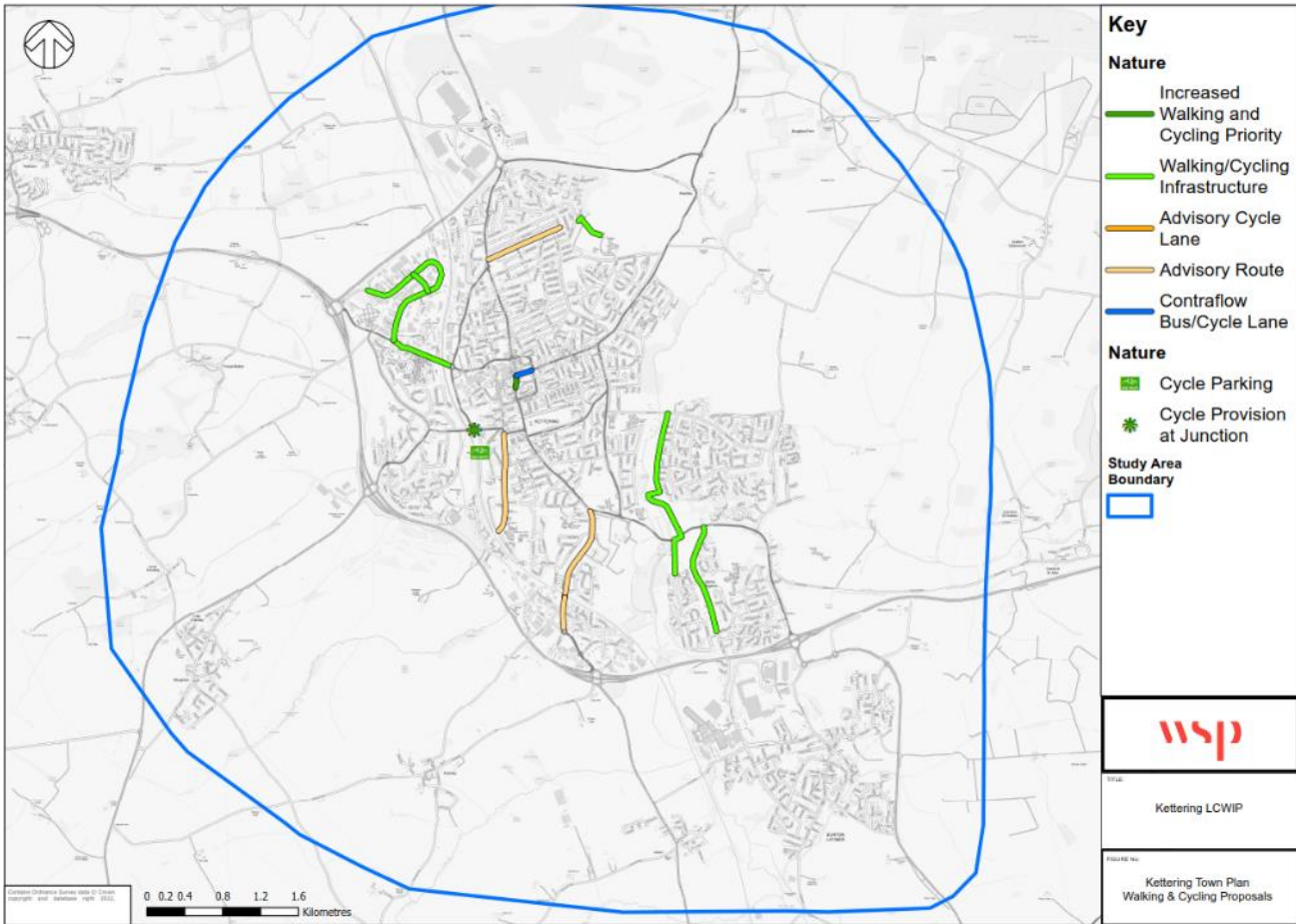
Improvements to the following cycle corridors are identified for delivery between the time of this report's writing (2022) and 2031, should funding and/or opportunity be available:

- Rothwell Road/ Telford Road Industrial Estate;
- Town Centre;
- Pytchley Road/ Kettering Venture Park;
- Rockingham Road alternative;
- Barton Seagrave links;

- Ise Valley; and
- Warkton Link.

These schemes are mapped in Figure 3.14:

Figure 3-14 – Kettering Town Transport Plan cycle corridor schemes

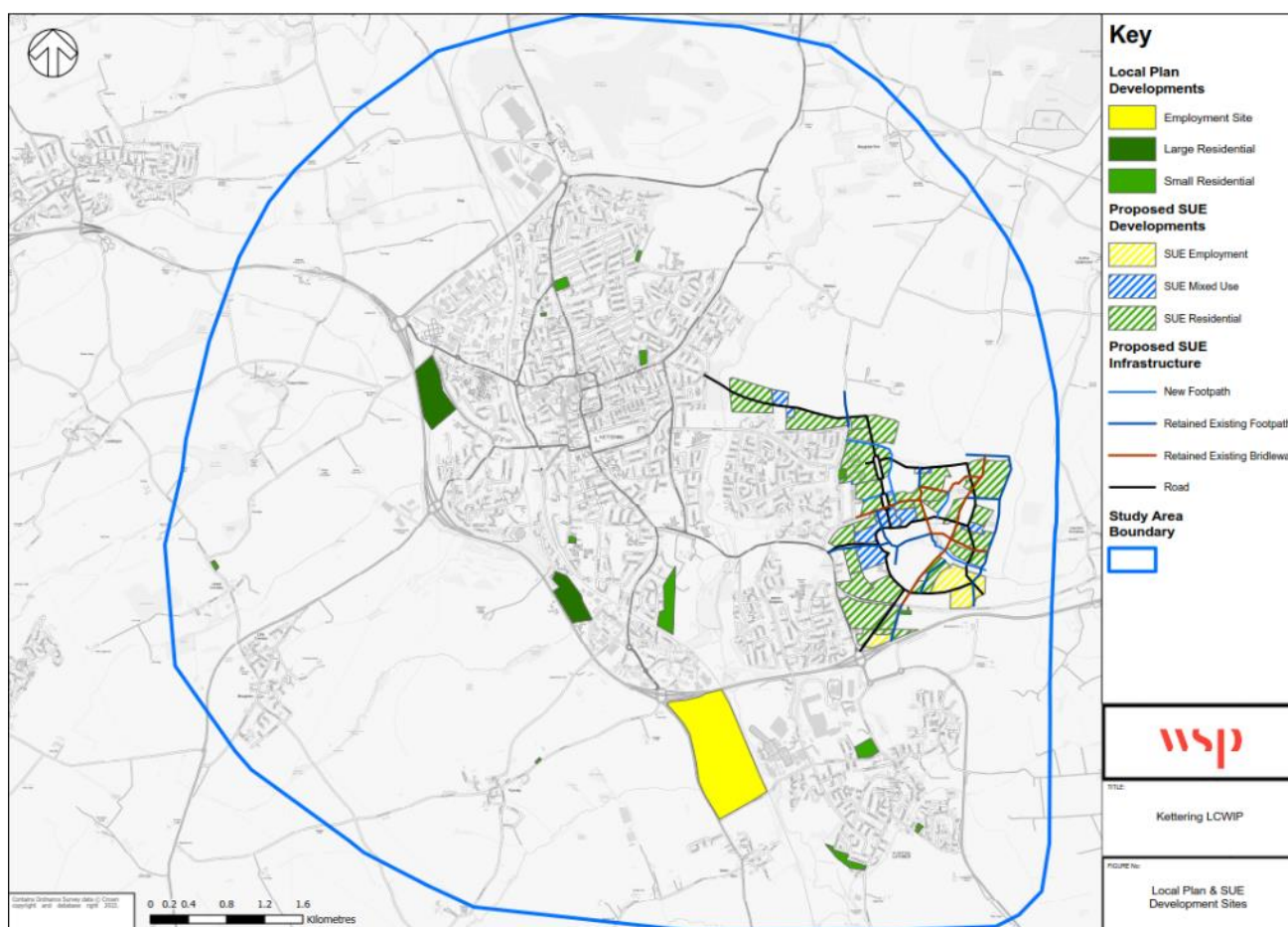


In addition to the improvements set out above, Hanwood Park includes its own internal walking/cycling network. This is discussed in greater detail below.

Land Use Developments

Kettering is currently undergoing a period of extensive growth, which is formed from a mixture of Local Plan Sites across the town and the large Hanwood Park development located to the town’s east. These are presented in Figure 3.15.

Figure 3-15 – Land Use Developments



As shown above, there are also two large housing developments proposed to the west of the town, with several smaller developments (less than 100 houses) distributed across the town. The large housing site to the northwest of town is to consist of 350 dwellings, whilst that to the southwest is to consist of 217 dwellings.

In regard to employment, one site is included within the plan, this is located to the south of the town. The site is known as Tritax Symmetry Park, has outline planning consent for up to 2.3 million sq ft of logistics employment space. As of June 2021, infrastructure works commenced on site. This location has the potential to provide 2,800 jobs and reinforces southwest Kettering as a key employment area.

Hanwood Park is a large mixed-use development located to the east of Kettering. The development is to include 5,500 dwellings, four primary schools, a secondary school, local shops and health care facilities. The development also includes an employment site located to the south. With the provision of housing and supporting amenities within the boundaries of the development, Hanwood Park is intended to be relatively self-contained and encourage walking and cycling trips over private car use, an aim supported by the provision of car free shared walking and cycling paths.

Hanwood Park is connected to the rest of Kettering by links onto Deeble Road and Barton Road, with the site's walking and cycling network connecting to the existing shared walking and cycling lane on Barton Road.

3.10 Existing Public Opinion

In 2020, the former Northamptonshire County Council undertook a county-wide survey seeking people's opinions on walking and cycling within the County. The survey was undertaken using the Commonplace platform and received 11,000 replies from 3,000 respondents. Within Kettering, there were several key themes:

- A need for more cycle parking in the town centre;

- People feeling unsafe cycling on the town's main approach corridors. This is paralleled by a desire for segregated facilities for cyclists, so they don't have to mix with pedestrians or vehicles;
- Identification of the potential for more walking/cycling on the same corridors;
- Complaints of rat-running on secondary streets;
- Pavement parking on narrow secondary streets making it difficult to find safe room to cycle; and
- High levels of car use on the school run creating a risk to students walking or cycling to school.

3.11 Stakeholder Workshop

A digital stakeholder workshop was undertaken in October 2021 as part of the Kettering LCWIP study. The objective of the stakeholder workshop was to define the core walking zone (CWZ) and key walking routes into the CWZ, as well as to define the core cycle network. Workshop attendees included local councillors, representatives from the hospital, local employers, and other groups of interest.

The format of the session was split into:

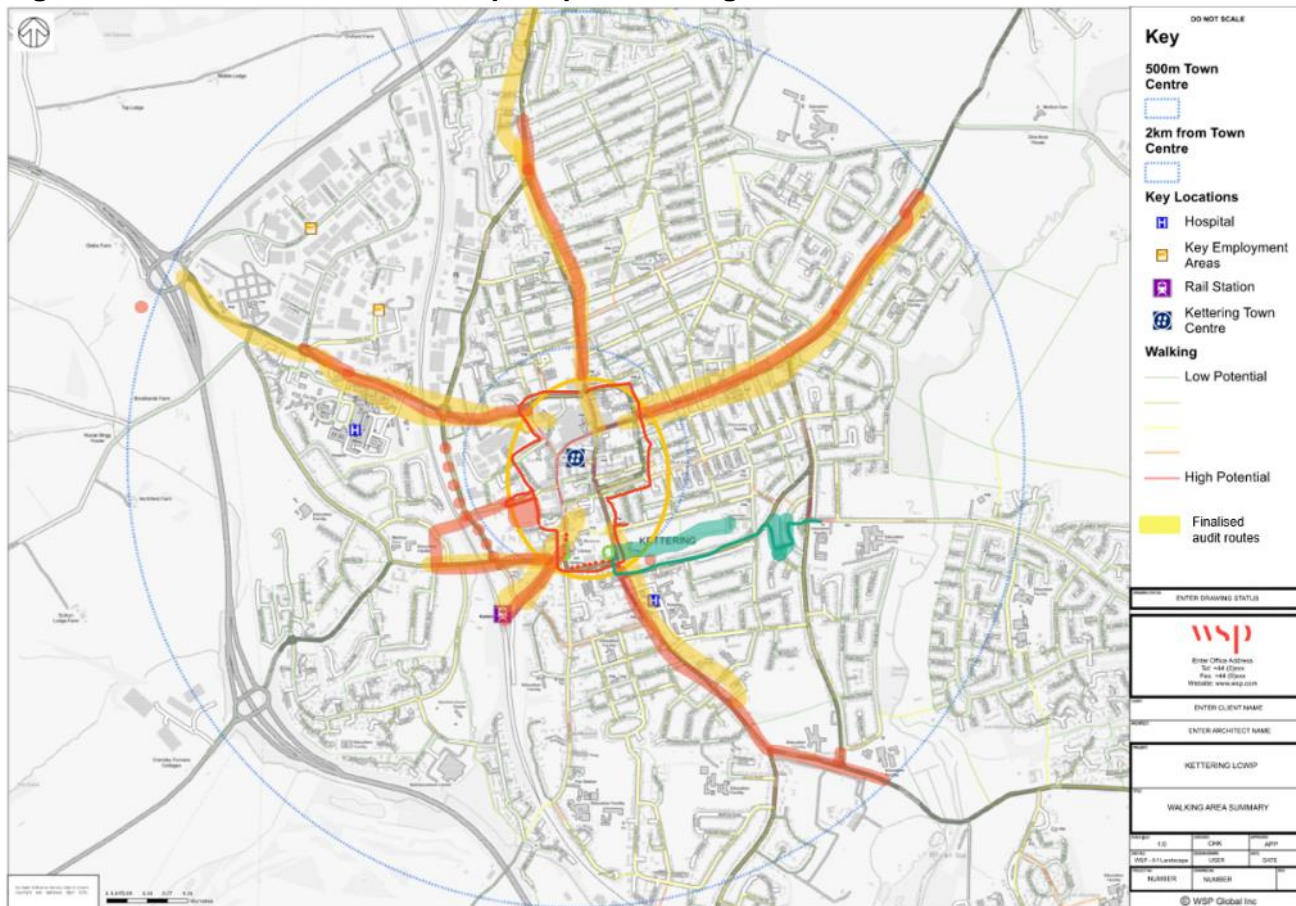
- Introductions and objectives of the workshop;
- Defining the core walking routes; and
- Defining the core cycling network.

The stakeholders were split into 3 sub-groups annotating three separate maps to avoid over-crowding.

For the walking routes everyone was asked to drag a 500m radius circle over where they believed to be the core walking zone, and to draw on any key routes outside of this area which should be considered for audit. Once everyone had a chance to express their opinions, we focussed the group onto one map, combining the areas most common amongst the 3 draft maps.

Figure 3.16 shows the outcome from the discussion including the identified CWZ and potential key walking routes, the yellow highlighted routes are the finalised agreed routes for audit within this study. The main routes outside of the CWZ mostly were to destinations of interest, such as the railway station and the hospital.

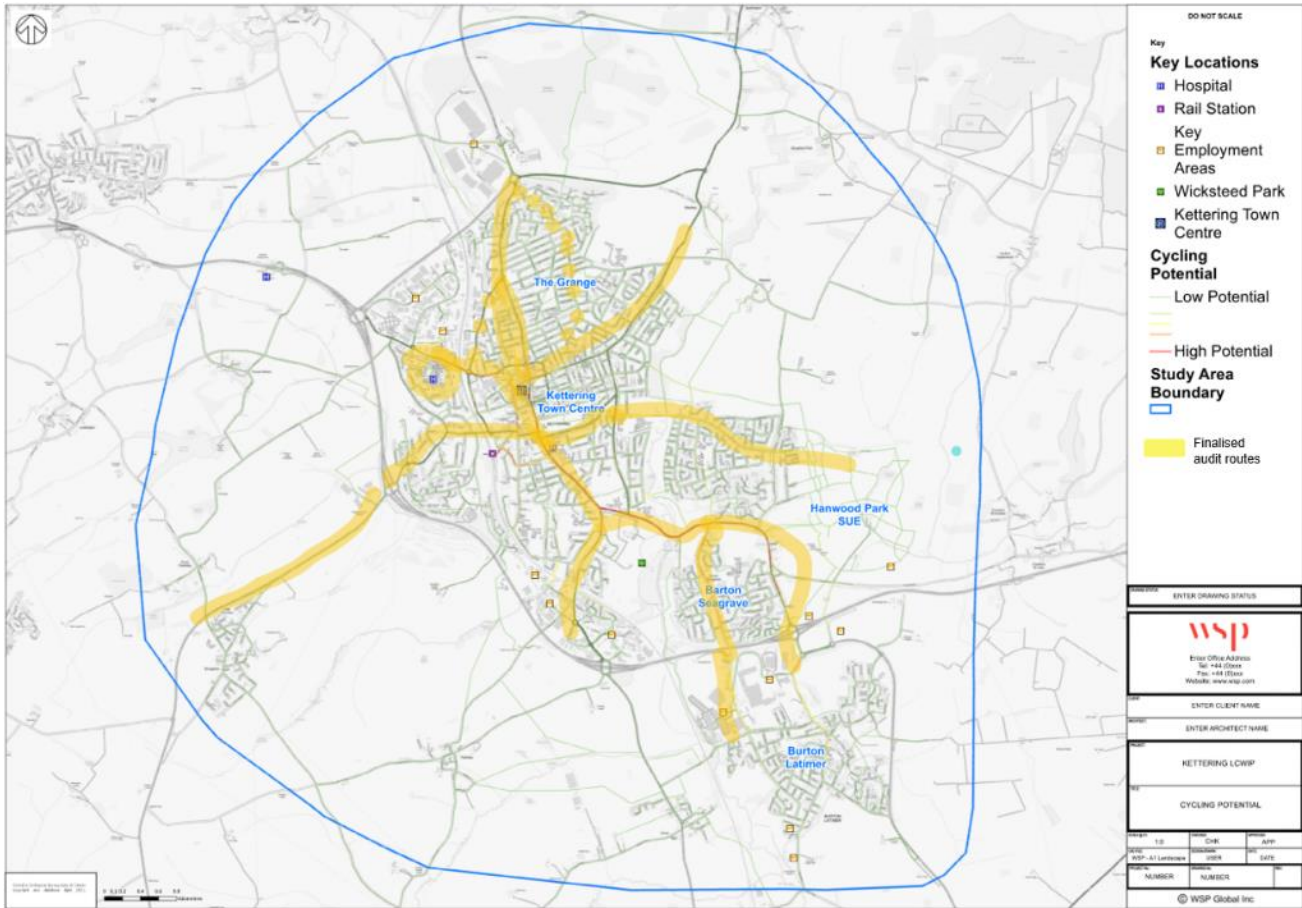
Figure 3-16 – Stakeholder workshop output: Walking Routes



A similar process was repeated for the cycling routes, however instead of circles for a focus area, stakeholders were just asked to highlight key cycle routes within the study area. Again, the workshop participants regrouped to draw common routes onto one map, to come up with a core cycle network consisting of 5 key cycle routes up to 5km.

Figure 3.17 shows the agreed cycle routes to be audited; the dotted yellow lines show alternative routes to the north.

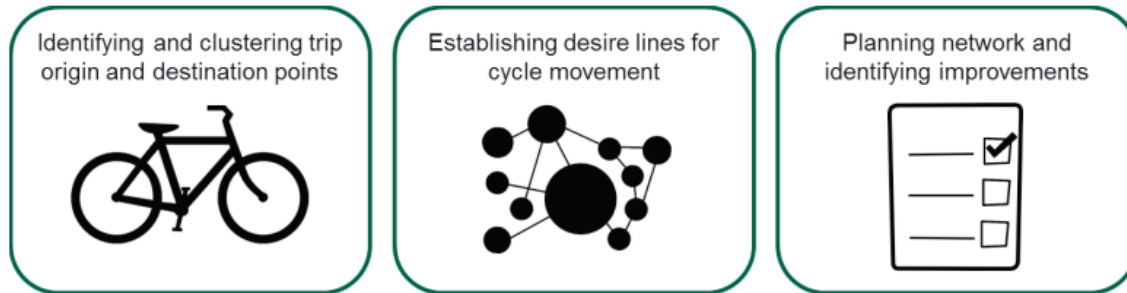
Figure 3-17 – Stakeholder workshop output: cycling routes



4.0 Stage 3: Network Planning

4.1 Introduction

Stage 3 of the LCWIP process involves:



The key output for Stage 3 is a Cycle Network Plan, detailing preferred cycle routes for further development, which involves an evidence-based review to identify key desire lines between origins and destinations.

The process is founded on the principle of connecting people to places, ensuring that the proposed networks correspond to the routes people currently take, and those people are likely to want to take, both now and in the future. This method also helps to identify the long-term vision for the networks, while ensuring investment is focused on the key routes and the needs of cycle users. The resulting outputs are networks that are evidence-based and facilitate strategic development.

This section then summarises the following:

- Audit findings of existing cycling conditions;
- A summary of the main barriers to cycling across the network; and
- Initial improvement options (details provided in **Appendix B** – Cycle Route Summary Sheets).

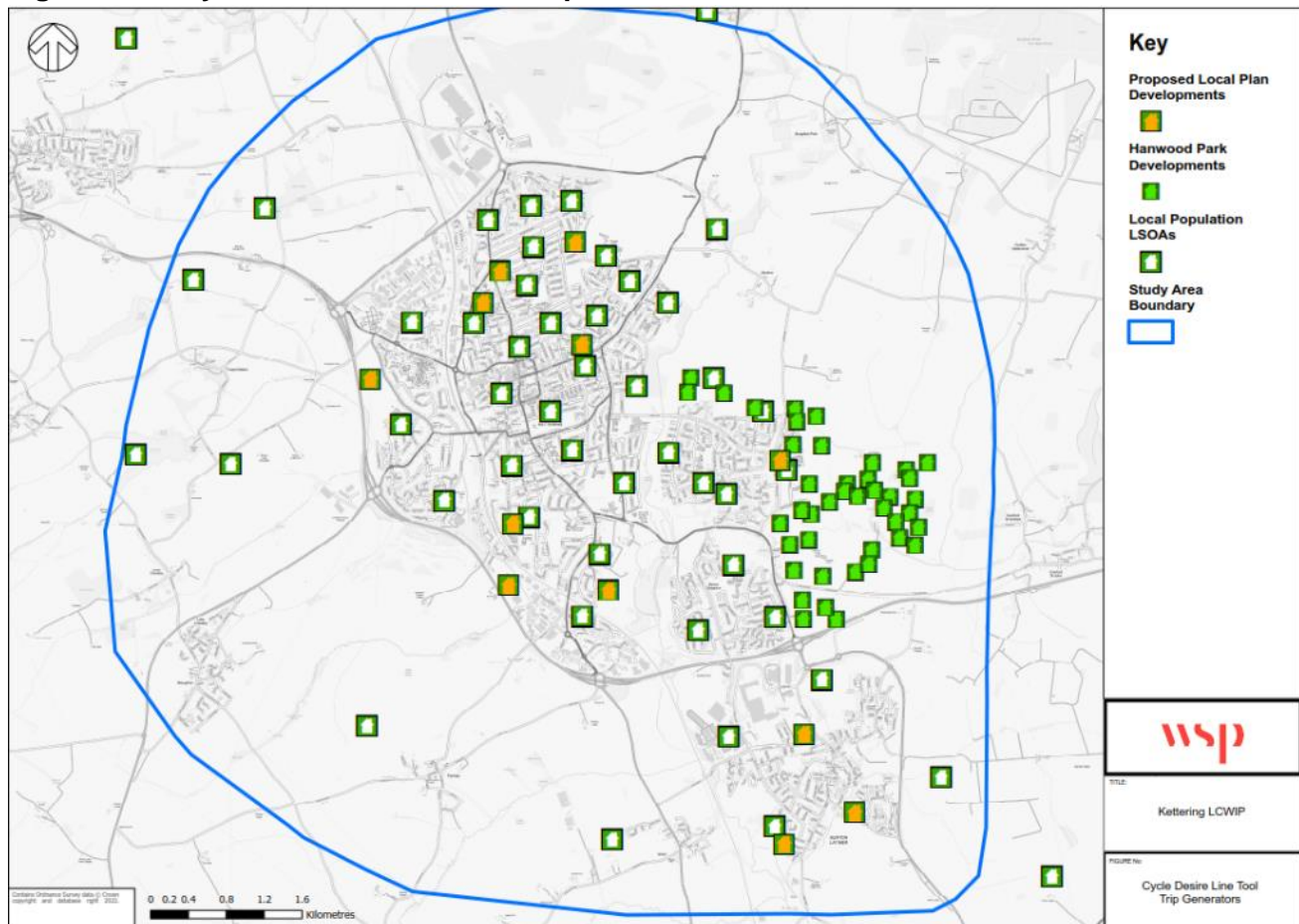
4.2 Cycle Desire Lines

To support the analysis of the existing and proposed cycle infrastructure in Kettering, the WSP Walking & Cycling Desire Line Tool was utilised, to identify potential cycle routing that might be realised with investment in infrastructure.

Cycle Desire Line Tool Inputs and Network

The desire line tool, developed by WSP, is a gravity model which identifies the most likely cycle routing between trip generators and trip attractors. Figure 4.1 shows the trip generators, i.e. residential developments and Figure 4.2 shows the trip attractors, i.e. employment sites, shopping centres, stations etc. These include both existing locations and those proposed within the Local Plan; most notably Hanwood Park to the town's east which has a mix of residential, employment and amenities associated with its development.

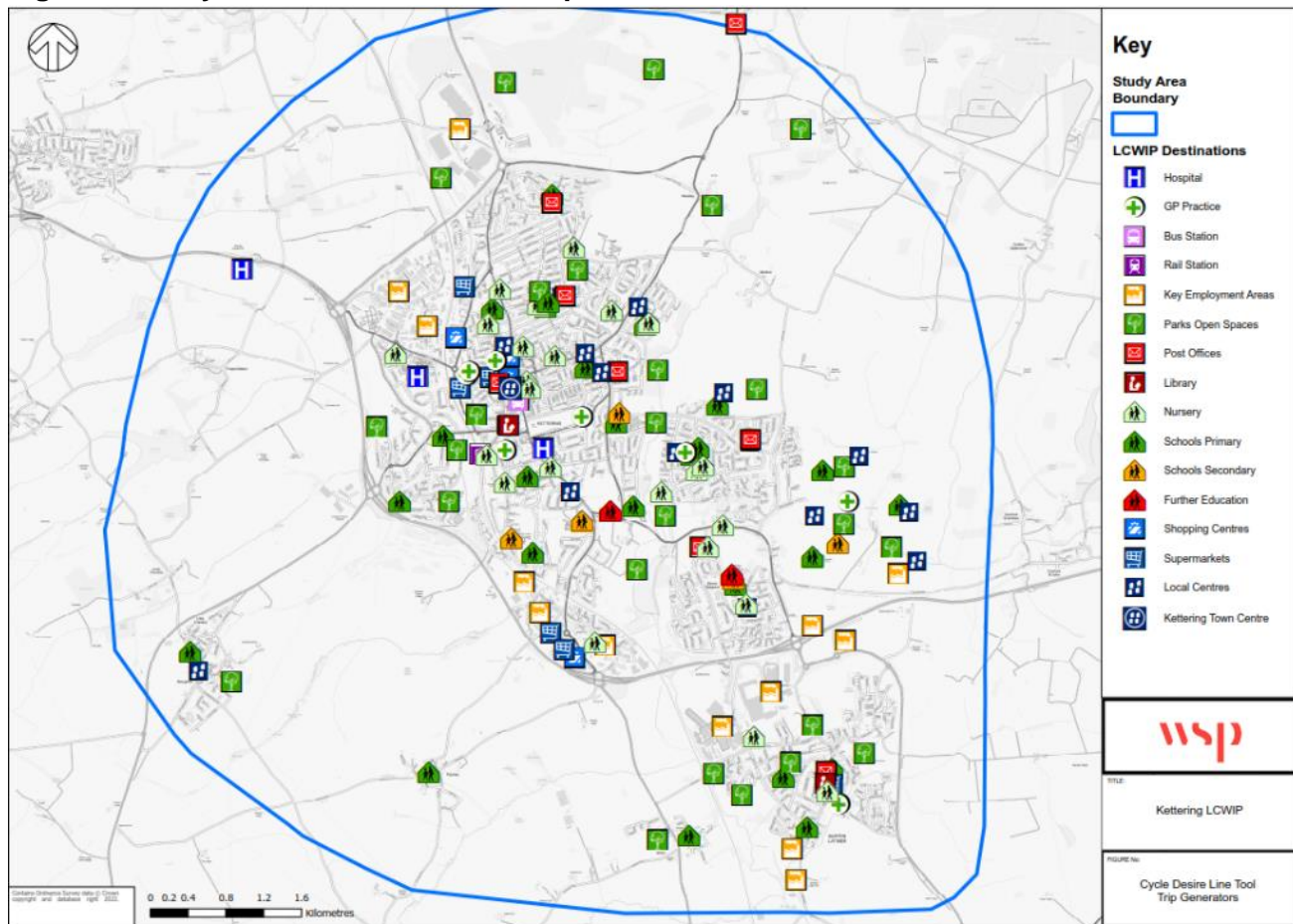
Figure 4-1 – Cycle Desire Line Tool – Trip Generators



The figure above shows the trip generators for the cycling demand model. The population from these generators are calculated on the following basis:

- **LSOA With Population:** Population at these locations was established from Local Survey data; and
- **SUE Plot & Local Plan Development:** Population for these forthcoming developments was established utilising Average Population per Household from the ONS (2020) which gave an average of 2.4 residents per dwelling.

Figure 4-2 – Cycle Desire Line Tool – Trip Attractors



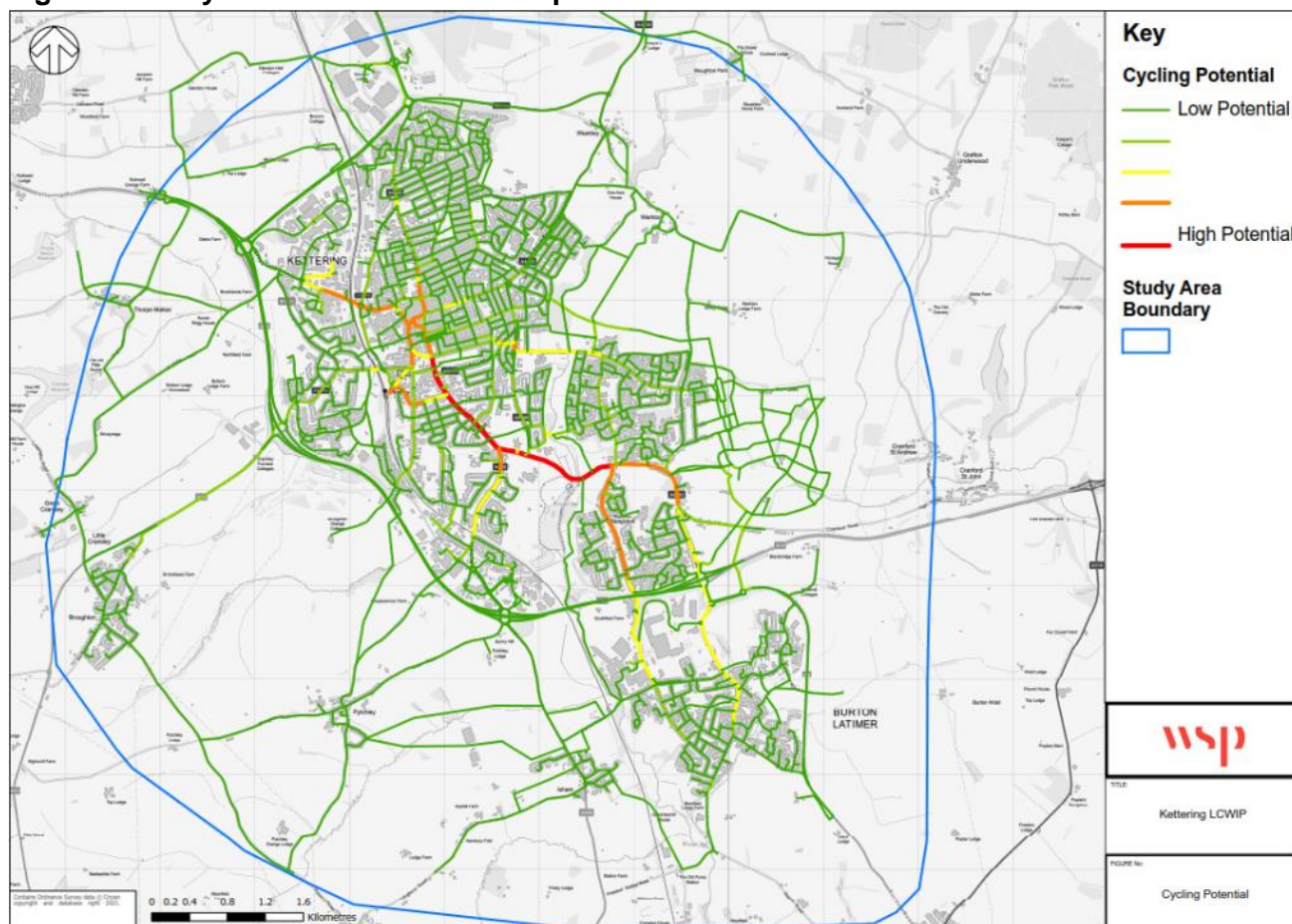
Like the Trip Generators, Trip Destinations also included development sites currently under construction, such as those at Hanwood Park. Trip destinations mapped above include key destinations such as hospitals, GP practices, rail stations, employment areas, urban centres, schools, nurseries and supermarkets.

The route network utilised in the Desire Line Tool comprised two elements. The first is the road and pavement network in Kettering and the second is the existing and proposed walking and cycling infrastructure in the town. Existing infrastructure was extracted from the Kettering Cycle Network Map. Future infrastructure was obtained from the Local Plan, discussion with LA members and review of the Hanwood Park masterplan. This cycle network map, which sets out existing and already planned infrastructure, is set out earlier in the report in Figure 3.2.

Cycle Desire Line Tool Outputs

Figure 4.3 shows the cycle desire lines identified using the Cycle Desire Line Tool set out above.

Figure 4-3 – Cycle Desire Line Tool Output



As can be observed, there is a strong correlation between the outputs of the Cycle Desire Line Tool, the Propensity To Cycle tool outputs and stakeholder discussions. Particularly, the A6003 forms a network 'spine' north-south, with secondary corridors leading off towards Kettering Business Park, Kettering General Hospital, Telford Way Estate and through Barton Seagrave towards Burton Latimer.

4.3 Design Principles

It is important to consider the key design principles and key considerations throughout the development of the cycle network, undertaking auditing and when considering potential improvements. The following documents have informed our key design considerations for the LCWIP:

- LTN 1/20: Cycle Infrastructure Design;
- Gear Change: A Bold Vision for Cycling and Walking; and
- The 2022 Highway Code.

An overview of the design principles in each document is provided in **Appendix A – Policy Note**.

Summary principles

The summary principles that are pertinent to the network development and scheme identification stages, that form the basis of this LCWIP are presented in Table 4.1.

Table 4-1 – Summary principles to inform the Kettering LCWIP

Summary Principles	
<p>Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.</p>	<p>Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. The Government's aim is that thousands of cyclists a day will use many of these schemes.</p>
<p>Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.</p>	<p>Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.</p>
<p>Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.</p>	<p>Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.</p>
<p>Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.</p>	<p>Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.</p>
<p>Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.</p>	<p>The simplest, cheapest interventions can be the most effective.</p>
<p>Schemes must be legible and understandable.</p>	<p>Cycle routes must flow, feeling direct and logical.</p>

The principles in the table were considered during network planning and the development of interventions to support the delivery of high quality infrastructure that will promote mode shift.

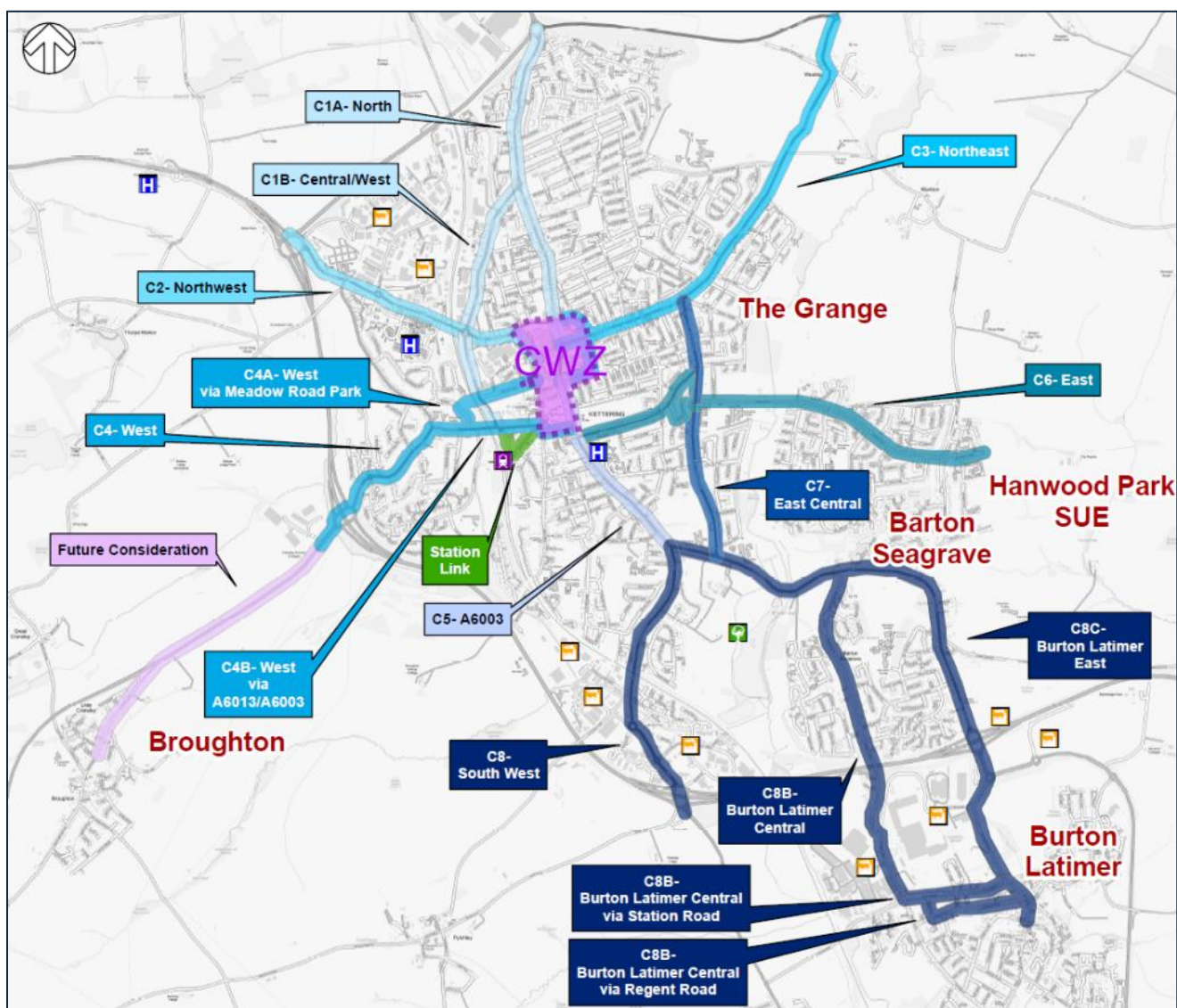
Throughout the Cycle Route Audits and the consideration of recommended improvement options, these design principles shaped the development of this LCWIP. Of particular relevance to Kettering is the recommendation for avoiding shared pedestrian and cycling use where possible, and the importance of continuity of provision. These issues are present across much of the study area and are considered through this document.

4.4 Cycle Route Audits

Based on this data, the information presented in Stage 2, and the outcomes from the stakeholder engagement sessions, the following Core Cycle Network and Core Walking Zone was established.

Following the development of the core cycle network, informed by all the stages outlined above as well as stakeholder consultation, detailed route audits of the key cycle network were undertaken.

Figure 4-4 – Audited Cycle Routes



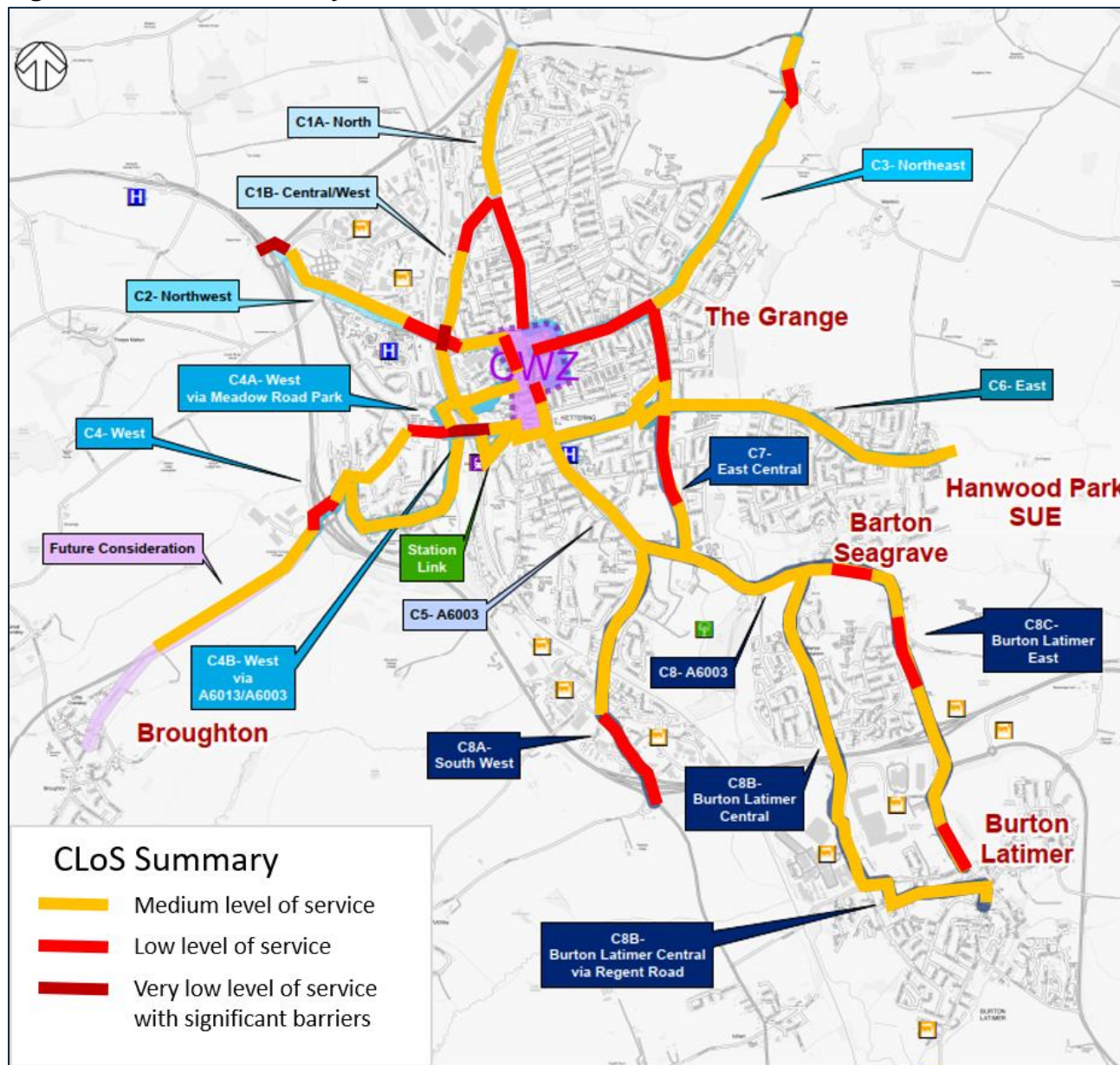
Between October and December 2021, route audits were undertaken by a combination of WSP, NNC, Northamptonshire Highways, and Brightwayz staff.

All routes, as well as the surrounding area and parallel routes, were walked or cycled. Key barriers and opportunities were assessed using a WSP-tailored version of the Cycling Level of Service (CLOS). The CLOS requires a detailed assessment of the characteristics: cohesion, directness, safety, comfort, and attractiveness.

Full detailed summary sheets for each route are presented in **Appendix B**.

Based on the observations during the site audits, the CLOS for each of the routes are summarised in Figure 4.5, presenting the level of service and quality of cycling provision on the audited routes.

Figure 4-5 – CLoS Summary Plan



The CLoS summary plan shows that there is a lack of consistent cycle provision across Kettering. The majority of cycle trips to/from key trip attractors/generators would experience low or very low levels of service for cycling along their journey. This creates a negative and intimidating environment for cycling, which would inconvenience existing cyclists and significantly discourage new cyclists.

Where there is provision, it is usually in the form of shared use footways, which often stop abruptly, creating a patchy provision that doesn't offer a realistic travel option for Kettering residents or visitors.

4.5 Summary of Recommended Improvements

Details of the recommended improvement options are presented in **Appendix B**, whilst Table 4.2 summarises the recommended improvements for each cycle route.

It should be noted that these are initial suggestions of what might overcome the major barriers to cycling and are considered potentially feasible based on initial observations. Further detailed feasibility studies would need to be undertaken for any routes taken forward for further consideration.

Table 4-2 – Recommended Improvements Summary

Cycle Route	Route Description	Summary of Improvements
1a	North Rockingham Road -	Two-way cycle track on the east side of the carriageway, along the length of Rockingham Road. Junction improvements at Northfield Avenue / Rockingham Road junction and improved signal crossing provision for cyclists and pedestrians at Rockingham Road / Eskail Street / Newland Street junction.
1b	North Northfield Avenue -	Potential alternative to 1a, using Northfield Avenue to provide a Two-way cycle track on the west side of the carriageway. Upgrading the existing segregated shared use footway. Potentially significant re-design of the Northfield Avenue / Lower Street / Rothwell Road large roundabout junction to accommodate cycle movements, or at least improve Toucan crossings to provide north-south route.
2	Northwest Rothwell Road (Hospital Route) -	Improved pedestrian and cycle crossings on the A14 roundabout junction. Improved shared use provision on the north side of the carriageway from the A14 to the Telford Way roundabout junction. A two-way cycle track from Telford Way junction to the railway overbridge including relocation of bus laybys. Shared use footway under the railway bridge on the south side of Rothwell Road and across the Northfield Way junction. Two-way cycle track on the south side of Lower Street to High Street.
3	Northeast Connection to Weekley (along Stamford Road) -	Continue the shared use footway connecting Weekley to the existing cycle route to the north. Improve crossing provision in Weekley. Provide shared use footway to between Weekley Glebe Road and Weekley. Upgrade and re-enforce the existing low traffic route on the north side of Stamford Road. Two-way cycle track from Avondale Road to Windmill Avenue junction. Improve pedestrian and cycle crossing facilities at the Windmill Avenue / Stamford Road junction. Two-way cycle track on south side of Stamford Road / Montagu Road, to the junction with Victoria Street. Cycle crossing improvements at junction. Contraflow cycle lane on Montagu Street to Silver Street.
4	West Northampton Road and Lake Avenue -	Improve and upgrade shared use provision at A14 junction and Northampton Road. Two-way cycle track on Lake Avenue. New Toucan crossing to a new two-way cycle way and footpath adjacent to the railway line, through existing tunnel to a Toucan crossing on Northfield Avenue. Continue two-way cycle track along north side of Meadow Road.
5	South London Road (Connecting South to C8) -	A new Toucan crossing and shared use footway on London Road near Horse Market. Upgrade existing fragmented shared use footway on the east side of London Road to a two-way cycle track with improved junctions to the Barton Road junction.
6	East - St Mary's Road and Deeble Road -	Two-way cycle track on the south side of Deeble Road, and St Mary's Road. Improved low traffic route through Oak Road, Ash Road, Elm Road middle section.
7	East Central - Windmill Avenue -	Constrained section – Sections of localised improvements, but should perhaps consider alternative route (using Ise Valley route).
8	Wickstead Park Route	Replacing existing shared use provision on the north of Barton Road near Wickstead Park, with a two-way cycle track. Maintain existing Toucan crossing and shared use footway near the St Botolph's Road junction.

Cycle Route	Route Description	Summary of Improvements
8a	South West - Pytchley Road	Shared use and new crossing provision at junctions from the A14 junction to the railway overbridge. Two-way cycle track using the existing verge on Pytchley Road.
8b	Barton Seagrave Route	Minor improvements, widening and filling missing sections of existing shared use provision on Polwell Lane.
8C	Burton Latimer - A6003	Traffic calming to re-enforce street hierarchy on Kettering Road near Burton Latimer. Filling in the gaps to provide continuous shared use provision along south/west side of Barton Road.
9	Station Link	Improvements at the crossing provision at Northfield Avenue / Station Road junction. Two-way cycle track on north side of Station Road, and west side of Northfield Avenue. Relocation of the crossing from Station Road and Sheep Street. New Toucan crossing near the junction of Northfield Avenue and Northampton Road.

The design principles summarised earlier in this section have been used to shape the development of the recommended improvements. Following the audits and consideration of improvements options, the key factors to creating a high quality, connected cycle network that provides a realistic travel option for Kettering include:

Continuity – Providing a clear a continuous level of provision across the town;

Connecting the missing sections – Lots of the existing cycle routes have gaps. These need to be filled to meet the route’s potential; and

Safe and designated – Segregated provision is most attractive for new users. Two-way cycle tracks provide the safety of segregation from traffic and pedestrians, whilst efficiently using space on constrained routes.

These keys design features have shaped the recommended improvements that are detailed in the Route Summary Sheets in **Appendix B**.

4.6 Potential Infrastructure Types

The three main infrastructure options to be considered for improving cycle routes are segregated cycle tracks, toucan crossings, and clear priority when crossing side roads.

Segregated cycle tracks

The benefit of segregated cycle tracks is that cyclists are physically segregated from both motor traffic and pedestrians. Segregation of movements can improve safety and comfort for all road users. They can be often coloured to increase awareness of their presence and attractiveness of the street. Examples of segregated cycle tracks are shown in Figure 4.6 and Figure 4.7. Provision of green infrastructure with Sustainable Urban Drainage can transform spaces that may feel unwelcoming, to spaces that people want to use.

Figure 4-6 – Segregated cycle track in Birmingham (WSP Photograph)



Figure 4-7 – Segregated Cycle Track in Leicester (Google Street View)



Toucan crossings

In situations where full segregation is not a viable option, shared use may be appropriate instead which should be used in association with toucan crossings. Figure 4.8 shows an example of a toucan crossing.

Figure 4-8 – Toucan crossing in Leicester (WSP Photograph)



Priority crossings

Raised crossings reinforce that pedestrians and cyclists have priority over motor vehicles, as per the Highway Code 2022. Raising the road to footpath level creates a small speed hump encouraging motor vehicles to slow down, and provide better visibility of pedestrians crossing. An example of a raised crossing can be seen in Figure 4.9.

Figure 4-9 - Raised crossing in Bradford (WSP Photograph)



Infrastructure that requires cyclists to give way at each side road involves a lot of stopping and starting. This can lead to some cyclists choosing to ride on the main carriageway instead, because it is faster and more direct, even if less safe. Crossings of side roads should be therefore treated with cyclists' priority in mind. An example of priority at side roads is shown in Figure 4.10.

Figure 4-10 – Priority at side road crossings in Leicester (Google Street View)



5.0 Stage 4: Network Planning for Walking

5.1 Walking Network and Core Walking Zones

Stage 4 of the LCWIP process involves:



The key output for Stage 4 is a proposed future Walking Network Map, detailing preferred walking routes and Core Walking Zones (CWZs) for further development. When the routes and zones identified on the map are not of sufficient quality to meet the needs of people who would wish to travel by foot, areas of Walking Infrastructure Improvements will need to be identified.

The process to generate these two key outputs involved the following steps:

- Identifying trip generators;
- Identifying Core Walking Zones;
- Identifying Key Walking Routes;
- Auditing Key Walking Routes; and
- Establishing locations for Key Walking Infrastructure Improvements.

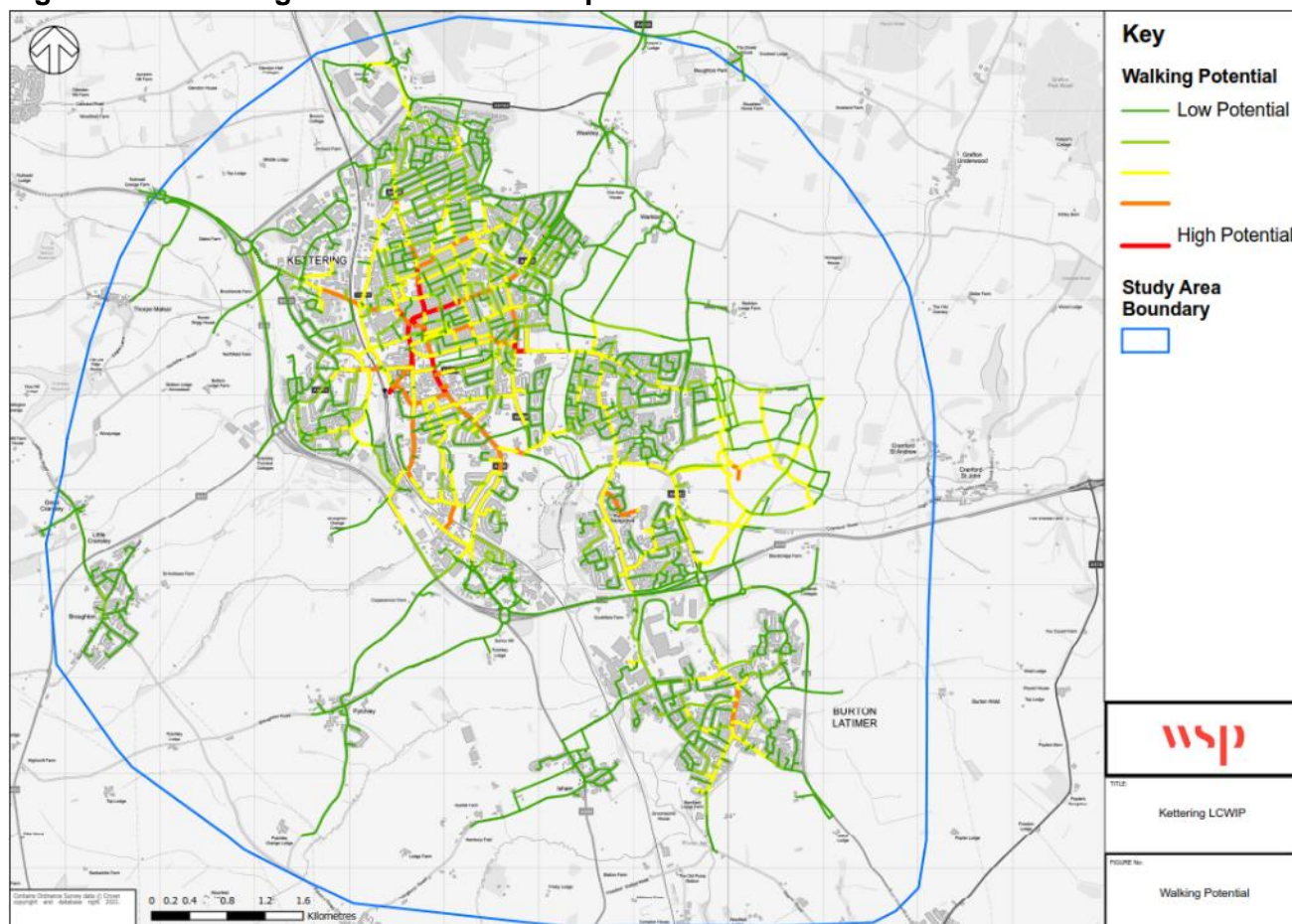
The process is founded on the principle of connecting people to places, ensuring that the proposed networks correspond to both the routes people currently take and those people are likely to want to take, both now and in the future. This method also helps to identify the long-term vision for the networks while ensuring investment is focused on the key routes and the needs of pedestrians. The resulting outputs are networks that are evidence-based and facilitate strategic development.

5.2 Trip Generators & Attractors

To support the analysis of the existing and proposed cycle infrastructure in Kettering, the WSP Walking & Cycling Desire Line Tool was utilised to identify potential flows that might be realised with investment in infrastructure. This tool utilises all of the data summarised in this report to present levels of Potential Walking Desire Lines.

Figure 5.1 shows the key desire lines for walking journeys within Kettering.

Figure 5-1 – Walking Desire Line Tool Output



As can be observed, there is a concentration of walking desire lines and potential walking movements around the town centre. Within the town centre, the A4300, Newland Street and Silver Street are highlighted as key movement corridors.

Approaching the town centre, Rockingham Road, Headlands, London Road and Rothwell Road stand out as key routes of access to the centre, whilst the Headlands also provides access to the railway station and Rothwell Road provides access to Kettering General Hospital and Telford Way industrial estate.

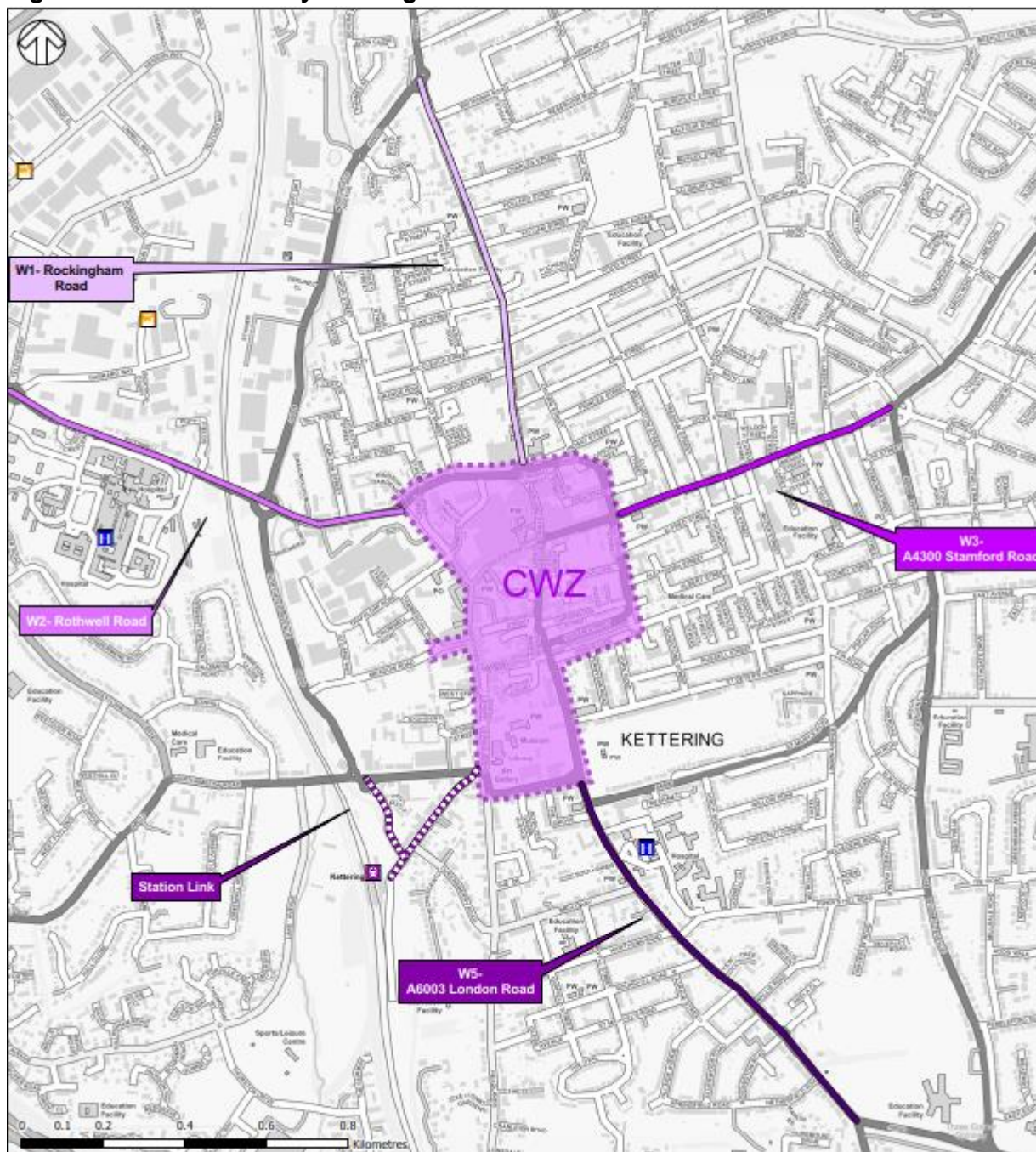
Outside of central Kettering, the largest area of high walking potential is Burton Latimer High Street. Similarly, local shopping streets in the Hanwood Park development and in Barton Seagrave also represent key desire points, alongside the educational facilities located nearby each.

Finally, there is some walking potential observed in relation to Kettering Business Park, to the town's south west, where a considerable amount of employment, leisure and retail opportunities can be found.

5.3 CWZ and Key Walking Routes

Based on the data presented in the WSP Desire Line Model, the data presented in Stage 2, and the outcomes from the Stakeholder Workshop, the following CWZ and five Key Walking Routes were established.

Figure 5-2 – CWZ and Key Walking Routes Plan



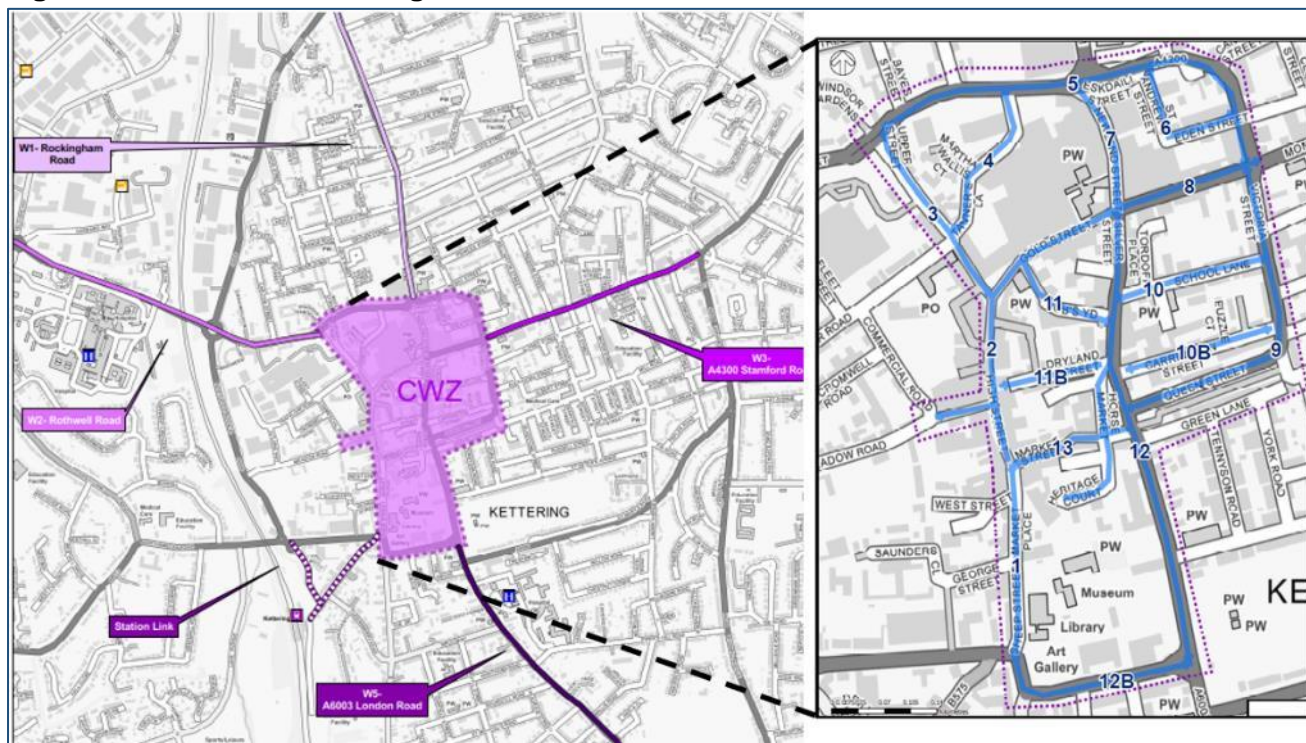
5.4 Walking Audits

During October 2021, the CWZ and key walking routes were audited by a combination of WSP, NNC, Northamptonshire Highways, and Brightwayz staff.

The process used for auditing the walking routes was a version of the DfT's Walking Route Audit Tool (WRAT). The WRAT scores each route on five different characteristics: attractiveness, comfort, directness, safety, and coherence.

Each person attending the walking audit scored the five attributes as either green (2), amber (1) or red (0); therefore 10 being the highest score that could be achieved for a route. The WRAT scores by different assessors were averaged to give the audit score.

Figure 5-3 – CWZ and Walking Routes Audited



The core walking zone (CWZ) is shown shaded in purple in Figure 5.3. Within the CWZ there were 13 separate routes which were audited, these can be seen as the blue lines in the inset map within Figure 5.3. Outside the CWZ, there were 5 walking routes that connected the CWZ to key trip attractors, such as the hospital and the train station. The additional walking routes (W1 - 5) can also be seen in Figure 5.3. As such, a total of 18 walking routes were audited using WRAT.

The full WRAT scoring spreadsheets are provided in **Appendix C**. Table 5.1 provides a summary of the scorings per walking route.

Table 5-1 – Walking Route Audit Scoring Table

CWZ Route #	Road Name	Score out of 10
CWZ Route 1	Sheep Street / Market Place	10
CWZ Route 2	High Street (+ Meadow Road)	8.25
CWZ Route 3	Lower street	1.75
CWZ Route 4	Tanners Lane	0.75
CWZ Route 5	Eskdail Street	2
CWZ Route 6	Eden Street / Andrews Street	2
CWZ Route 7	Newland Street	5.5
CWZ Route 8	Montagu Street	3.25
CWZ Route 9	Victoria Street	3
CWZ Route 10	School Lane / Carrington St	4.5
CWZ Route 11	Dryland Street / Jobs Yard	3.5
CWZ Route 12	Silver Street	7.25
CWZ Route 13	Market Street / Heritage Court	10
Walking Link Route		Score out of 10

W1	Rockingham Road	6
W2	Lower Street / Rothwell Road	4
W3	Montagu Street / Stamford Road	5
W5	London Road	6
W Station Link	Station Road	8

The scores from the WRAT audit, are visualised in Figure 5.4.

Figure 5-4 – WRAT Score Summary Plan

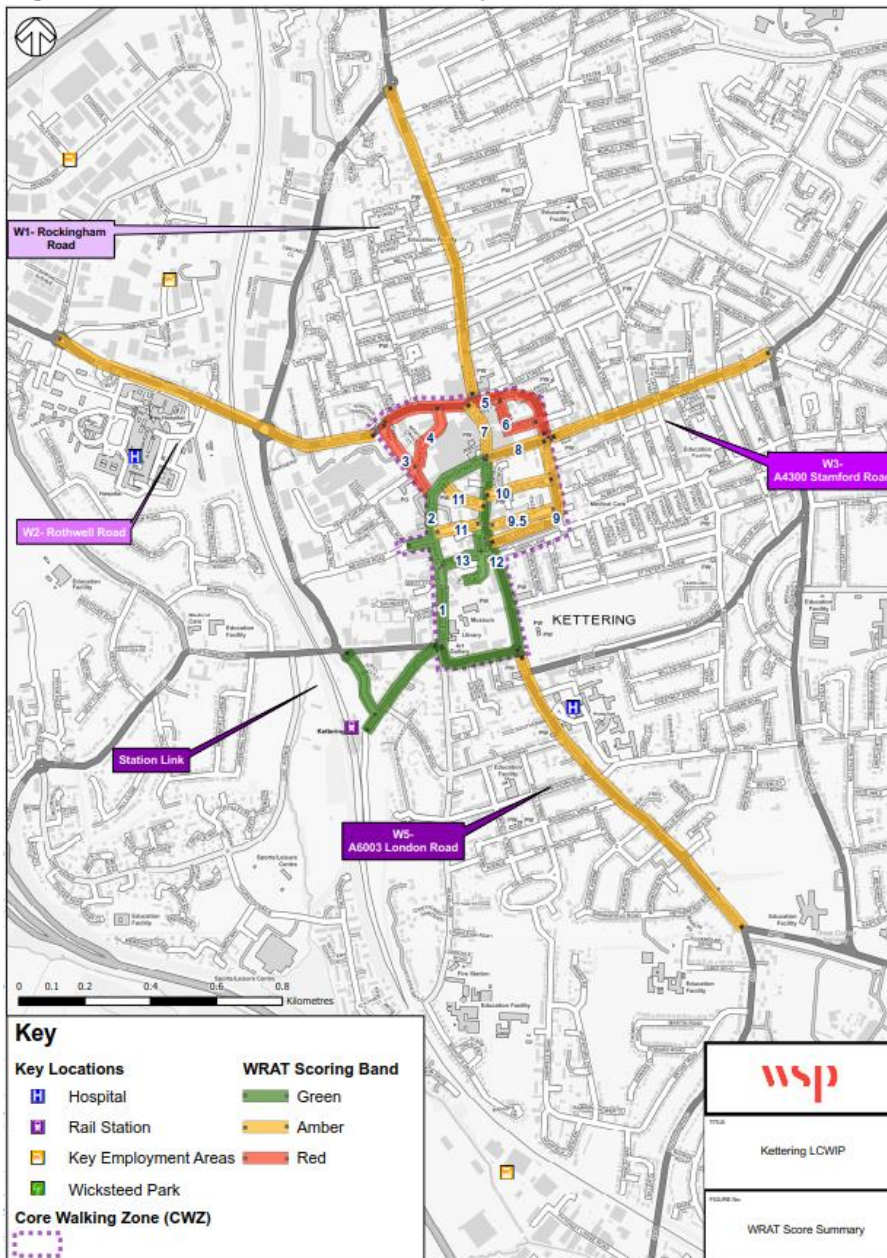


Figure 5.4 shows that the streets and links that currently have the lowest level of provision for walking are all located within the CWZ and are concentrated to the north of the town centre (CWZ Route 3 – Lower St, CWZ Route 4 – Tanner’s Ln, CWZ Route 5 – Northall St / Eskdail St, and CWZ Route 6 – Eden St). The centre and south of the CWZ score reasonably high on the WRAT scoring and areas around Market Place and Sheep Street that have been recently upgraded have high quality pedestrian environments.

The walking links outside of the CWZ including Station Road achieve medium-high scores for walking environments according to the WRAT. Most are let down by missing dropped kerbs and indirect signalised crossings.

Figure 5.5 zooms in on the RAG scoring of the CWZ. The links that scored the lowest are concentrated in the north of the CWZ. The main barriers to walking in the north of the CWZ are that Eskdail Street is a main road with large volumes of traffic making it an unsafe road. Additionally, pavements in this area are narrow and often missing drop kerbs.

The east links of the CWZ score slightly higher, however they are lacking safe crossing provisions along Victoria Street, and also have narrow pavements which are creating a barrier to walking.

Figure 5-5 – Barriers to Walking CWZ

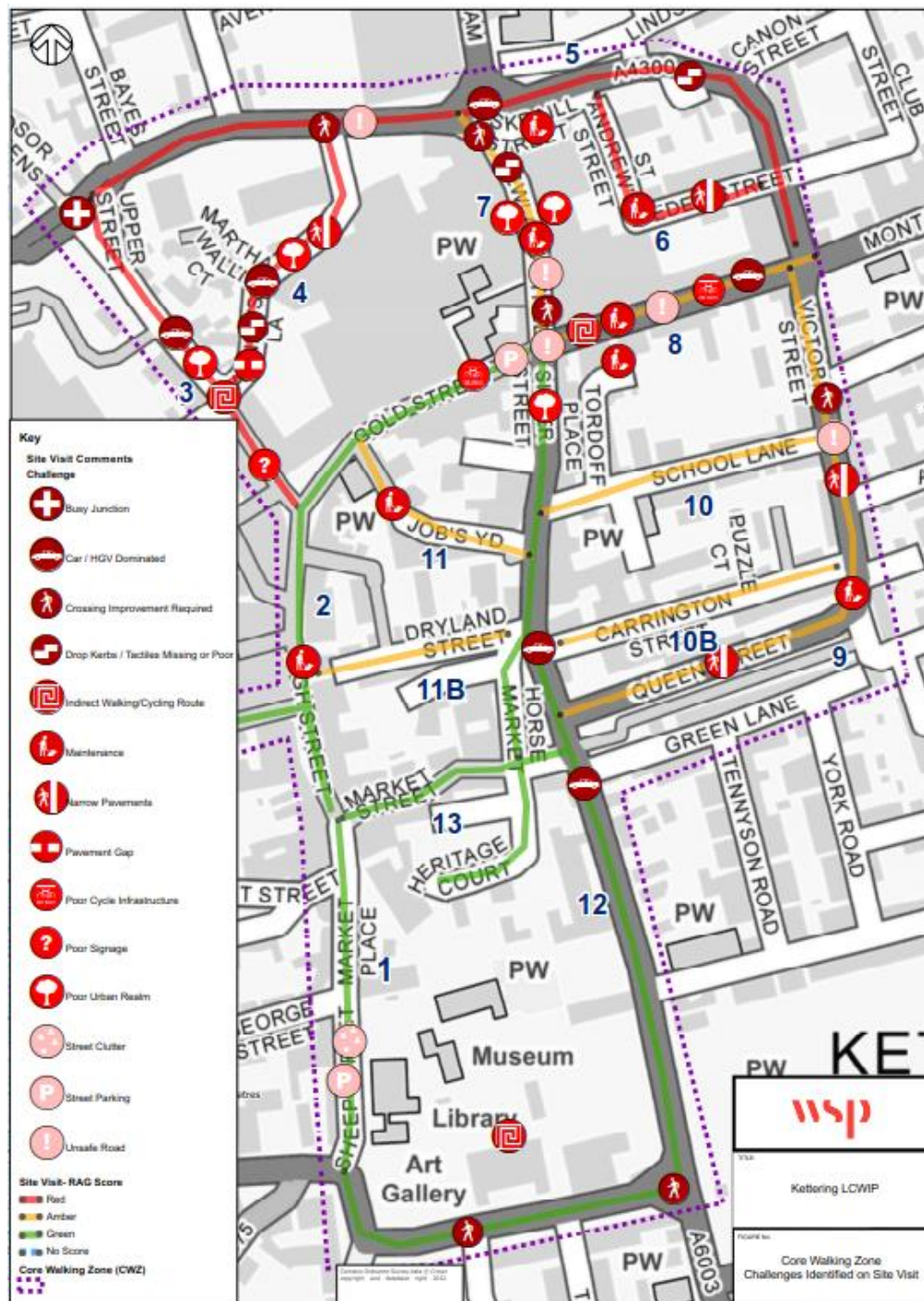
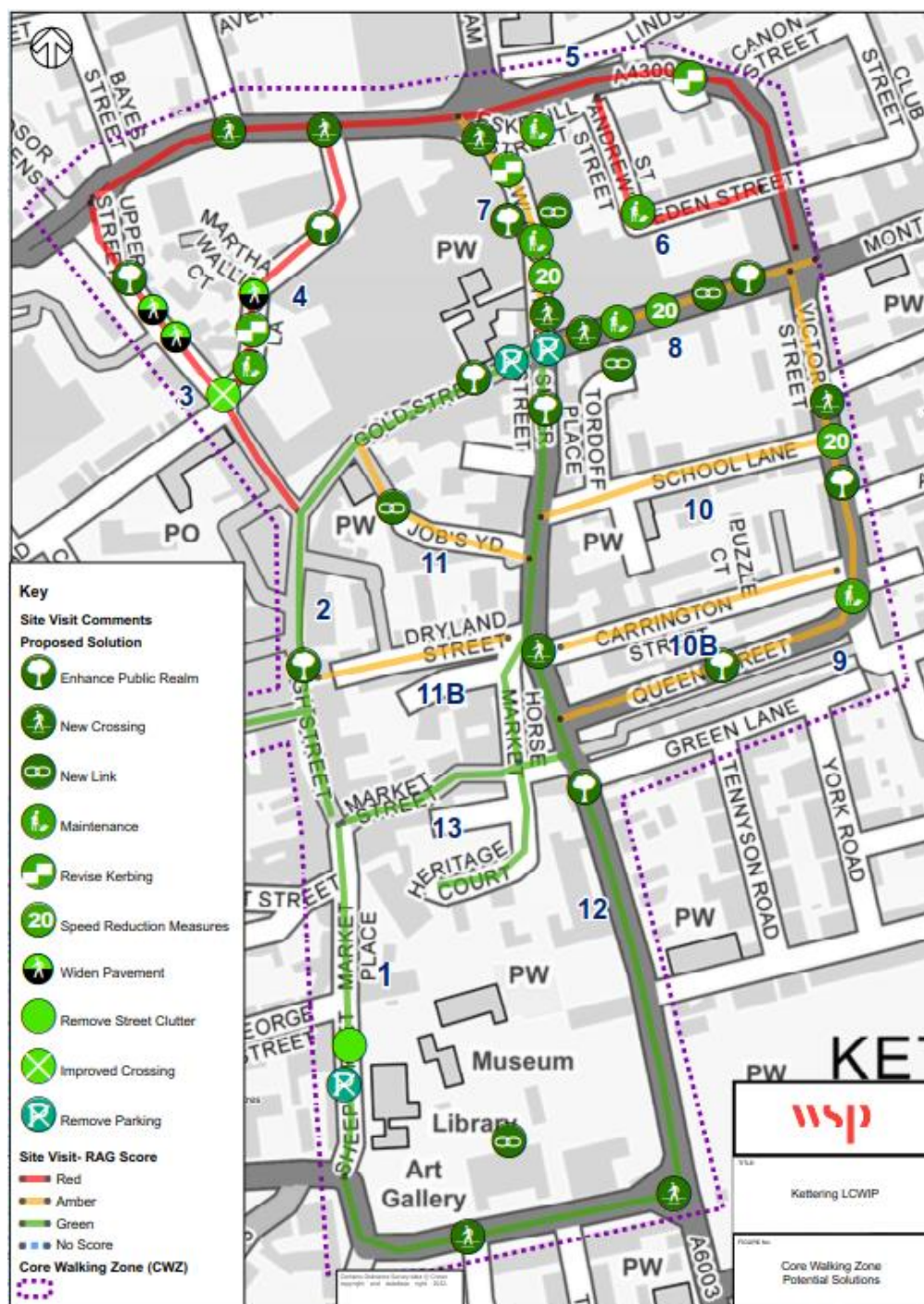


Figure 5.6 shows the recommended improvements to the CWZ to make it more accessible for pedestrians. To improve Eskdail Street, several additional crossings are recommended to make it safer for pedestrians to cross during peak hours. Other crossings are also recommended along CWZ Routes 3, 4, 7, and 9. Another suggested improvement is to revise kerbing and widen pavements along CWZ Routes 4 and 9 to make the walking environment more accessible to those who need the additional space and ramps.

Figure 5-6 – Improvements to Walking Environment CWZ



5.5 Walking Route Summary

Improvements are recommended along the 3 worst scoring routes from the WRAT assessment, as presented in Table 5.1. All 3 routes are located within the CWZ. It is noted that the walking-specific improvements are all within the CWZ, however improvements proposed within the cycle routes in the previous chapter will also provide enhanced conditions for pedestrians which cover these routes outside of the CWZ.

The following CWZ routes have been considered for improvement options:

- Lower Street (CWZ Route 3) – Scored 1.75/10 in WRAT audit;
- Tanners Lane (CWZ Route 4) – Scored 0.75/10 in WRAT audit; and

- Northall Street / Eskdail Street (CWZ Route 5) – Scored 2/10 in WRAT audit.

These CWZ routes should be prioritised for improvements to the pedestrian environment. Barriers identified are in Figure 5.5 and improvements are presented in Figure 5.6.

Table 5-1 – Walking Improvements Summary

CWZ Route	CWZ Route Name	Summary of Recommended Improvements
3	Lower Street	<p>Reduce Lower Street / Tanners Lane junction to improve pedestrian crossing.</p> <p>Replace dropped kerbs or raise pedestrian crossing at supermarket access junction.</p> <p>Reduce Lower Street to one lane northbound, to reallocate space to improve pedestrian and cycle provision into the town centre.</p> <p>Remove pedestrian railings.</p> <p>Reallocate space to make less vehicle dominated, change street hierarchy, and create a high-quality pedestrian environment that feels part of the town centre and Core Walking Zone.</p>
4	Tanners Lane	<p>Replace missing dropped kerbs and footway maintenance, particularly near the car park access.</p> <p>Remove hatching and white lining to reduce carriageway width and widen footways.</p> <p>Remove texturised loading bay and provide a more formalised pedestrian crossing point to improve access to the shopping centre.</p>
5	Northall Street / Eskdail Street	<p>Remove right turn lanes to reduce carriageway width.</p> <p>Improve visibility and reduce supermarket car park exit to one lane to improve safety at junction.</p> <p>Replace missing dropped kerbs on Eskdail Street.</p> <p>Consider reducing the number of signalised vehicle movements at the Rockingham Rd / A4300 junction to reduce the number of splitter islands and phases for pedestrian crossing movements.</p>

6.0 Stage 5: Prioritising Improvements

6.1 Introduction

Stage 5 of the LCWIP process brings the separate walking and cycling strands back together to prioritise interventions across the LCWIP. The stage involves prioritising the improvements in the short, medium and long term.



A key output of this stage is a prioritised programme of cycling and walking infrastructure improvements, which should help NNC develop a programme for the delivery of the LCWIP.

6.2 Cycle Route Cost Estimates

Initial high-level costings have been undertaken to estimate the capital costs of each the thirteen cycle routes.

To develop the cost estimate, a range of standard unit cost rates for different intervention types was applied. The costs are based on 2020 3rd quarter prices.

Unit cost rates in 2020 prices have been estimated for the following interventions:

- Off-road fully segregated cycle track;
- Shared use footway/cycleway;
- Stepped cycle track;
- Light segregation;
- On-road cycle lane;
- Cycle track resurfacing;
- Permanent footway of 2 metre width;
- 20mph zone with traffic calming measures;
- Toucan crossing;
- Zebra crossing;
- Raised crossing over side road;
- Comprehensive cycle route signage; and
- Island bus stop.

The following assumptions were made:

- 10% maintenance cost is assumed every 10 years;
- Optimism bias of 15% is assumed in all cases; and
- Additional 50% risk allowance to account for costs including but not limited to preliminaries, site preparation, land preparation and design costs.

It is also important to note the following key information, assumptions and exclusions for the cost rates:

The costs are based on 2020 3rd quarter rates and inflation has been excluded given the early stage of scheme development;

- All rates and prices are based on information from WSP's in-house database;
- All costs are exclusive of VAT, Stamp Duty, etc;
- All costs are exclusive of ongoing maintenance and renewal costs;
- All rates and prices are net of Contractors Fee/Overheads & Profit; and
- Indirect costs for items such as contingencies, general allowances and traffic management are assumed to be a percentage of the construction cost build ups. These are also based on typical percentage uplifts commensurate for this early stage of the study, based on previous experience.

The total estimated cost for each cycle route is provided in Table 6.1.

Table 6-1 – Estimated Cycle Route Costs

Cycle Route	Route Description	Estimated Cycle Route Cost
1a	North - Rockingham Road	£1,455,000
1b	North - Northfield Avenue	£1,107,000
2	Northwest - Rothwell Road (Hospital Route)	£574,500
3	Northeast - Connection to Weekley (along Stamford Road)	£870,000
4	West - Northampton Road and Lake Avenue	£2,343,000
5	South - London Road (Connecting South to C8)	£819,000
6	East - St Mary's Road and Deeble Road	£1,318,500
7	East Central - Windmill Avenue	£966,000
8	Wicksteed Park Route	£715,500
8a	South West - Pytchley Road	£759,000
8b	Barton Seagrave Route	£1,296,000
8C	Burton Latimer – A6003	£387,000
9	Station Link	£247,500

6.3 Cycle Route Appraisal

A high-level assessment of the Value for Money (VfM) for each cycle route has been undertaken by calculating an indicative Benefit - Cost Ratio (BCR) based on the limited information available at this stage of development.

The DfT's Active Modes Appraisal Toolkit (AMAT) (September 2021) has been used to appraise the proposed cycling interventions. This ensures that the calculation of benefits is in accordance with DfT guidance, set out in Transport Analysis Guidance A5-1 'Active Mode Appraisal' and its VfM can be consistently compared against other proposed schemes.

AMAT quantifies a wide range of potential benefits of active travel interventions including:

- Health improvements;

- Improvements to journey quality; and
- Modal shift impacts.

In order to calculate the impacts, the AMAT requires the following inputs:

- Scheme opening year;
- Last year of funding;
- Type of area scheme is located;
- Number of walking and cycle journeys per day without the proposed scheme;
- Number of walking and cycle journeys per day with the proposed scheme;
- The average proportion of a trip which uses the scheme infrastructure;
- Current walking and cycling infrastructure for the route;
- Proposed new walking and cycling infrastructure;
- Proportion using the walking and cycling scheme to commute to work;
- Appraisal period; and
- Number of days the scheme data is applicable.

A number of assumptions are also included within the AMAT, where the DfT has provided default values based on a number of DfT defined sources and research.

The BCRs calculated for each of the cycle routes using the AMAT is presented in Table 6.2.

Table 6-2 – Scheme Benefit-Cost Ratios

Cycle Route	Route Description	High Level BCR
1a	North - Rockingham Road	0.99
1b	North - Northfield Avenue	0.98
2	Northwest - Rothwell Road (Hospital Route)	1.31
3	Northeast - Connection to Weekley (along Stamford Road)	1.42
4	West - Northampton Road and Lake Avenue	0.74
5	South - London Road (Connecting South to C8)	1.46
6	East - St Mary's Road and Deeble Road	1.10
7	East Central - Windmill Avenue	1.38
8	Wicksteed Park Route	1.30
8a	South West - Pytchley Road	1.77
8b	Barton Seagrave Route	1.42
8c	Burton Latimer – A6003	0.84
9	Station Link	1.22

The calculated BCRs should be considered as indicative, given the level of uncertainty associated with the schemes at this early stage of development.

The appraisals will need to be updated and sensitivity tests undertaken as the schemes are progressed. Consideration should be given to additional benefits not captured in the AMAT. These could include benefits associated with improved safety or wider economic benefits. Therefore, it is likely that the benefits achieved through the proposed schemes have been underestimated, which would further strengthen the VfM case.

The appraisal aspect of the LCWIP is designed to feed into the Prioritisation framework in that the BCR for each route can be recorded on the framework once it has been established.

The AMAT summary sheets for each cycle route can be found in **Appendix D**.

6.4 Cycle Route Prioritisation

A bespoke prioritisation framework was developed by WSP and NNC, based on the DfT LCWIP guidance, which suggests considering schemes effectiveness, delivery against policy and deliverability. An additional criterion considering the financial aspect of schemes has also been included.

Under each of these criteria are several factors that the route sections are scored against. Table 6.3 presents details of the criteria.

Table 6-3 – Prioritisation framework criteria

Criteria	Details
Effectiveness (People)	<ul style="list-style-type: none"> ■ Improvements are scored against how effective they are at connecting people in the study area and the places they want to go to. ■ Current usage considers the existing flows of cycling (and walking if possible). ■ Forecast increase in users relates to what existing research shows the likely increase in users will be when a type of infrastructure is installed. ■ Population density assesses the number of people who live near to a proposed intervention. ■ Deprivation assesses the Indices of Multiple Deprivation score for the area that intervention is located in.
Effectiveness (Place)	<ul style="list-style-type: none"> ■ Trip generators that an intervention connects with are considered as a way of prioritising based on the effectiveness of connecting people and place. The trip generators that are deemed more important (or strategic) are scored higher, for example city/town centres.
Policy	<ul style="list-style-type: none"> ■ The policy section scores interventions based on how well they meet the policy objectives identified by NNC.
Financial	<ul style="list-style-type: none"> ■ A high-level estimate of cost is considered along with the potential for an intervention to gain funding.
Deliverability	<ul style="list-style-type: none"> ■ Scheme feasibility assesses the level of complexity involved in delivering the scheme. ■ Dependency on other schemes relates to if an intervention is dependent on another scheme progressing to be deliverable. ■ Political, statutory consultee and public acceptability considers the likely level of support from these groups.

The key outputs that the framework provides are a way of scoring and ranking each of the sections from all the priority routes to assist with prioritisation. The framework also combines the scoring from each of the individual sections to allow for the complete routes to be scored and ranked.

It should be noted that the prioritisation will be subject to change following consultation with key stakeholders. Other external factors, such as policy changes, and progress of other developments or highway schemes, will also impact on the scoring.

The latest full draft version of the Prioritisation Framework can be found in **Appendix E** based on the work by WSP through the technical support programme. A summary of the current scoring and initial prioritisation can be found in Table 6.4.

Table 6-4 – Prioritisation Framework scoring for cycle routes and ranking

Ranking	Cycle Route	Route Description	Timescale
1	3	Northeast - Connection to Weekley (along Stamford Road)	Short term
1	6	East - St Mary's Road and Deeble Road	Short term
3	5	South - London Road (Connecting South to C8)	Short term
3	8a	South West - Pytchley Road	Short term
5	9	Station Link	Medium term
6	2	Northwest - Rothwell Road (Hospital Route)	Medium term
7	1a	North - Rockingham Road	Medium term
7	8c	Burton Latimer – A6003	Medium term
7	8	Wicksteed Park Route	Long term
10	7	East Central - Windmill Avenue	Long term
11	1b	North - Northfield Avenue	Long term
12	4	West - Northampton Road and Lake Avenue	Long term
13	8b	Barton Seagrave Route	Long term

Initial prioritisation has been undertaken at a high-level, based on the highest ranking cycle routes. As such, routes 3, 6, 5 and 8a have been prioritised for delivery within the short term.

However, as aforementioned, this LCWIP is a live document which means that the above prioritisation order and timescales are not rigid to the above timescales; and that flexibility is vital to take account of further studies and analysis of the cycle routes when undertaken.

6.5 Walking Route Prioritisation

As aforementioned in Stage 4, based on the WRAT scoring and the likely footfall / desire lines presented in this report, the following walking routes within the CWZ have been considered for improvement options.

- Lower Street (Route 3);
- Tanners Lane (Route 4); and
- Northall Street / Eskdaill Street (Route 5).

All three of these walking routes have been prioritised in the short term.

It should also be noted that improvements proposed within the cycle routes also provide enhanced conditions for pedestrians, including:

- Improved signalised crossing provision for both cyclists and pedestrians;
- Extending shared footways; and
- Traffic calming measures.

7.0 Next Steps

7.1 Integrations and Application

The final stage of the LCWIP process considers how the Kettering LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIP.

Consideration should be made during the production of key documents such as the Local Plan to fully integrate the outputs from the LCWIP into local policy so that a stronger and more holistic case for government funding is made.

7.2 Funding Mechanisms

The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in this LCWIP, there are a number of compelling reasons for central government to invest in active travel infrastructure to level up cycling and walking provision in Kettering. In addition, local funding contributions are likely to be available from developer contributions, other bids and potentially contributions from limited LA budgets.

The LA will need to be flexible to adapt to changing circumstances and opportunities to secure future funding streams from central government.

High level consideration has been given to the potential funding sources that could be pursued in the delivery of the LCWIP interventions and next steps. The interventions identified in this LCWIP could potentially be supported by multiple funders and future funding opportunities including, but not limited to:

- DfT Active Travel Fund;
- The Levelling Up Fund;
- The Capability Fund;
- Future High Streets Fund;
- Heritage Horizon Awards and other National Lottery Heritage Fund opportunities;
- Network Rail 'Access for All' Programme;
- Towns Fund;
- Private developer contributions (e.g. Section 106);
- Future iterations of Access Fund-type funding;
- Synergies with ongoing workstreams within Kettering;
- Integrated Transport Block;
- Maintenance funding;
- Local Growth Fund and synergies with potential large local major schemes;
- National Productivity Investment Fund (NPIF);
- Housing Infrastructure Fund (HIF);
- Private financing initiatives;
- Other innovative fiscal mechanisms to help fund investment in infrastructure;
- Reprioritisation of Vehicle Excise Duty; and
- Other government funding streams not yet announced.

It is important to note that the LCWIP sets out the case for investment from the above funding sources, but also from funding sources to be released in the future. The emphasis of funding for active travel interventions has increased over the years leading to a record amount of government investment in cycling

and walking. There may also be opportunities to incorporate cycling and walking improvements as part of other transport schemes.

This is demonstrated by recent government initiatives such as the DfT Active Travel Fund which significantly increased active travel funding to restart local transport and build on active travel momentum following COVID-19; and also the Levelling Up Fund which provides funding to improve infrastructure (such as active travel) in order to improve people's everyday life, make journeys easier and ultimately level up opportunities across the UK. These funding streams are particularly relevant to Kettering, in terms of boosting the economy, improving much needed active travel connectivity and reducing deprivation levels.

Further funding streams such as the Major Road Network and Large Local Majors funding may also help to enhance active travel; such as funding for the proposed A509 Isham Bypass which has the potential to alleviate traffic and create an active travel corridor on the existing A509 to connect the village of Isham and Kettering.

7.3 Active Travel England

In January 2022, the Department for Transport created a new executive agency, Active Travel England (ATE) which is due to be fully operational later in 2022. ATE was created due to the government investing a record amount in active travel to help deliver a healthy, safe and carbon-neutral transport system.

ATE will work to ensure that active travel investment is well spent and will help raise the standard of cycling and walking infrastructure. ATE will manage the national active travel budget; and inspect finished schemes and ask for funds to be returned if works have not been completed as promised or to incorrect timescales. ATE will also assess LAs performance on active travel through inspections and reports; with findings influencing the funding that authorities receive across all transport modes.

7.4 Reviewing and Updating

In line with other transport plans, it is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. It may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

Appendix A – LCWIP Policy Note

Appendix B – Cycle Route Summary Sheets

Appendix C – WRAT Scoring Spreadsheets

Appendix D – AMAT Summary Sheets

Appendix E– Prioritisation Framework



North Northamptonshire Council

LCWIP POLICY NOTE

Kettering LCWIP





North Northamptonshire Council

LCWIP POLICY NOTE

Kettering LCWIP

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1 LCWIP POLICY NOTE

1.1 INTRODUCTION

1.1.1. The current active travel policy position across the study area has been reviewed to ensure that the Kettering LCWIP aligns with national, regional, and local policy. The following list provides a summary of the policy and strategy documents reviewed:

- National policy
 - Cycling and Walking Investment Strategy (DfT, 2017)
 - Gear Change: A Bold Vision for Cycling and Walking (DfT, 2020)
 - Local Cycling and Walking Infrastructure Plans (DfT, 2017)
 - LTN 1/20: Cycle Infrastructure Design (DfT, 2020)
 - The Highway Code (DfT, 2022)
 - Future of Mobility: Urban Strategy (DfT, 2019)
 - Decarbonising Transport (DfT, 2021)
 - The Ten Point Plan for a Green Industrial Revolution (DfT, 2020)
- Regional policy
 - England's Economic Heartland: Regional Transport Strategy (EEH, 2021)
- Local policy
 - Northamptonshire Local Transport Plan (NCC, 2012)
 - Northamptonshire Cycling Strategy (NCC, 2013)
 - Kettering Town Transport Strategy (NCC, 2015)
 - North Northamptonshire Joint Core Strategy 2011–2031 (NNJPU, 2016)
 - Kettering Borough Council Cycling Strategy and Masterplan (KBC, 2005)

2 NATIONAL POLICY

2.1 CYCLING AND WALKING INVESTMENT STRATEGY (DfT, 2017)

- 2.1.1. The Government published its first Cycling and Walking Investment Strategy (CWIS) in 2017. The strategy sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey and includes targets for increasing the number of people cycling whilst also reducing the number of cycle user casualties.
- 2.1.2. The CWIS states that the benefits of doing this would be substantial, potentially leading to cheaper travel and better health; increased productivity for business and increased footfall in shops; lower congestion levels and better air quality; and vibrant, attractive places and communities for society as a whole.
- 2.1.3. The CWIS outlines a £300 million investment in cycle training and infrastructure during the current Parliament and sets out ambitious targets for the period up to 2025, including a doubling of cycling trip stages each year (from 0.8 billion in 2013 to 1.6 billion by 2025), whilst also reversing the current year-over-year decline in walking trip stages. The CWIS also identifies a need to decrease the number of cycle user fatalities and serious injuries each year.

2.2 GEAR CHANGE: A BOLD VISION FOR CYCLING AND WALKING (DfT, 2020)

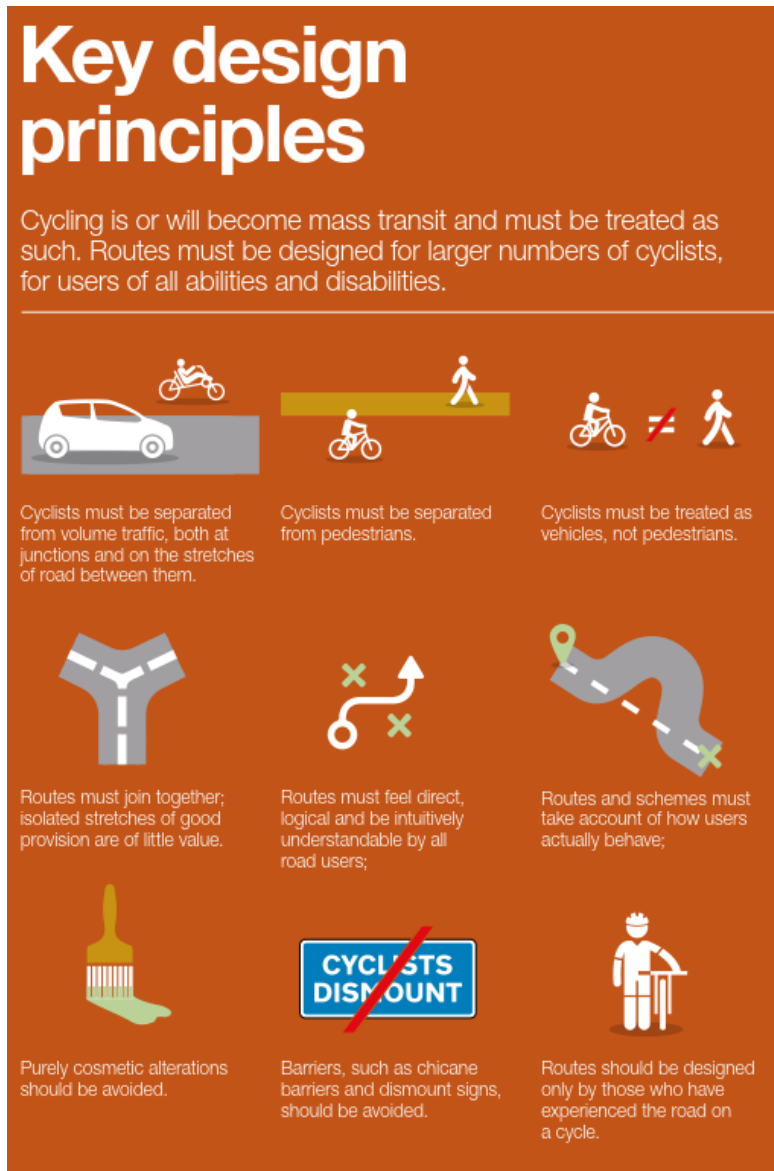
- 2.2.1. Gear Change is the Government’s vision to see a step-change in levels of walking and cycling in England. The strategy details how the Government intends to invest £2 billion on increasing the numbers of people walking and cycling. This includes the creation of a new body – Active Travel England – which will act as a commissioning body and inspectorate for active travel schemes, led by a national cycling and walking commissioner.
- 2.2.2. A core focus of the strategy is on improving safety for all by building high quality cycle infrastructure, the lack of which is a significant barrier to more people choosing to walk or cycle for the everyday journeys. The strategy overtly highlights the need to dramatically improve the quality of cycling infrastructure on England’s roads to achieve the substantial increases in cycling required.
- 2.2.3. The document sets out the actions required at all levels of government, grouped under four themes:
 - Better streets for cycling and people;
 - Putting cycling and walking at the heart of transport, place-making and health policy;
 - Empowering and encouraging local authorities; and
 - Enabling people to cycle and protecting them when they do.
- 2.2.4. The theme ‘Better streets for cycling and people’ outlines how the Government will help to fund safe, continuous, direct routes for cycling that help people reach the places they need to get to. The key



design principles highlight how routes must be physically separated from pedestrians and from high volumes of motor traffic on links and at junctions. The creation of low traffic neighbourhoods and school streets is also featured due to their role in facilitating local walking and cycling trips and creating better places for people to live in.

2.2.5. Figure 2-1 presents the ‘Key design principles’ identified in Gear Change, many of which are a significant change in approach included in previous guidance or indeed current practice.

Figure 2-1 – Key design principles from Gear Change (DfT, 2020)



2.2.6. The second theme focuses on how cycling and walking should complement and help expand the range of other modes of transport such as bus and rail travel. The strategy sets out how new local and strategic A road schemes should include appropriate provision for cycling and that the tools used to assess transport schemes’ value for money will give fair weight to the broader benefits of active travel schemes.

- 2.2.7. The third theme outlines the new powers and improved assistance for local authorities, such as improving enforcement of traffic violations that impact on pedestrian and bicycle user safety. An important statement under this theme is how funding available for local authorities will only be applied to schemes that meet the new standards and principles described within the first theme.
- 2.2.8. The final theme focuses on encouraging more people to cycle by providing people with the confidence and skills to cycle where the appropriate infrastructure facilities cycle journeys. The Government also stipulate their aim to make legal changes to protect vulnerable road users, strengthen the Highway Code to improve safety and mandate higher safety standards on lorries.

2.3 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS (DfT, 2017)








- 2.3.1. The Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance was published alongside the DfT CWIS. LCWIPs are set out in the CWIS as a new strategic approach to identifying cycling and walking improvements required at a local level.
- 2.3.2. The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping, or for other reasons.
- 2.3.3. The guidance brings together national and international guidance on best practice, and explains how a range of tools, such as the *Propensity to Cycle Tool*, can be used to help develop robust plans and schemes.
- 2.3.4. The Kettering LCWIP has been developed following the LCWIP guidance and based on the extensive LCWIP experience of the project team.

2.4 LTN 1/20: CYCLE INFRASTRUCTURE DESIGN (DfT, 2020¹)

- 2.4.1. LTN 1/20 sets out the guidance for cycling infrastructure and replaces LTN 2/08: Cycle Infrastructure Design and LTN 1/12: Shared Use Routes for Pedestrians and Cyclists. The Government intends that all proposed schemes will be checked against the summary principles set out in LTN 1/20 by a new inspectorate before any funding is agreed. It is also set out that completed schemes will be inspected to ensure that they have been delivered in compliance with LTN 1/20.
- 2.4.2. LTN 1/20 reflects current best practice, standards and legal requirements with inclusive cycling being an underlying theme throughout.
- 2.4.3. There are five core design principles which represent the essential requirements to achieve more people travelling by foot or cycle for more of their trips. The principles are based on international and UK best practice and are presented in Figure 2-2 .
- 2.4.4. The five core design principles will be intrinsic to the network planning and intervention development to ensure the most optimal solutions for bicycle and pedestrian traffic are established.

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Figure 2-2 – Core design principles for bicycle networks

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
 <p>DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.</p>	 <p>DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.</p>	 <p>DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.</p>	 <p>DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.</p>	 <p>DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.</p>
 <p>DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.</p>	 <p>DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.</p>	 <p>DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.</p>	 <p>DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.</p>	 <p>DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.</p>

2.4.5. Building on the five core design principles presented above, LTN 1/20 highlights 22 summary principles that aim to ensure long term commitment by local authorities to deliver the appropriate cycle infrastructure solutions. The summary principles that are pertinent to the network development and scheme identification stages that form the basis of this LCWIP are presented in Table 2-1.

Table 2-1 – Summary principles to inform the LCWIP

Summary Principles	
<p>Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.</p>	<p>Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. The Government's aim is that thousands of cyclists a day will use many of these schemes.</p>
<p>Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.</p>	<p>Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.</p>
<p>Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.</p>	<p>Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.</p>
<p>Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.</p>	<p>Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.</p>
<p>Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.</p>	<p>The simplest, cheapest interventions can be the most effective.</p>
<p>Schemes must be legible and understandable.</p>	<p>Cycle routes must flow, feeling direct and logical.</p>

2.5 THE HIGHWAY CODE (DfT, 2022)

- 2.5.1. In January 2022, the Department for Transport set out updated rules for all types of road users in the Highway Code to improve the safety of people walking, cycling and riding horses. The changes follow a public consultation on a review of the highway code which ran from July to October 2020 and received more than 20,000 responses, most of which were in favour of the changes.
- 2.5.2. The hierarchy of road users places the road users most at risk in the event of a collision at the top of the hierarchy; as such, pedestrians, cyclists and horse riders are placed at the top of the hierarchy in that order.

- 2.5.3. Rule H1 sets out that those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to reduce the danger they pose to others; this applies most strongly to drivers of large goods vehicles, large passenger vehicles, vans, minibuses, cars, taxis and motorcycles. Cyclists and horse riders also have a responsibility to reduce danger to pedestrians.
- 2.5.4. Nevertheless, all road users have responsibility to behave responsibly; are aware of the Highway Code; are considerate to other road users; and understand their responsibility for the safety of others.
- 2.5.5. Rule H2 states that at a junction, road users should give way to pedestrians crossing or waiting to cross a road into which or from the road users is turning. In addition, road users must give way to pedestrians on a zebra crossing, and to pedestrians and cyclists on a parallel crossing.
- 2.5.6. Rule H3 sets out that drivers and motorcyclists should not cut across cyclists or horse riders going ahead when turning into or out of a junction or changing direction or lane. This applies whether they are using a cycle lane, cycle track or riding ahead on the road.
- 2.5.7. The Highway Code also gives new guidance about routes and spaces which are spared by people walking, cycling and riding horses. People cycling or horse riding should respect the safety of people walking in these spaces, but people walking should also take care not to obstruct or endanger them.

2.6 FUTURE OF MOBILITY: URBAN STRATEGY (DfT, 2019)

- 2.6.1. The Future of Mobility Urban Strategy sets out the government's approach to maximising the benefits from transport innovation in towns and cities. The document describes how transport is changing and the associated risks if the government does not manage this change effectively. To best adapt to these changes, the government's approach to urban mobility is underpinned by the following principles:

New modes of transport and new mobility services must be safe and secure by design.

The benefits of innovation in mobility must be available to all parts of the UK and all segments of society.

- Walking, cycling and active travel must remain the best options for short urban journeys.
- Mass transit must remain fundamental to an efficient transport system.
- New mobility services must lead the transition to zero emissions.
- Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight.
- The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.
- Data from new mobility services must be shared where appropriate to improve choice
- and the operation of the transport system.

- 2.6.2. In addition, the document provides an overview of the government's future mobility and transport priorities, with a regulatory review planned for 2019, which is expected to require the development of new primary legislation.

2.7 DECARBONISING TRANSPORT: A BETTER, GREENER BRITAIN (DfT, 2021)

- 2.7.1. The DfT's Decarbonisation Plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan presents how the Government proposes to work with local government and key stakeholders in order to reduce transport emissions to net zero by 2050. Transport emissions have been highlighted as the biggest contributor to the UK's carbon footprint as emissions in other sectors have decreased, therefore action needs to be taken to address the emissions of the transport system. The plan acknowledges that achieving net zero transport will also deliver wider benefits, such as better health, reduced congestion, and jobs and growth.
- 2.7.2. The plan has six strategic priorities, as follows:
- Accelerating modal shift to public and active transport;
 - Decarbonising road transport;
 - Decarbonising how we get our goods;
 - Place based solutions;
 - UK as a hub for green transport, technology, and innovation; and
 - Reducing carbon in a global economy.
- 2.7.3. The plan states that increasing the share of journeys taken by cycling and walking does not rely on any technological breakthrough, delivers a host of co-benefits and is fundamental to any good local transport plan. With better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles, people will feel safer and more confident walking and cycling for more and more short journeys.
- 2.7.4. The plan also states that embracing new ways of sustainable travel, such as e-cycles and other emerging technologies, will create opportunities for more people to travel this way and foster new alternatives for journeys too time consuming, or too long, to previously walk or cycle.
- 2.7.5. The plan commits to:
- Invest £2 billion over five years to deliver a bold future vision for cycling and walking, making it the natural first choice for many journeys;
 - Have half of all journeys in towns and cities be cycled or walked by 2030; and
 - Have a world class cycling and walking network in England by 2040.

2.8 THE TEN POINT PLAN FOR A GREEN INDUSTRIAL REVOLUTION (DfT, 2020)

- 2.8.1. The DfT published the Ten Point Plan for a Green Industrial Revolution in 2020. Whilst Point 4 focusses on accelerating the shift to zero emission vehicles, Point 5 focuses on green public transport, cycling and walking. It seeks to increase the share of journeys taken by public transport, cycling and walking using the £5 billion for buses, cycling and walking as announced by the Prime Minister earlier in 2020.
- 2.8.2. It states that thousands of miles of segregated cycle lanes and more low-traffic neighbourhoods will be built, to stop rat running and allowing people to walk and cycle.
- 2.8.3. School streets, which are noted to have caused dramatic falls in traffic and pollution around schools, will be expanded.



- 2.8.4. Active Travel England will hold the budget, inspect schemes and assess local authorities for their performance on active travel.
- 2.8.5. A national programme of support will be launched to increase uptake of electric bikes and there is a target included to make cycle training available to every school child and adult who wants it by 2025.

3 REGIONAL POLICY

3.1 ENGLAND’S ECONOMIC HEARTLAND: REGIONAL TRANSPORT STRATEGY (EEH, 2021)

- 3.1.1. The Regional Transport Strategy published by England’s Economic Heartland has been produced to enable growth in the region’s transport system and to achieve goals of net zero carbon by 2040. Northamptonshire are one of eleven local transport authorities in strategic partnership working with the region’s local enterprise partnerships to provide leadership on strategic infrastructure.
- 3.1.2. The strategy sets out how to reduce reliance on the private car by investing in strategic public transport infrastructure, alongside investment in digital infrastructure to better connect communities, and how that needs to be complemented by investment in active travel measures locally.
- 3.1.3. In the context of walking and cycling, one of the four key principles are as follows:
 - “Improving quality of life and wellbeing through a safe and inclusive transport system accessible to all which emphasises sustainable and active travel”
- 3.1.4. As part of the Five-point Plan of Action, point 4 is to champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential. It has been encouraged to seize the opportunity to fully integrate active travel into daily routines with provision built in at the earliest opportunity for well designed, safe and accessible active travel.
- 3.1.5. Incorporating green infrastructure in transport schemes and planning encourages uptake of active travel. Early integration of green infrastructure will not only improve connectivity but also help reduce the need to travel by bringing nature to people rather than bringing people to nature. This whole scale, holistic view will be at the forefront when planning the transport system.
- 3.1.6. As part of the monitoring and evaluation of the strategy, Table 3-1 highlights the principle, indicators and measures in relation to active travel:

Table 3-1 – Active Travel - Monitoring and Evaluation (EEH,2021)

Principle	Indicator	Measure
Improving quality of life and wellbeing through a safe and inclusive transport system accessible to all which emphasises sustainable and active travel.	An increase in the number and percentage of journeys made by walking and cycling between 2-5k and public transport between 5k-60k.	Baseline and measure data at a regional level to measure method of travel to work by distance travelled.
	Greater levels of accessibility and inclusivity available to all transport users.	Undertake bespoke research with partners to develop appropriate measure

4 LOCAL POLICY

4.1 NORTHAMPTONSHIRE TRANSPORT PLAN (NCC, 2012)

4.1.1. The Northamptonshire Transport Plan (Local Transport Plan), published by the former Northamptonshire County Council (NCC), is a strategy document produced to set out strategic aims and goals for the future of transport in Northamptonshire.

4.1.2. The strategic policies relate to walking and cycling and include being:

- **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.
- **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.
- **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.
- **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.
- **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.
- **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.

4.1.3. In fitting the strategic policies within walking and cycling, the below table is included within the document:

Table 4-1 – Strategic Policies within Walking and Cycling Strategies - Northamptonshire Transport Plan (NCC, 2012)

	Walking Strategy	Cycling Strategy
Fit for the Future	Increasing the number of short trips that are made on foot will help us achieve the modal shift targets that will support growth.	To support housing growth it will be necessary to make alternatives to car travel, such as cycling, more attractive.
Fit for the community	Encouraging local people to make more trips on foot helps communities take ownership of their streets	The local community play an important role in shaping the cycling facilities in their area, particularly schools when encouraging children to cycle to school.
Fit to choose	Improving the pedestrian access to local facilities gives people more options when choosing how to travel for a short journey.	Improving cycle facilities at key locations and providing cycle access to sites will give people more choice regarding how they travel.

	Walking Strategy	Cycling Strategy
Fit for economic growth	Improving pedestrian access to employment sites allows more people to access jobs and benefits business by reducing the need for car park space.	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.
Fit for the environment	Improving the walking environment reduces the impact of people making short trips and reduces carbon emissions.	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.
Fit for best value	Walking improvement schemes are relatively low cost compared to schemes for other modes.	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.

- 4.1.16. Under the High Level Outcome 1: Transformed Connectivity section, priority 2 has been described as making public transport and cycling more attractive and encouraging and incentivising low-carbon travel.
- 4.1.17. In the context of Connecting New Developments to the Existing Transport Network, Strategic Policy 3 states, “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.”
- 4.1.18. Also in the context of road safety, Strategic Policy 12 states, “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.”
- 4.1.19. In making travel options available, Strategic Policy 14 states, “We will work with partners to improve the walking, cycling and public transport infrastructure to make options available for people to travel in Northamptonshire.”

4.2 NORTHAMPTONSHIRE CYCLING STRATEGY (NCC, 2013)

- 4.2.1. The Northamptonshire Cycling Strategy is a daughter document of the Northamptonshire Transport Plan and supports its vision and aim. The Cycling Strategy sets out the overarching vision for cycling in Northamptonshire and outlines the approach to making cycling more attractive for shorter journeys, as well as for leisure purposes.
- 4.2.2. The Strategy outlines that people’s reluctance to cycle is due to a number of perceived barriers including being unsafe and unpleasant. However, if these barriers can be overcome, cycling offers an inexpensive, environmentally sustainable mode which provides health benefits, reduces congestion and improves accessibility to key services.

- 4.2.3. The Northamptonshire Cycling Strategy seeks to encourage cycling for all and outlines how infrastructure gaps will be filled, standards will be met and how softer measures will complement modal shift. The Cycling Strategy aims to 'increase the number of people choosing to travel by cycle for trips under 5 miles through a combination of improvements to the on and off-road cycling environment, promotion and training'.
- 4.2.4. The Strategy sets out cycling interventions including, but not limited to:
- Creation of new cycle links
 - Promoting, advertising and educating
 - Prioritising investment in cycling schemes
 - Developing cycle networks to appropriate standards
 - Undertaking cycle audits
 - Reallocation of road space
 - Cycle priority
 - Cycle signage
 - Cycle parking and storage

4.3 KETTERING TOWN TRANSPORT STRATEGY (NCC, 2015)

- 4.3.1. The aim of the Kettering Town Transport Strategy is to deliver a transport network which supports Kettering's plans for population and economic growth through the identification of sustainable measures to improve the public transport, cycling and walking environment together with highway capacity enhancements as appropriate.
- 4.3.2. To encourage more people to travel on foot, the walking strategy is made up of two strands; improving walking infrastructure on the key radial routes and reducing the barriers to walking such as poor footways, poor signing and unsafe crossing facilities on an estate-wide basis.
- 4.3.3. Walking:
- Prioritising investment in radial corridors: Priority will be given to investing first in improving the existing infrastructure on the main radial corridors such as for example Rothwell Road and Northfield Avenue, as this is where the majority of footfall is concentrated and therefore will achieve best value for money. If further funding is available, a programme of estate wide improvements will also be developed and implemented to complement those proposed on the main corridors.
- Reducing the barriers to walking: Within the residential and industrial areas of Kettering which are not on radial routes, economies of scale will be achieved to tackle the key barriers to walking by implementing estate-wide scheme improvements addressing poor footways, signing and crossing facilities (dropped kerbs etc) to access local services.
- Carrying out schemes across a large area is more efficient as it reduces design and implementation costs relative to undertaking improvements in silos. The initial stage of this work will be to identify a programme of improvements to be implemented on a year by year basis.
- Where new developments are proposed beyond an existing ring road, careful consideration will be given to creating pedestrian and cycle links to link with wider footpath and cycling routes and into the town centre. Ensuring mixed neighbourhoods and connecting the network of green spaces is also important in creating successful, walkable environments.

4.3.4. Cycling:

The Northamptonshire Cycling Strategy promotes the enhancement of cycling facilities along six key corridors to create a network that is safe, convenient and legible, alongside the implementation of supportive initiatives to generate a step-change in people’s behaviour.

A significant amount of work was undertaken to identify key missing cycling links, based around a mixture of on and off-carriageway interventions to cater for experienced and less experienced cyclists alike. From a list of prioritised schemes, ten key corridors have been highlighted, loosely linked to developments or radial routes.

Supporting initiatives have been produced to make the public aware of new cycling facilities and the quality of the existing network is an important part of increasing the number of people who choose to cycle and has been demonstrated by Sustrans through their Travel Smart project to offer excellent cost-benefit ratios.

Table 4-2 – Town-wide supportive initiatives

Scheme	Phasing
Development and adoption of a town-wide signage strategy	2014-2018
Implementation of signage strategy	2018-2031
Regular updates of cycle map	2014-2031
Bikeability cycle training	2014-2031

4.4 NORTH NORTHAMPTONSHIRE JOINT CORE STRATEGY 2011–2031 (NNJPU, 2016)

- 4.4.1. The North Northamptonshire Joint Core Strategy (JCS) is the strategic Part 1 Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough. It outlines a big picture to be developed in more detail through the Part 2 Local Plans prepared by the former District and Borough Councils and by Neighbourhood Plans prepared by Neighbourhood Planning Groups.
- 4.4.2. By 2031, North Northamptonshire will be a showpiece for modern green living and well managed sustainable development: a resilient area where local choices have increased the ability to adapt to the impacts of climate change and to global economic changes.
- 4.4.3. In achieving the Vision by 2031 depends upon the successful delivery of various outcomes. One of which is number 7, “More walkable places and an excellent choice of ways to travel”:
- 4.4.4. The Plan identifies the actions needed in order to make walking the first choice of transport to local services and jobs including increasing connectivity to and from new development and the countryside and centres and ensuring that developments allow movement through them. It makes the links to the Local Transport Plan for the county, which identifies improvements to public transport, cycling networks and travel information that will encourage a shift away from car use in the towns and increase transport choice in the rural area.

4.4.5. Policies to help achieve this outcome are:

- Policy 1 – Presumption in favour of Sustainable Development
- Policy 8 – North Northamptonshire Place Shaping Principles
- Policy 15 – Well Connected Towns, Villages and Neighbourhoods
- Policy 16 – Connecting the Network of Settlements
- Policy 19 – The Delivery of Green Infrastructure

4.4.6. To alleviate the effects of growth on the transport network it will be necessary to increase levels of modal shift away from the private car towards other forms of travel including public transport, cycling and walking. The Plan takes forward the requirements of the Northamptonshire Transportation Plan by supporting the introduction of effective and attractive sustainable transport options that will encourage lasting modal shift in North Northamptonshire in order to deliver the following targets by 2031:

- A reduction of 5% in single occupancy car journeys to work from the existing built-up areas of the Growth and Market towns; and
- A reduction of 20% in single occupancy car journeys to work from new developments compared to adjoining wards.

4.4.7. Transport and placemaking schemes: Three principles would be considered in that towns should be connected places, have a mix of uses and provide streets for all. In improving access through the suburbs, it is apparent that Street networks should be as connected as possible to encourage walking, cycling and public transport and make places easier to get through.

4.5 KETTERING BOROUGH COUNCIL CYCLING STRATEGY AND MASTERPLAN (KBC, 2005)

4.5.1. The cycling strategy builds on the policies of the Northamptonshire County Local Transport Plan of July 2000 (LTP) to provide more specific targets and guidance; and set out priorities for works and initiatives to be undertaken. The aim of this strategy is to increase cycling in the town of Kettering and to highlight what the former Borough Council intends to do to support this.

4.5.2. The challenge for national and local strategies is to turn the interest into increased use by overcoming the real and perceived barriers to cycling, these include:

- ◆ Safety issues around cycling in busy traffic
- ◆ Concerns about cycle security
- ◆ A lack of facilities that enable cycling to be a convenient method of travel
- ◆ A lack of awareness about the opportunities to cycle; and
- ◆ A lack of awareness about the benefits of cycling

4.5.3. A recommended set of objectives in line with the County Council's revised strategy are:

- Objective 1: to maximise the role of cycling as a transport mode in order to reduce the use of private cars.

- Objective 2: to develop a safe, convenient and efficient transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises the reliance on the private car.
- Objective 3: to ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Local Development Framework and other travel plans.
- Objective 4: to promote cycling as a healthy means of travel and as an effective means of reaching local destinations, including shops, the workplace and the public transport network.

4.5.4. In relation to these objectives a series of targets are outlined below and these build on those proposed in the County Council's strategy:

- To adopt a strategic cycle network identifying priority routes;
- To work with the County Council to ensure the provision of cycle-friendly infrastructure and to work towards 50% completion of the strategic cycle network as outlined in the Master Plan by 2010.
- Contribute to national cycling targets by increasing cycle trips from 0.9% in Kettering in 2002 to an average of 5% of urban traffic by 2010
- Prioritise the development of appropriate cycle facilities at key locations, including Council buildings, Kettering General Hospital, Tresham Institute, within town centres, at transport interchanges, new developments, business areas, cultural and leisure centres and to meet demand, commensurate with other access requirements.
- Support the County Council to publicise and promote cycling locally, specifically targeting secondary school and college students.
- Implement the Council's Travel Plan by 2005, establishing a programme of cycle friendly employer initiatives.
- Source and apply for other areas of funding to support all of the above.
- Support the County Council in collecting and monitoring data to develop future targets.

To ensure these objectives and targets are taken forward and implemented an Action Plan has been developed.



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Cycle Route Audits – Key Findings

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 1 of 5)



Summary of existing situation

J1 - is a very busy dual carriageway roundabout junction (A43 / A6183 / Rockingham Road) with three lanes on approach arms. There is existing shared footway cycle provision serving the junction and connecting to the shared use provision on the A43 to the north of the junction. Existing toucan crossings and pedestrian and cycle signage.

S1 - There is existing shared footway and cycle way provision on the east side of Rockingham Road, but there is a lack of clarity and markings suggesting cyclists re-join the carriageway. Wide verges on both sides of the carriageway, but occasional mature trees on the east side of carriageway. Layby bus stops on both sides of the carriageway.

J2 - Two lane approach roundabout with uncontrolled pedestrian crossing facilities. Uncontrolled shared crossing on the Chiltern Road arm.

S2 - Existing shared footway and cycle way provision on the east side of Rockingham Road. Tree lined and layby bus stops on both sides of the carriageway.

J3 - Roundabout with two lane approaches on Rockingham Road, and one lane approaches on Northfield Avenue and bowling centre. Uncontrolled shared crossing on three arms. Large splitter island from Rockingham Road northbound to Northfield Avenue.

S3 - Unclear signage of a cycle lane in carriageway, but with faded or non-existent road markings. Lots of parking on tree lined verges both side of the carriageway (photo 'e'). Reasonably wide carriageway width of approximately 7m. Widening to approximately 11m width with central hatching, right-turn lanes and on-street parking to the south of S3, (see photo 'g'). Intermittent and confusing cycle lane markings / sections of shared use for the toucan crossing near William Street (see photo 'f').

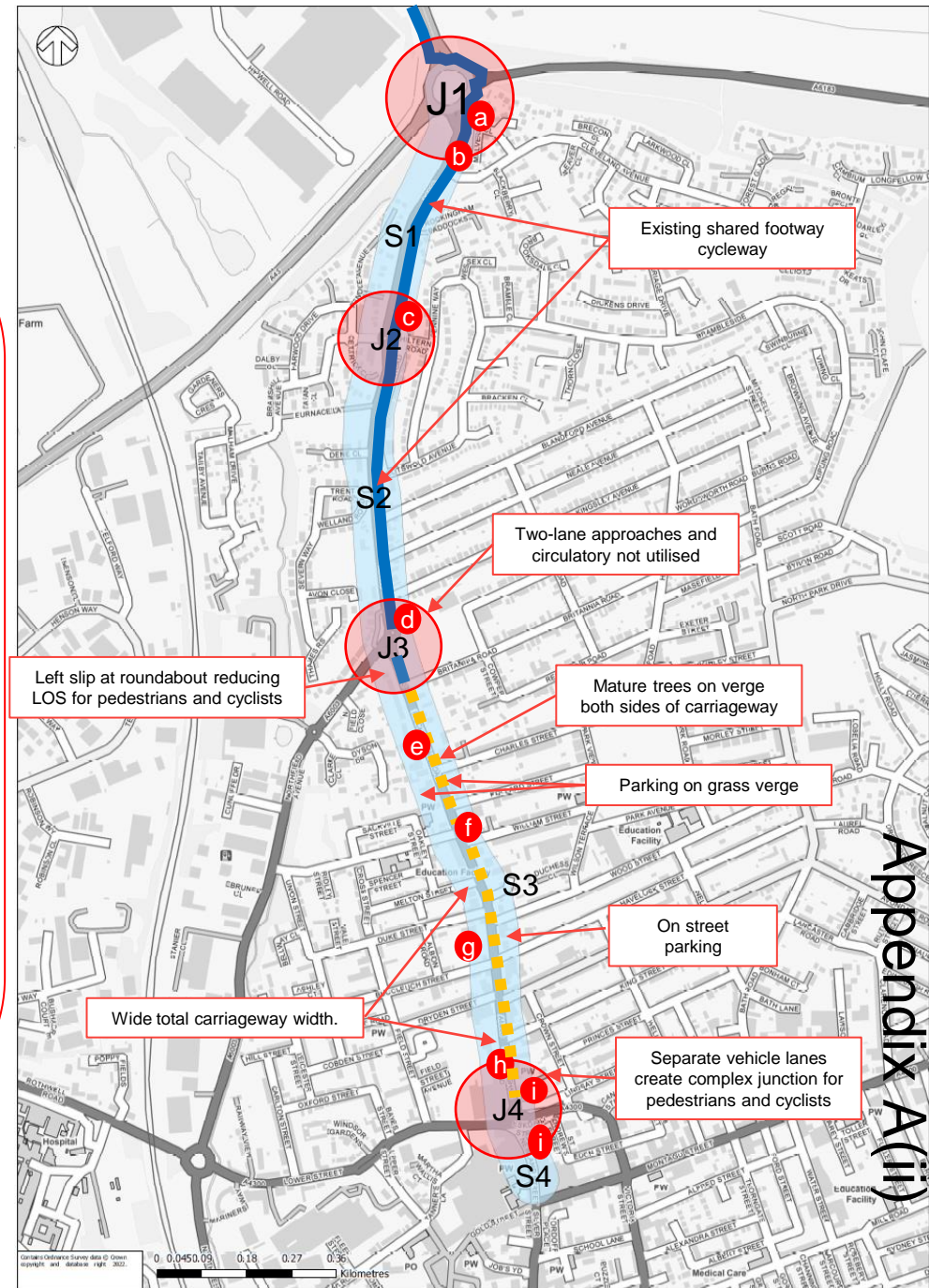
J4 - Signalised junction with separated signals for left turning vehicles. Advance stop lines for cyclist and contraflow access for cyclist onto Newland Street. Complex pedestrian movements with pedestrians having to cross in 3 phases. (Photo i)

S4 - One-way (northbound) bus and taxi only carriageway with existing contraflow for cycles. Bus and taxi only restrictions in place, but many private vehicles observed. Existing infrastructure for this section to provide a bus depot with four staggered bus laybys, raised kerbs and a taxi bay. No buses used the section while observing. (Photo j)

Advisory on carriageway cycle route

Shared use footways

Photo Reference



Cycle Route Audits – Key Photos

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 2 of 5)

a



Rockingham Road looking north at the A43 / A6183 roundabout (J1)

b



Contradicting signage and markings on Rockingham Rd (S1)

c



Shared use informal crossing at J2

d



Rockingham Rd / Northfield Ave Roundabout (J3)

e



Parking on grass verge Rockingham Rd (S3)

f



Conflicting signage and markings Rockingham Rd / William St (S3)

Cycle Route Audits – Key Photos

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 3 of 5)



g



Rockingham Road looking south (S3)

h



Rockingham Road looking north, near Sainsbury's (S3)

i



Rockingham Road / Eskdaill St (J4)

i



Newland St looking north (S4)

Cycle Route Audits – Recommended Improvements

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 4 of 5)



Recommended improvements

J1 – Improved Toucan Crossings on junction arms to support connections to wider shared use provision.

S1 – Utilise verge on the east side of Rockingham Road to accommodate a two-way cycle way, segregated from pedestrian footway.

J2 – Consider reducing roundabout diameter to accommodate improved pedestrian and cycle provision on the east side of carriageway.

S2 – Minor re-alignment of carriageway to utilise verge to accommodate a two-way cycle way, segregated from pedestrian footway.

J3 – Consider reducing roundabout diameter to accommodate improved pedestrian and cycle provision on the east side of carriageway.

S3 – Restrict on-street parking to one side of the carriageway and reduce white lining and ghost island right-turn lanes to accommodate two-way cycleway on east side of Rockingham Road.

J4 – Remove splitter islands and consolidate vehicle movements to simplify pedestrian and cycle movements.

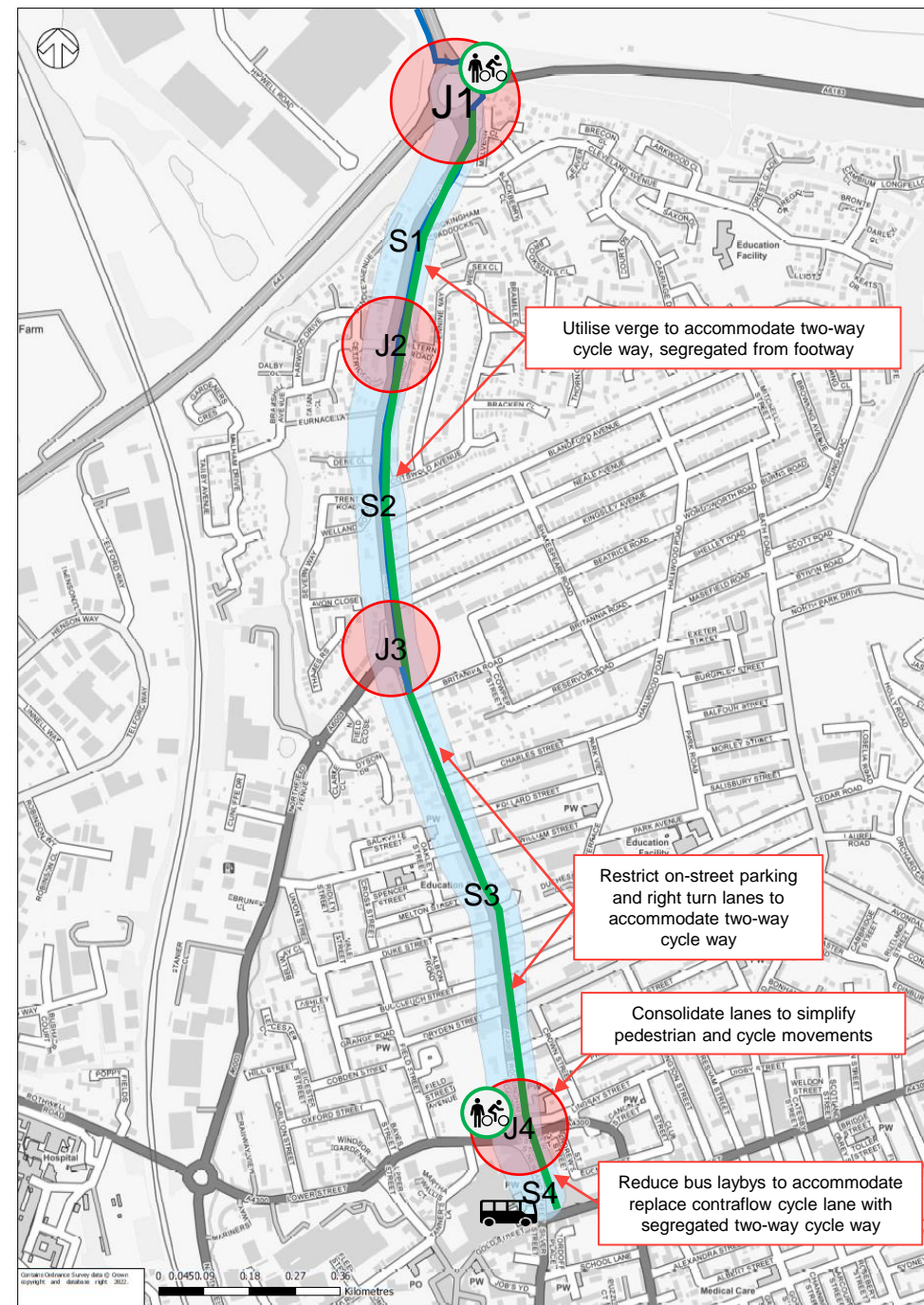
S4 – Provide two-way kerbed cycleway on east side of Newland Street. Consider shared space principles, or raised crossing points to improve pedestrian accessibility across Newland St.

Provide cycle parking at the south end of Newland Street.

 Segregated cycle and pedestrian facilities

 Pedestrian and cyclist crossing improvement

 Bus stop intervention



Cycle Route Audits – Key Findings

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 1 of 3)



Summary of existing situation

J1 – Wide approaches on Northfield Avenue and left turn lane from Rockingham Road northbound create difficult pedestrian and cycle movements across the south of the junction. (photo A).

S1a – Steep gradient from J2 up to J1. Tree lined verges restrict available space. (photo B).

S1b – No pedestrian provision on west side of carriageway. Clear desire lines over the grass verge. (photo C).

J2 – HGV movements and high vehicle speeds at junction. Missing tactile paving at crossing points.

S2 – Existing shared footway / cycleway with white line segregation the south of the section. (photo E). Shared footway/cycleway abruptly ends with clear desire lines over the grass verge. (photo D).




J3 – Very large, vehicle dominated junction. Toucan crossings for east/west movements, but no crossing facilities for north/south pedestrian or cycling movements near the junction. Railings with excessive overrun areas encroach on footways and create elongate pedestrian routes and creating a vehicle dominated environment.

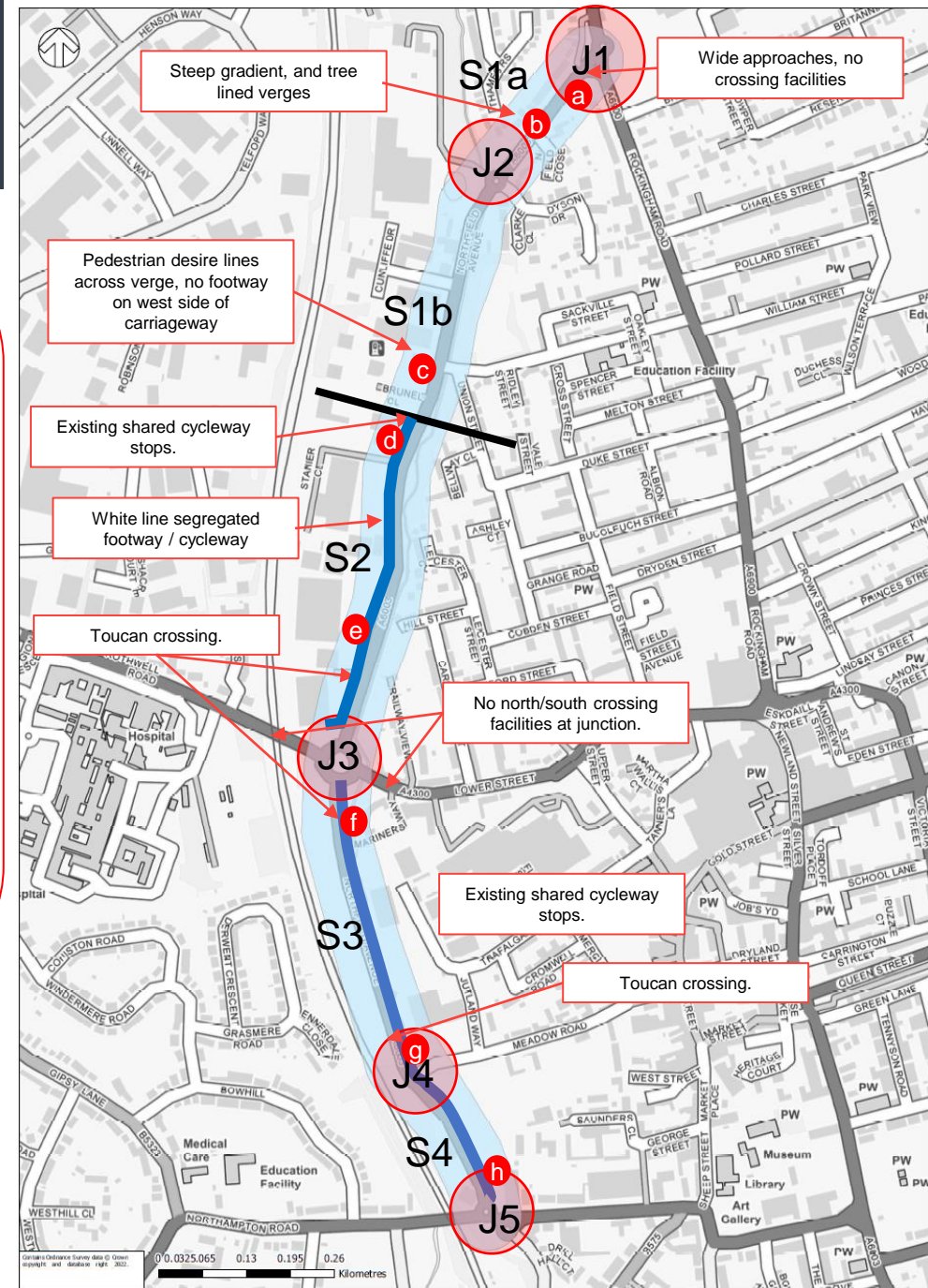
S3 – Existing shared use footway on the east side of carriageway, could benefit from some maintenance, dropped kerbs sub-standard for shared use.

J4 – Three arm mini roundabout, minimal pedestrian/cycle crossing provision, located away from desire lines.

S4 – Existing shared use footway on east side of carriageway.

J5 – Intimidating double roundabout with limited pedestrian / cycle facilities. Challenging to cross as a pedestrian or cyclist.

-  Section End
-  Shared use footways
-  Photo Reference



Cycle Route Audits – Key Photos

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 2 of 3)



a



Page 170

b



c



d



e



f



g



h



Cycle Route Audits – Recommended Improvements

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 3 of 3)



Recommended improvements

J1 – Improve pedestrian and cycle crossing facilities at J1, consider signalised toucan crossing on north arm of Rockingham Road to connect into Route 1 on the east side of Rockingham Road.

S1 – A segregated two way cycle lane, may require removal of trees. So given the pedestrian and cycle movements in this area, a shared use footway, utilising any available space from the grass verge (but retaining the trees) might be preferable.

J2 – Improved crossing facilities in the for of a raised table crossing, to calm traffic and emphasise the pedestrian and cycle route across the supermarket entrance.

S2 – Continue the segregated cycleway north serving key trip attractors.

S3 – Improve existing shared footway to segregated two-way route , continue provision along the length Northfield Avenue to improve continuity of service. Improve signage and continuity of route.

J3 – Reduction of roundabout diameter and potential full signalisation of the junction to accommodate pedestrian and cycle crossing provision to the east of the junction to facilitate north/south movements.


S4 – Upgrade existing shared use footway to a two-way cycleway segregated from the footway.

J4 – Upgrade junction to reinforce pedestrian/cycle priority crossing Meadow Road. Consider signalised crossing, instead of mini-roundabout which would benefit pedestrian and cycle crossing on Routes 1B and Route 4.

S4 – Upgrade existing shared use footway to a two-way cycleway segregated from the footway.

J5 – Very constrained junction, options limited to improving link from Northfield Ave to Northampton Road.

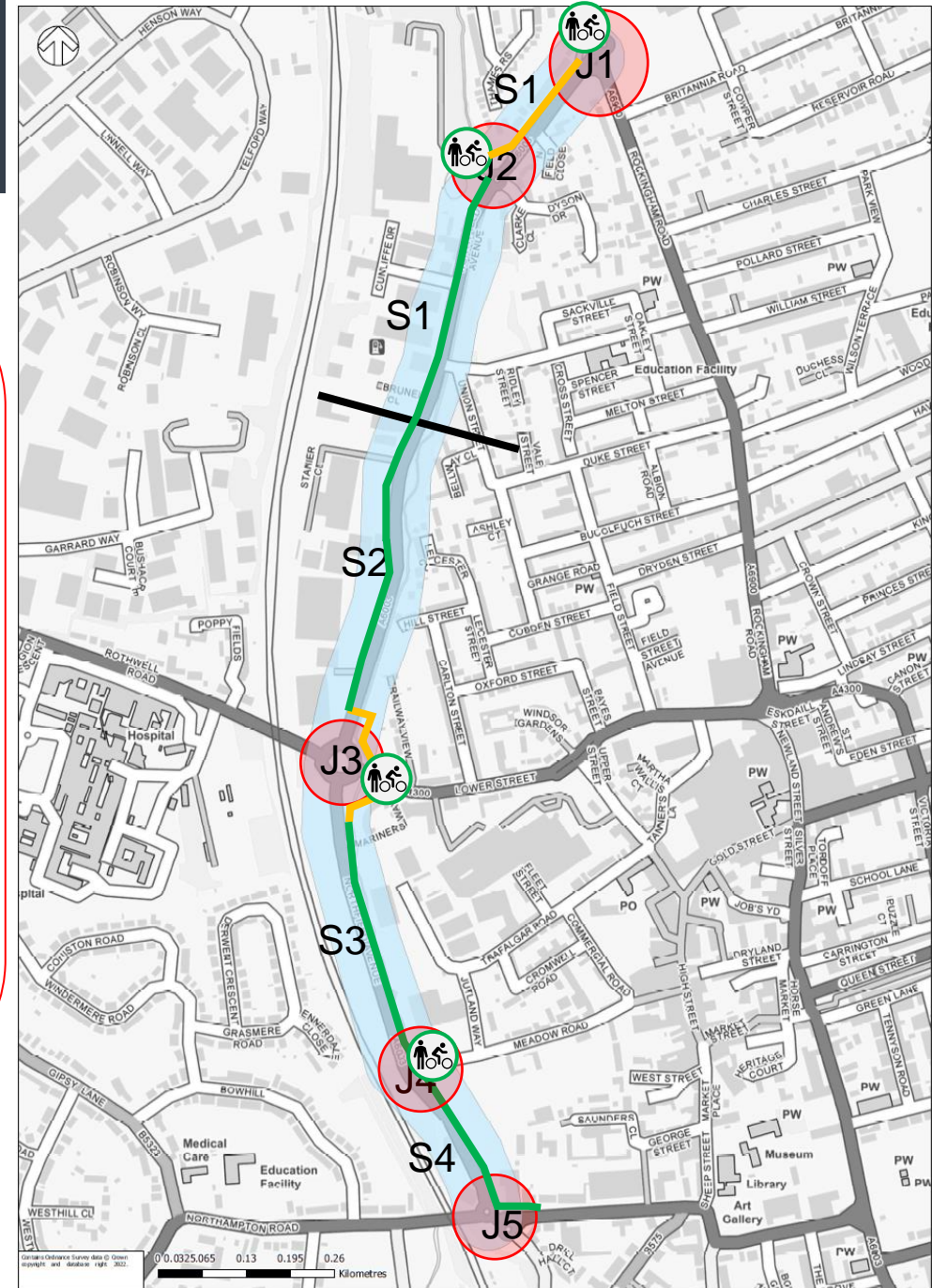
 Widen footway to provide shared use footway/cycleway.

 Segregated cycle and pedestrian facilities

 Improve existing shared use footways



Pedestrian and cyclist crossing improvement



Cycle Route Audits – Key Findings

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 1 of 5)



Summary of existing situation

J1 - high traffic volumes with up to four lane approaches. The junction is partially signalised on some of the approach arms. This aids pedestrian and cycle crossing but there is no dedicated phase and the number of lanes makes it hard for pedestrians and cyclists to safely cross. Overgrown vegetation and poorly maintained footways (photo A), footways feel unsafe and very narrow to walk around.

S1 – Grass verges and existing shared use footway on the north side of carriageway, although it appears to be below 3m width in places.

J2 - 5 arm roundabout with 2 lane approaches on most arms. High traffic flows, HGV access to the industrial estate and emergency vehicle movements.

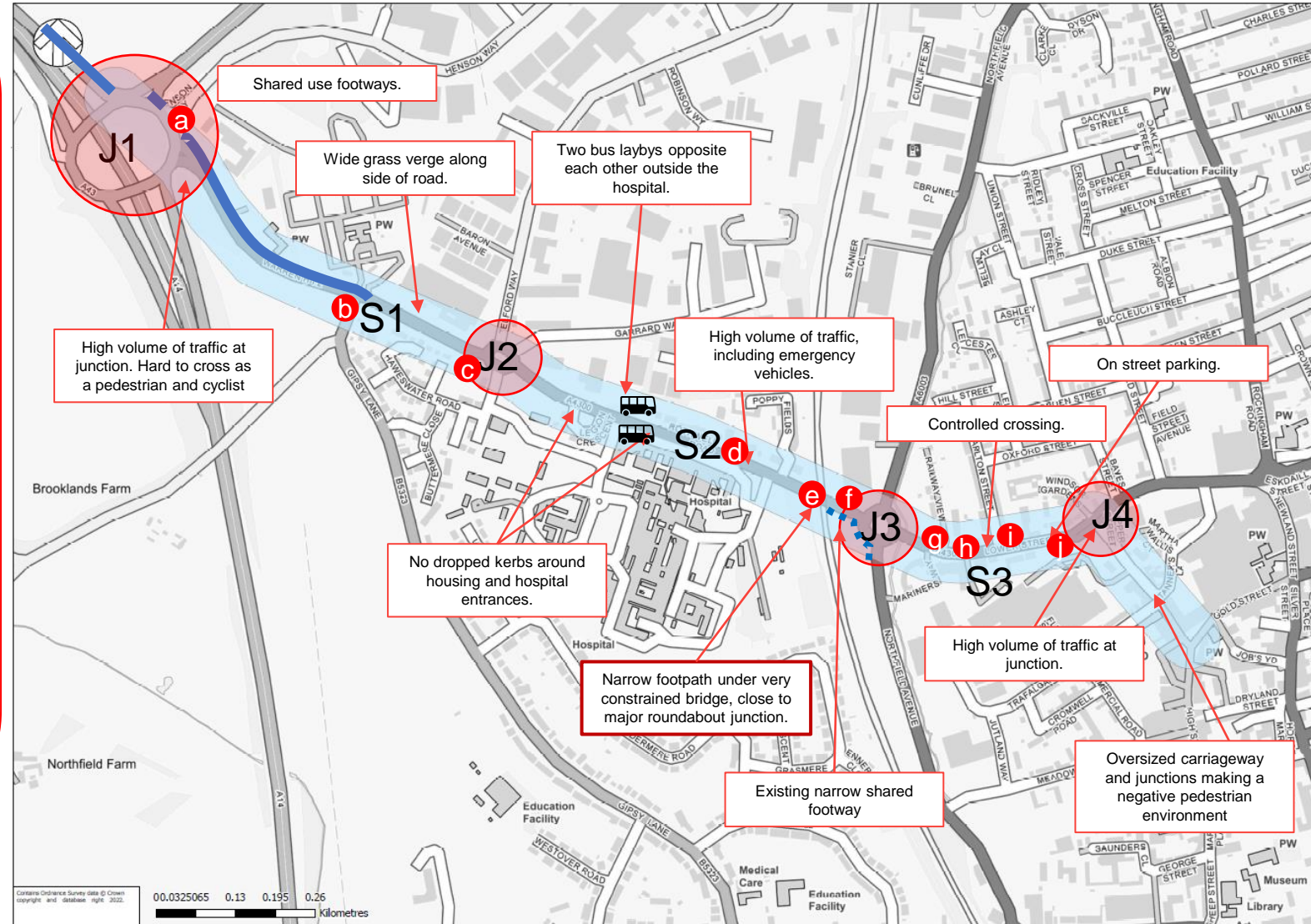
S2 – Increasing gradient down to J3. High volume of traffic by the hospital. This includes emergency vehicles, causing cars to pull up onto the kerb to let them pass.

S2 – has on-kerb parking, likely from residents of the houses opposite the hospital.

S2 / J3 – where they meet the footpath passes under a bridge causing the path to become very narrow

S3 – on street parking encroaching onto footway (photo G). Steep gradient up to J4.

J4 – Signalised junction with excessive traffic lanes and left turn lanes, leading to complex junction to navigate for pedestrians and cyclists



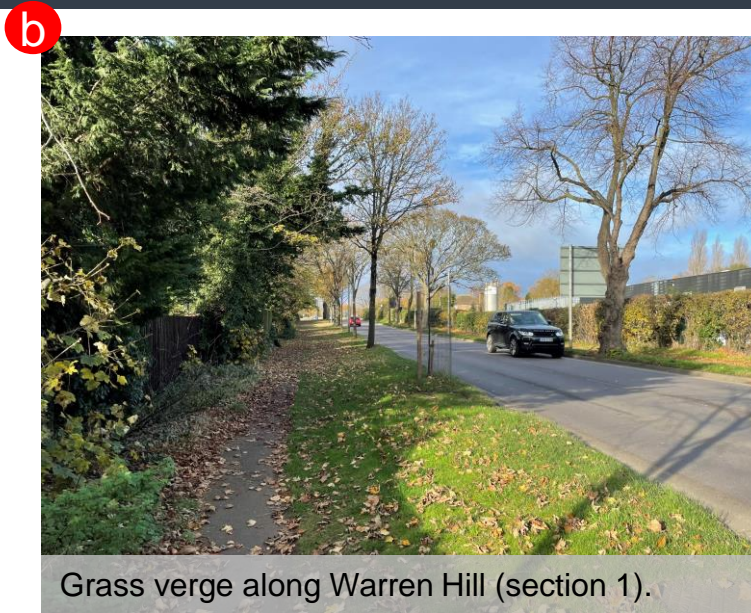
Cycle Route Audits – Key Photos

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 2 of 5)



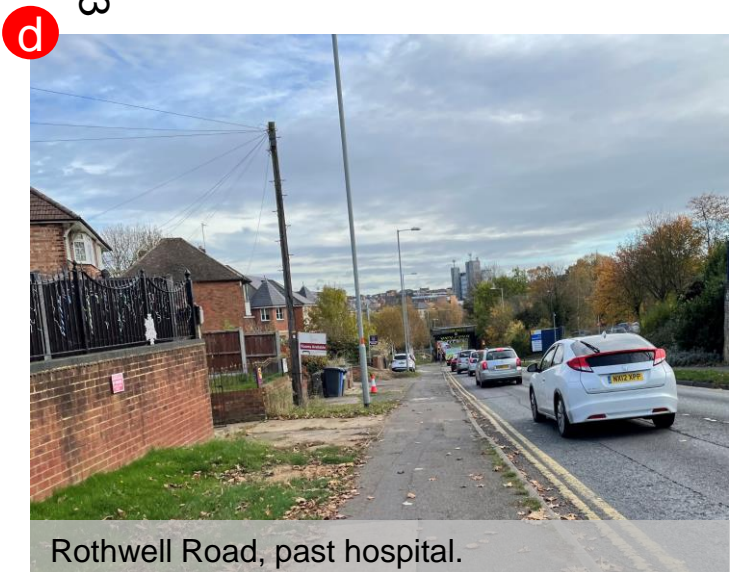
A14 roundabout (junction 1).



Grass verge along Warren Hill (section 1).



Telford Way roundabout (junction 2).



Rothwell Road, past hospital.



Bridge underpass between Rothwell Road and junction 3.



Cycle Route Audits – Key Photos

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 3 of 5)

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Cycle Route Audits – Recommended Improvements

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 4 of 5)



Recommended improvements

J1 – Create a request signalised crossing and pedestrian/cycle phases on the north and east arms of the roundabout, improve existing shared use footway.

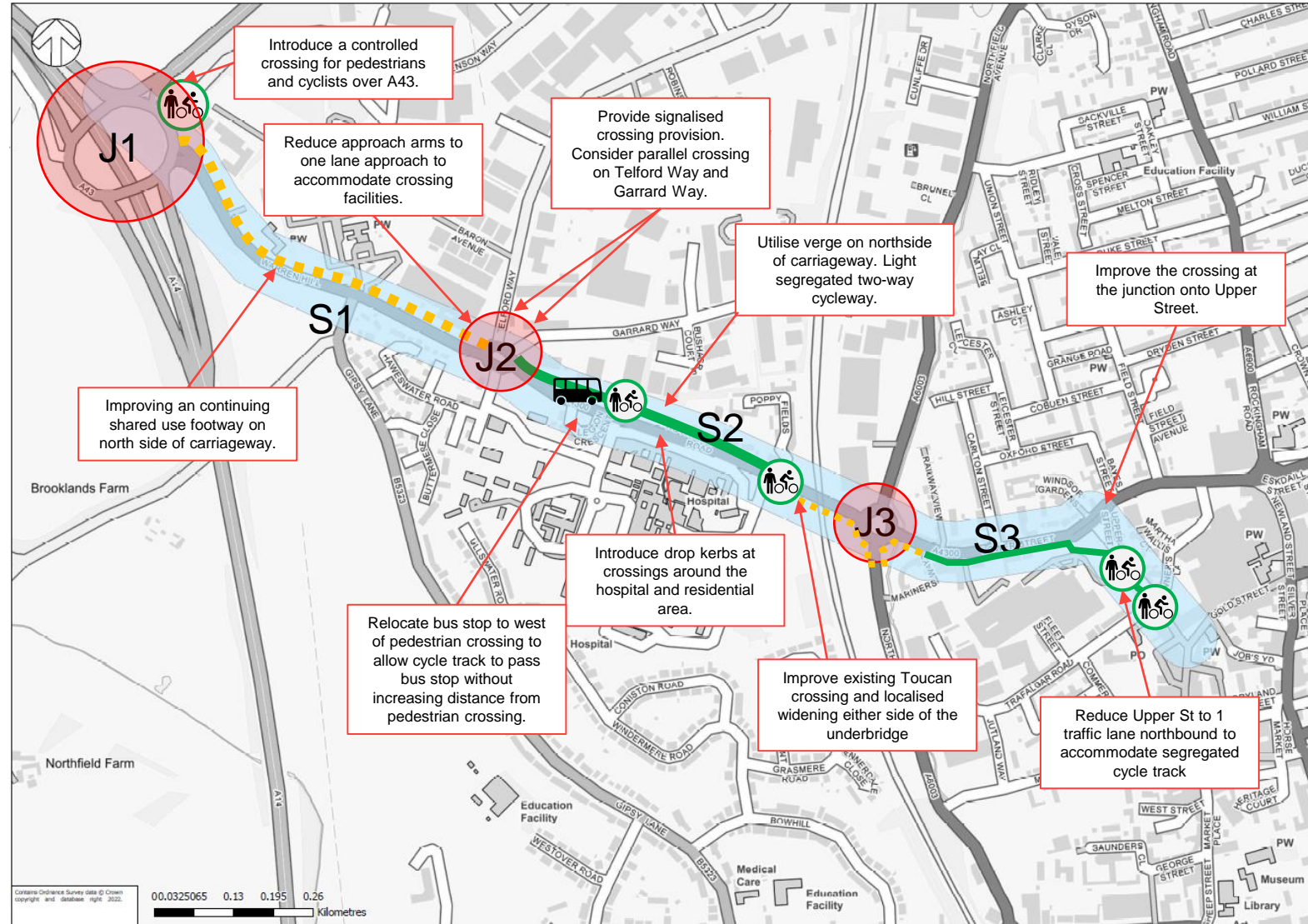
S1 – Utilise verge on the northside of carriageway to improve widen and extend the shared use footway to the J2.

J2 – Reduce approach arms and consider crossing provision on the north side of the junction.

S2 – Utilise verge and remove footway parking to accommodate two-way segregated cycle path. Relocate bus stop. Introduce dropped kerbs around residential and hospital entrances. Upgrade existing toucan crossing and create traffic calming while localised widening of the existing shared use footway either side of the railway bridge. Lighting, signage and improved light segregation with the carriageway to improve short section of constrained shared use. (Other options such as new tunnels under railway and signalising considered inappropriate at this stage.)

J3 – Remove some vegetation and widen existing shared use footway to the south of junction. Consider full signalisation and reduction in diameter with **Route 1B**.

S3 – Remove on street parking to provide 2-way segregated cycleway on the south side of carriageway. Use the existing grass verge area to the south of the junction with Upper St to provide off cycleway. Reduce Lower St to 1 lane northbound, to reallocate space to improve pedestrian and cycle provision into the town centre. Provide improved cycle parking facilities on Lower St, close to main trip attractors.



- Segregated cycle and pedestrian facilities
- Improving or new shared use
- Pedestrian and cyclist crossing improvement
- Bus stop intervention

Cycle Route Audits – Key Findings

Corridor 3: Weekley to Kettering Town Centre

Northeast Route (Slide 1 of 5)



Summary of existing situation

J1 - Existing shared use footway along the A4300 Stamford Rd to Geddington.

S1 - Shared use footway ends south of J1 (photo A). Existing footway and verge east of carriageway, but this narrows on the approach to Weekley Village (photo B). HGV movements and traffic speed (30mph limit but perceived higher) make crossing Stamford Rd difficult within the village.

S2 - Wide verge on west of the carriageway through rural section (photo C).

S3 - Incoherent segments for shared use footways (photo D). Wide carriageway with verges including some mature trees on both sides.

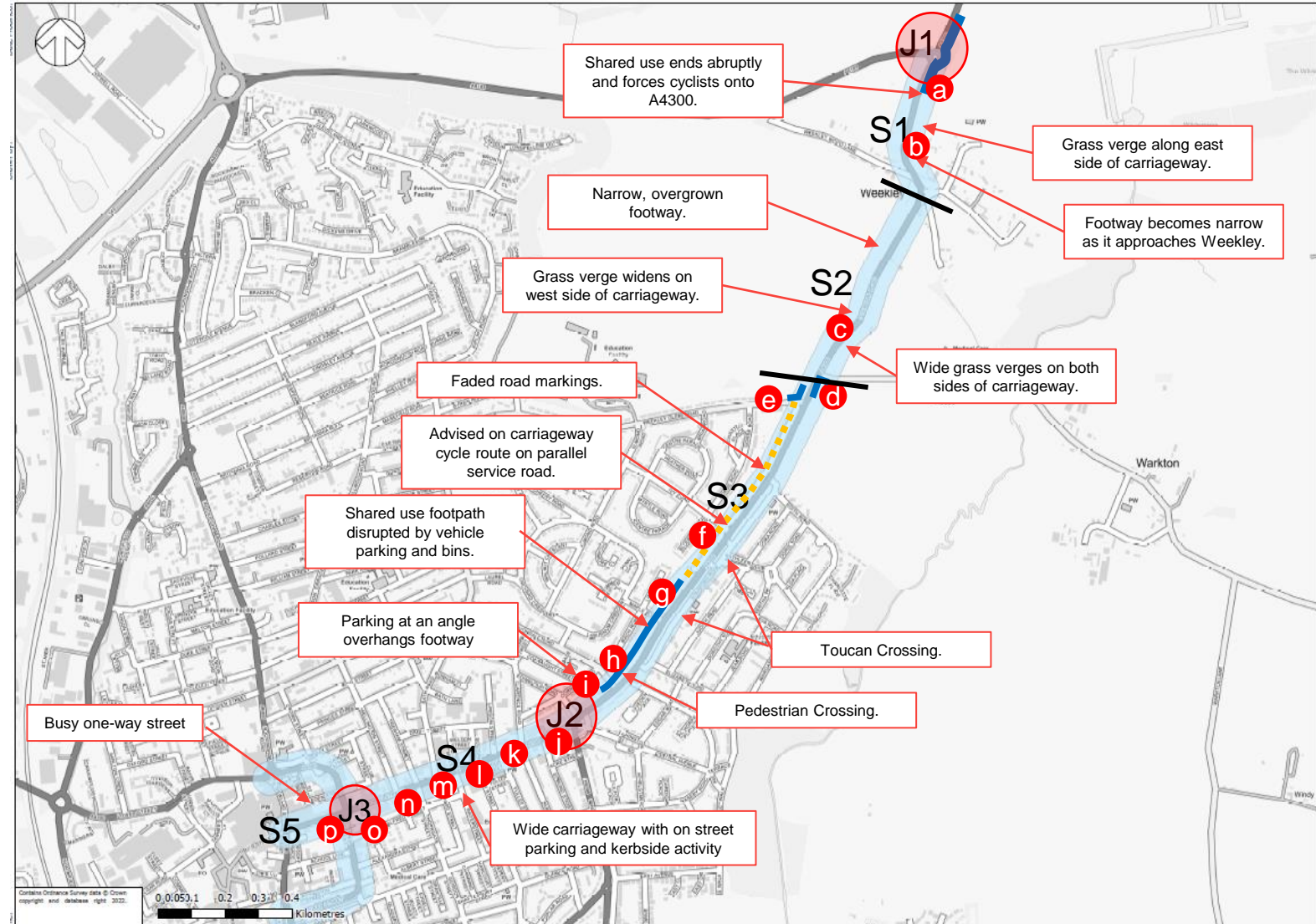
Parallel residential service road, offering quite route currently signposted as an advisory cycle route (photos E and F). Existing shared use footway on the north west of the carriageway, but often blocked by parking and bins on the footway (photo G). Shared use footway ends abruptly without further provision. (photo H). On street parking at a perpendicular angle overhang and blocks footway.

J2 - Busy 4-arm (3 main arms) roundabout with wide diameter but a painted island. Lack of crossing facilities and dropped/tactile paving. Faded road marking in need of improvement. (photo J).

S4 - Wide section of carriageway with on street parking and kerbside activity (photos K, L). Sections of wide carriageway (12m) with on street parking bays on both side of the carriageway (photo M). Sided by residential and retail properties (photo N).

J3 - 4 arm signalised junction with ghost island right turn movements. One-way approach from Montague St west and exit on Victoria St south.

S5 - Eskdail St, Montagu St and Victoria St / School Lane were audited. Montague St was preferred as the more direct and logical route to the town centre and main trip attractors. A busy one-way (eastbound) street with retail and takeaway frontages. On street parking on the north side of the carriageway.



Advisory on carriageway cycle route (no markings)

Shared use footways

Photo Reference

Section break

Cycle Route Audits – Key Photos

Corridor 3: Weekley to Kettering Town Centre

Northeast Route (Slide 2 of 5)

a



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e



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Cycle Route Audits – Key Photos

Corridor 3: Weekley to Kettering Town Centre

Northeast Route (Slide 3 of 5)



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Cycle Route Audits – Recommended Improvements

Corridor 3: Weekley to Kettering Town Centre

Northeast Route (Slide 4 of 5)



Recommended improvements

S1 - Continue shared use provision into Weekly to connect to the wider routes to Geddington. 40m section of constrained narrow footway on the approach to Weekly, recommend traffic calming to enforce 30mph limit.

S2 - New Toucan crossing to improve accessibility to Weekly village and act as traffic calming on the approach to the village from the south. Utilise the verge to improve the existing footway and provide shared use connection to the north east edge of Kettering.

S3 - Use the parallel residential service road to provide a high quality low traffic cycle route. Improve signage and provide 'cycle priority crossings' on side roads.

Utilise verge, restrict footway parking, and restrict parking pay to provide a segregated 3m 2-way cycle route.

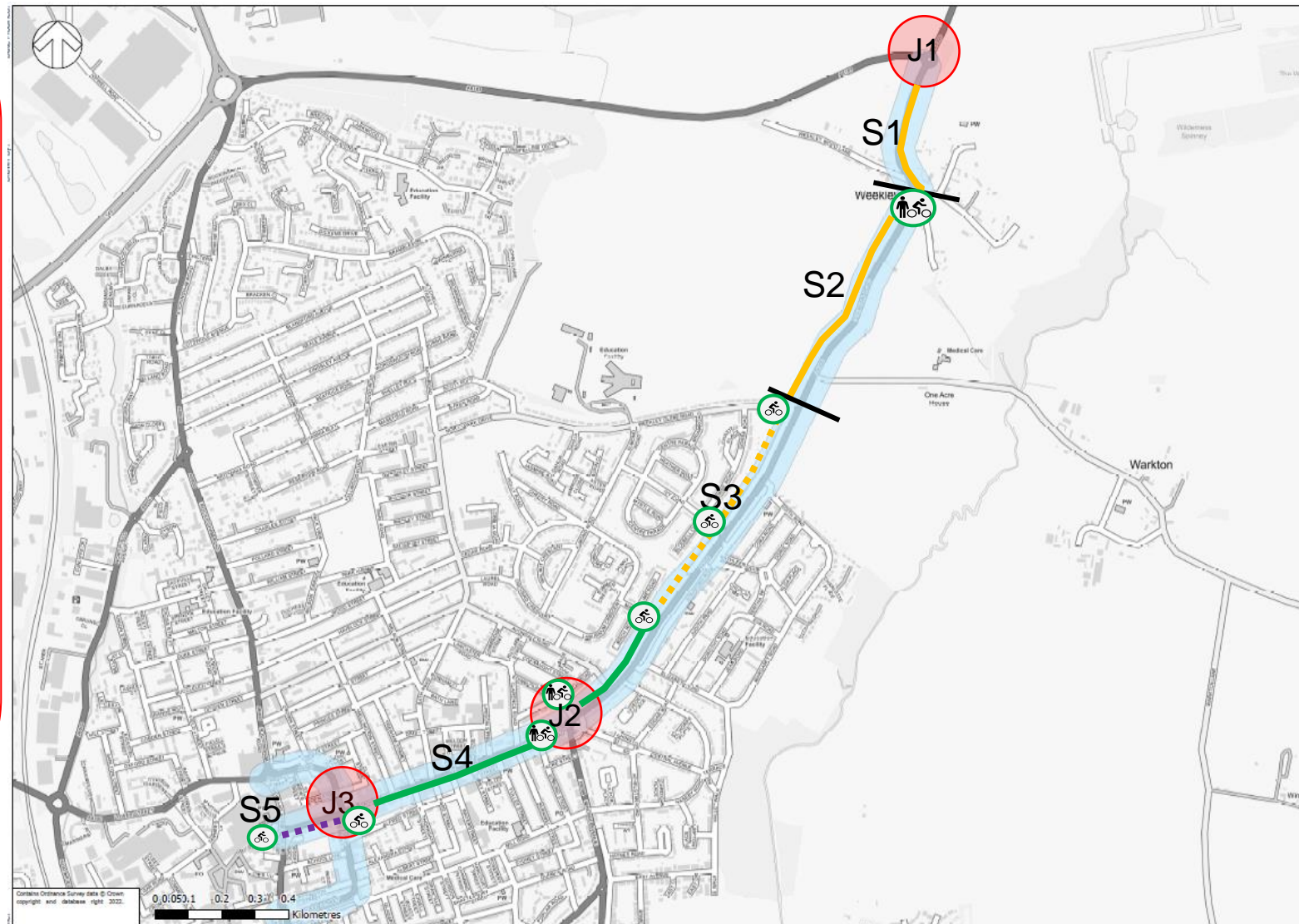
J2 - Where there is sufficient space for the 4 arm roundabout to work as a signalised junction, which would give greater control of movements and improve pedestrian and cycle movements.

S4 - Relocated on street parking on the south side of the carriageway and utilise the wide available space to accommodate a 2-way segregated cycle track on the south side of the carriageway from J2 to J3.

J3 - Reduce right turn waiting area and left turn lane on the eastern approach to accommodate cycle way upto the stopline. Create a cycle parallel crossing to the corner of Montegu St and Victoria St. Utilise the existing buildout and reduce the right-turn lane from Montagu St west approach to accommodate the start of a contraflow cycle lane and a cycle crossing waiting area.

S5 - Remove on street parking to the west of section, retain some loading spaces in the middle, and reduce the right-turn lane on the approach to J4 to accommodate contraflow cycle lane westbound. Surface treatment and traffic calming to provide attractive cycling environment in the eastbound direction, encouraging a central riding position and away from loading space.

- Segregated cycle and pedestrian facilities
- Shared use footways
- Pedestrian and cyclist crossing improvement
- Contraflow Cycle lane with light segregation



Cycle Route Audits – Key Photos

Corridor 4: Kettering Town Centre to A14 Broughton Roundabout.

West Route (Slide 2 of 4)



A14 Broughton Roundabout.



A14 Broughton Roundabout.



Wide verges and pavements on Northampton Rd.



Overgrown footpath behind Northfield Avenue.



Narrow footpath under bridge.



Meadow Road.

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Cycle Route Audits – Recommended Improvements





Corridor 4: Kettering Town Centre to A14 Broughton Roundabout.

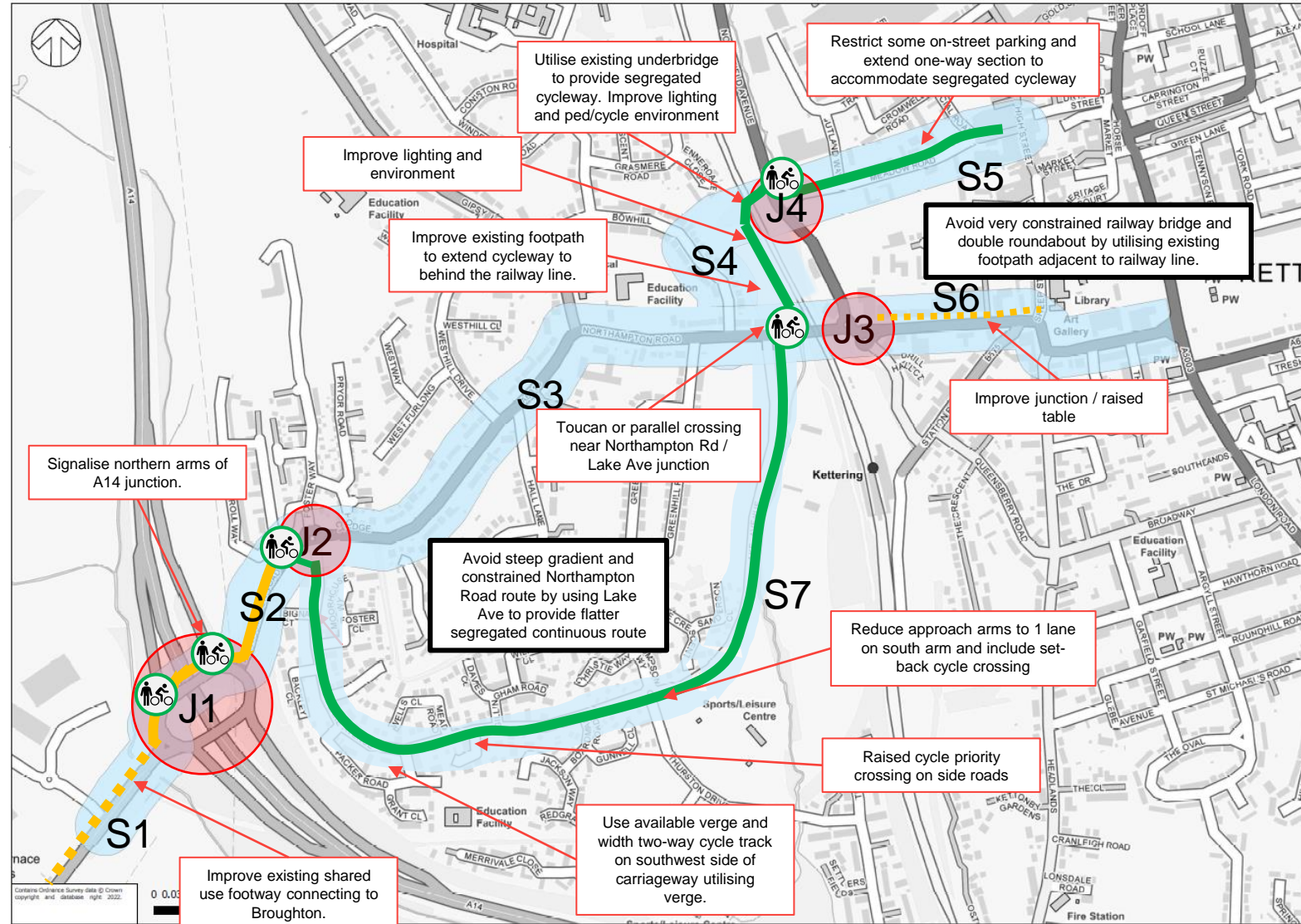
West Route (Slide 3 of 4)



Recommended improvements

- S1** - Improve existing shared use footway connecting to Broughton.
- J1** - Widen and improve shared use provision across J1. Consider full signalisation or request signals on the two A14 north arms.
- S2** - Utilise available verge on west side of carriageway to continue shared use provision between **J1** and **J2**, provide a new Toucan crossing near J2.
- S3** - Following assessment of audit data and observations, S3 is constrained by gradient, high traffic flows, and restricted available width. (S7 offers a more viable route and is taken forward for recommended improvements)
- S4** - Introduce a two-way segregated cycle track on the south side of Lake Ave as an alternative to **S3**. Raised set back cycle priority crossings at side roads.
- S5** - Provide a new Toucan or Parallel crossing on Northampton Road to provide access to the footpath adjacent to the railway line. Full upgrade, widening, and lighting to create a high quality footpath and two-way cycle track along existing footpath, and through existing underbridge. Improve existing Toucan crossing to align with new cycle track.
- S6** - restrict parking to one side of the road and extend the one-way section add a cycle lane to Meadow Park to improve connections between the section and Core Walking Zone.
- S7** - Improve existing shared use footway and provide raised crossing improvements of side access roads

-  Segregated two-way cycle and pedestrian facilities
-  New 3m shared use footways
-  Improve existing shared use footways
-  Pedestrian and cyclist crossing improvement



Cycle Route Audits – Key Findings

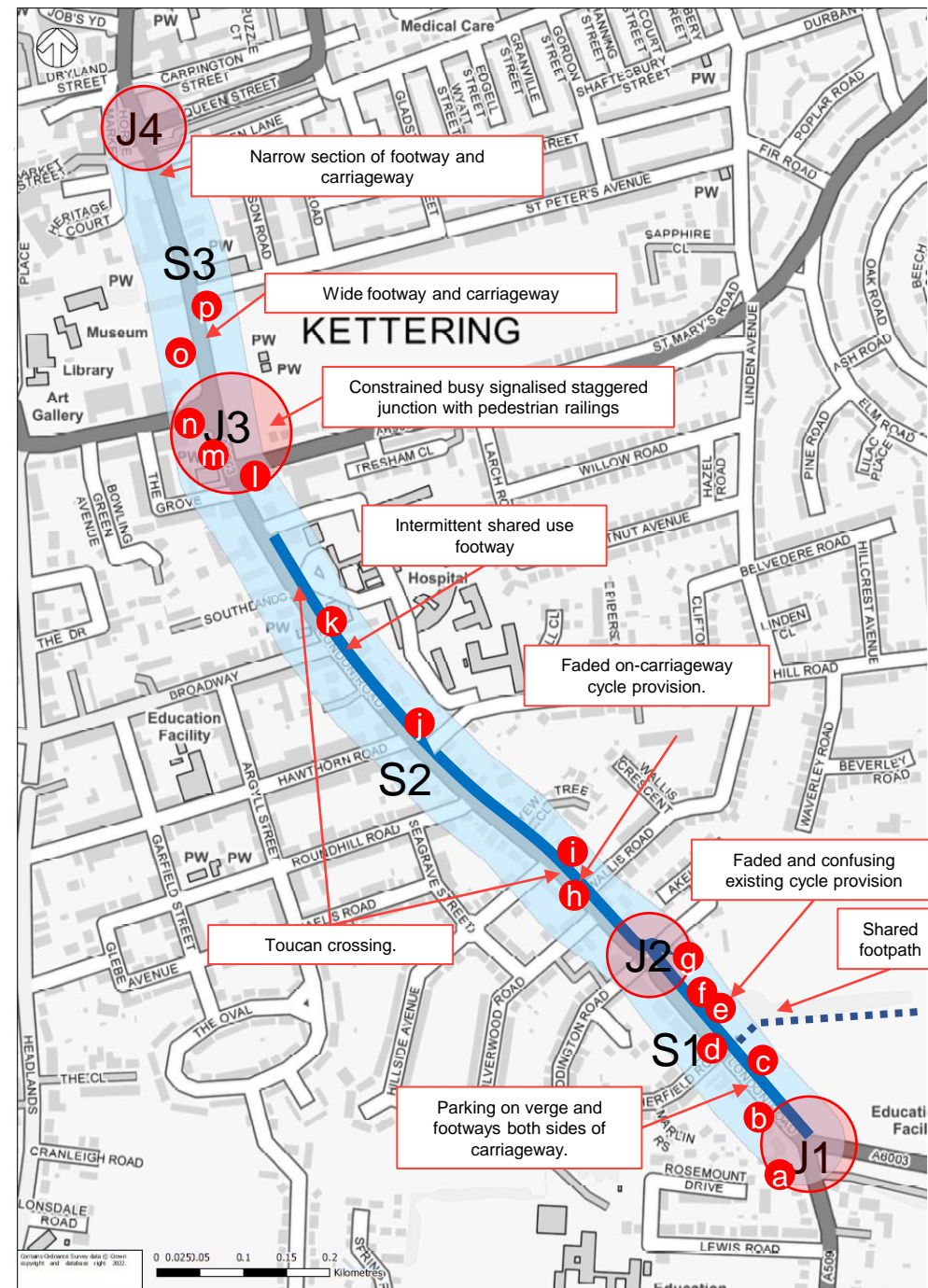
Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 1 of 5)



Summary of existing situation

- J1** – Busy compact roundabout with 2-lane approaches on London Rd and Pytchley Rd. A Toucan crossing set back from the junction on Pytchley Rd, but no other pedestrian or cycling provision at the junction (photo A).
- S1** – Busy arterial route with some existing intermittent cycle provision, but faded and confusing. Vehicles parked on verge and footway. (Photo B - F)
- J2** – Wide diameter 4 arm roundabout. Shared use footway cycleway across the northeast of the junction, but unclear, confusing road markings. Cyclists were observed using the carriageway (Photo G).
- S2** – Existing shared use footway on the northeast side of the carriageway, but experiences vehicles parking on verge and footway. Stops short of the junction with St Mary's Road. (Photos H – K).
- J3** – Busy staggered signalised crossroad junction with queuing traffic across the junction. Pedestrian railings on some arms and Advance Stop Lines (ASLs) for cycles on carriageway. Constrained, narrow footway on the west of London Road. More available space, but restricted by pedestrian railings on the east side of the carriageway.
- S3** – Wide carriageway and footways, narrowing to the north of the section. More available space on the east side of the carriageway (Photo P).
- J4** – Busy town centre signalised junction formed of London Rd, Market St, and Horse Market. No pedestrian or cycling crossing facilities on the London Road arm. Unclear and convoluted two phase signalised pedestrian crossing on A6900 Horse Market.



Shared use footways

Photo Reference

Cycle Route Audits – Key Photos

Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 2 of 5)

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Cycle Route Audits – Key Photos

Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 3 of 5)



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Cycle Route Audits – Recommended Improvements

Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 4 of 5)



Recommended improvements

J1 – Consider demand call Toucan crossings on the London Road and Barton Road arms, closer to the junction and pedestrian and cycle desire lines. If all arms have signalised crossings, the junction may work more efficiently as a signalised junction.

S1 – A continuous segregated 2-way cycleway on the north east side of the carriageway. Remove other faded sections of cycle provision to provide clarity. Enforce parking penalties for parking on footways/cycleways.

J2 – Continue cycleway across J2. Improve crossing facilities on Woodcroft Way, perhaps reducing the diameter of the roundabout to provide a set back cycle priority crossing.

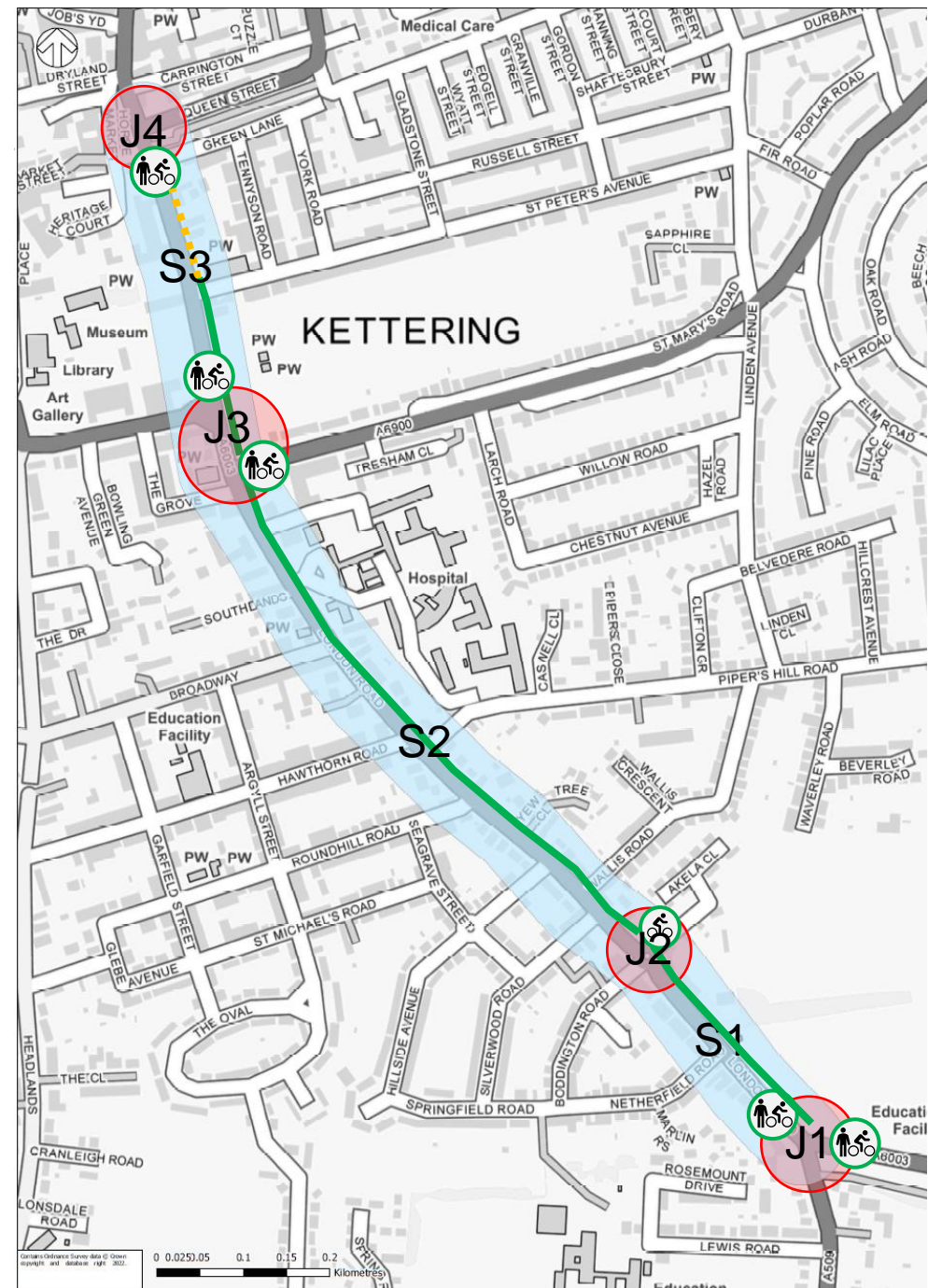
S2 – A continuous segregated 2-way cycleway on the north east side of the carriageway continuing up to the St Mary's Road junction. Remove other faded sections of cycle provision to provide clarity. Enforce parking penalties for parking on footways/cycleways.

J3 – Remove pedestrian railings and upgrade crossing to a Toucan crossing.

S3 – Remove pedestrian railings to accommodate segregated two-way cycleway on the north east of the carriageway – the available width narrows to the north of the section and is constrained by property boundaries. Although not ideal, a short section of shared use should be considered to connect into the town centre.

J4 – Reconfiguration of the signalised junction to accommodate Toucan crossing across London Road to connect with Horse Market.

- Segregated cycle and pedestrian facilities
- Shared use footways
- Changes to junction to improve for cyclists
- Pedestrian and cyclist crossing improvement



Cycle Route Audits – Key Findings

Corridor 6: Hanwood Park SUE to St Mary's Road.

East Route (Slide 1 of 5)



Summary of existing situation

S1 – Recently constructed Hanwood Park development with wide footways that look like they have been designed for shared use, but not clearly defined yet. Signage promoting “Cycle to Kettering Station in 15 minutes” (Photo A,B).

J1 – Very large roundabout with 2 lane approaches on all arms, diverts pedestrian and cycle desire lines. Seems excessive.

S2 – Residential road with driveway access and grass verges on both sides of the carriageway. Moderate gradient. Some on street parking.

B1 – Deeble Road Bridge over the Rive Ise. Wide carriageway with hatching and wide footways on both sides. Connection with the Ise Valley shared use route.

S3 – Wide carriageway with central hatching and grass verges on both sides until the entrance to Kettering Science Academy (Photo G). West of the Academy entrance there is a section of two-way cycle way segregated by a white line from the footway up to **J2a**. (Photo H).

J2a – Large 3-armed roundabout with 2 lane approach arms, un signalled pedestrian crossing facilities, particularly busy at school start and end times.

J2b – Oversized 3-arm roundabout with painted island, faded markings and required maintenance. (Photo K). No pedestrian or cycle crossing facilities, no dropped kerbs, perceived high vehicle speeds.

S4a – Quiet, low traffic residential streets, with a pedestrian cut through from J2a (Photos I and J).

J3 – Wide priority junctions from Elm Rd on to St Mary's Rd forming a triangle of grass, (Photo L), vehicles carry speed in Elm Rd due to lack of deflection.

S5 – A wide, busy road with residential service roads set back. Existing temporary light segregated cycle lanes along a section. (Photos M and N)




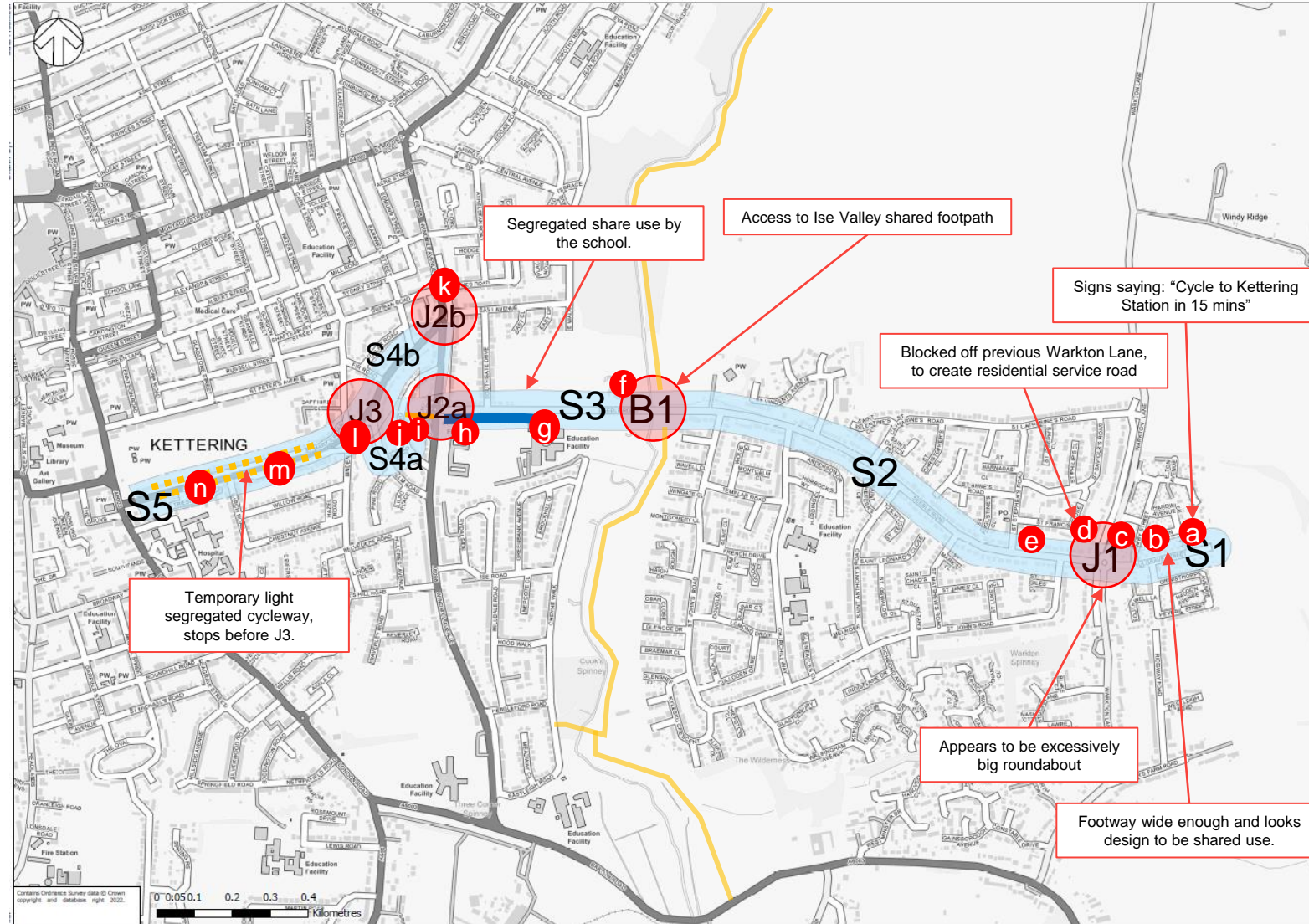
-  Shared use footpaths
-  Advisory on carriageway cycle route
-  Shared use footways

 Photo Reference



Cycle Route Audits – Key Photos

Corridor 6: Hanwood Park SUE to St Mary's Road.

East Route (Slide 2 of 5)



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Hanwood signs saying: "Cycle to Kettering Station in just 15 minutes"



e



f



Cycle Route Audits – Key Photos

Corridor 6: Hanwood Park SUE to St Mary's Road.

South Route (Slide 3 of 5)



g



h



i



j



k



l



m



n



Cycle Route Audits – Key Findings

Corridor 6: St Mary's Road to Hanwood Park SUE.

East Route (Slide 4 of 5)



Recommended improvements

S1 – Formalise the shared use footways within the Hanwood Park development.

J1 – Reduce lane widths and improve crossing facilities for pedestrians and cyclists. The roundabout design and diameter appear excessive for the traffic flows. The residential service road (Warkton Lane) could be easily be made accessible for cyclists and act as a connecting low traffic advisory route.

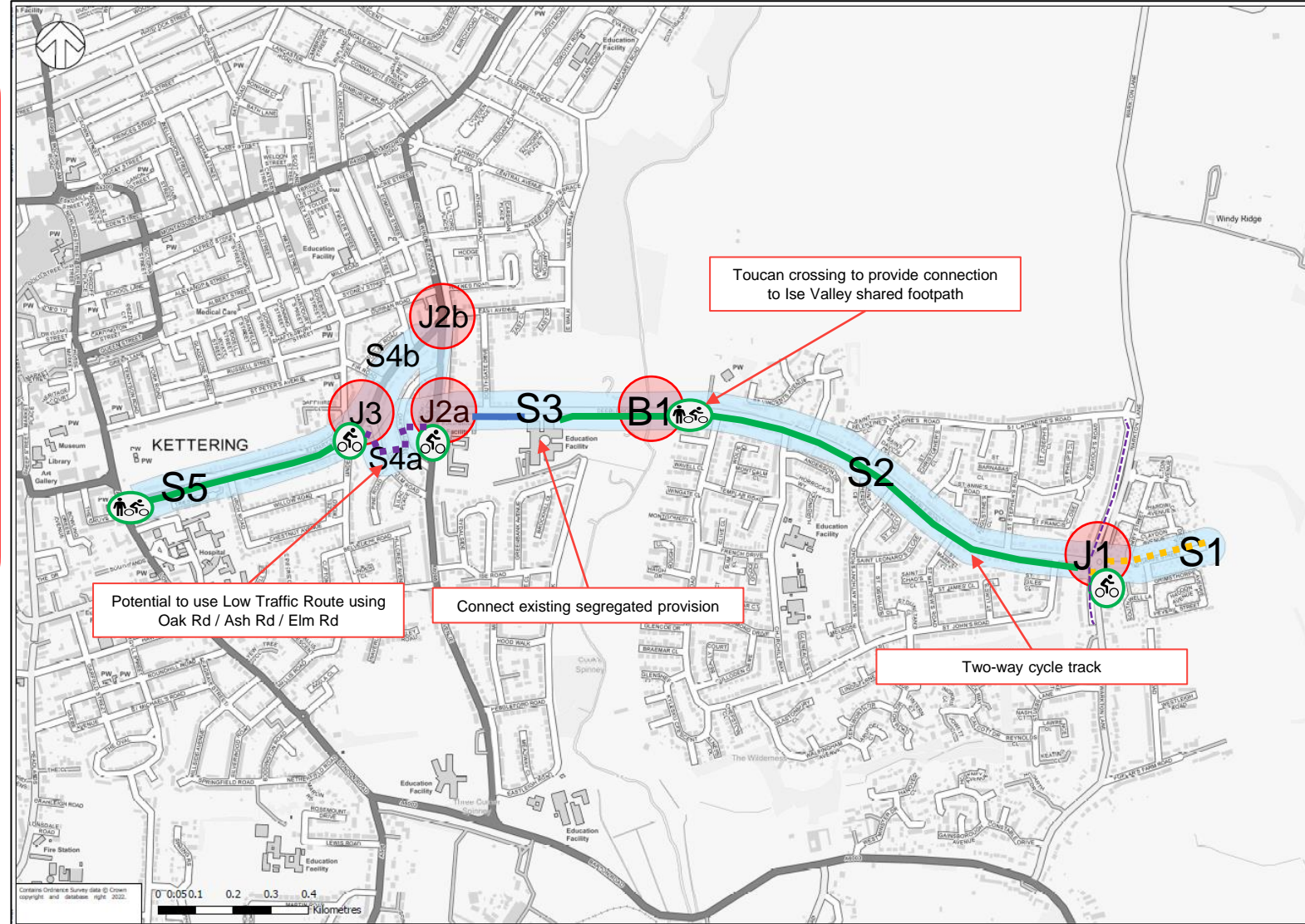
S2 – Utilise the existing verge on the south side of Deeble Road to accommodate a 2-way cycle way (may need to be narrowed or shared used for some sections to avoid tree removal). Use the existing width of the bridge and the existing verge up to Kettering Academy to continue two-way cycle way. Connect into the existing segregated cycleway west of the school.






J2a – Improve crossing on the south arm of roundabout, consider signalling. Recommend minor widening of the through cut through and routing via the quiet residential roads to **J3** instead of via **J2b** and **S4a**, as this aligns with desire lines and provides a more direct route to the town centre. (S4b may be a more feasible option if Route 7 north of J2a is improved).

S4a – Low traffic neighbourhood, traffic calming, cycle markings and signage.

J3 – Amend the current junction arrangement into a more standard T-junction and utilise the west arm of the triangle to initiate a two-way cycle track.

S5 – Use the verge and current temporary light segregated cycle lanes to provide and kerbed two-way cycleway on the south side of St Mary's Road. The south side of the carriageway would initially appear to benefit from easier connections at J3 and the junction with London Road.



-  Advisory low traffic cycle route
-  Kerbed Two-way cycle track
-  Shared use footways
-  Changes to junction to improve for cyclists
-  Pedestrian and cyclist crossing improvement

Cycle Route Audits – Key Findings

Corridor 7: Windmill Avenue.

East Central Route (Slide 1 of 4)



Summary of existing situation





J1 – Included in the Corridor 3, J2. Busy and constrained roundabout with wide diameter but a painted island. Lack of crossing facilities and dropped/tactile paving. Faded marking in need of improvement. Minor side roads on the Windmill Ave approach without dropped kerbs make it negative junction for pedestrians and cycles. (Photo F).

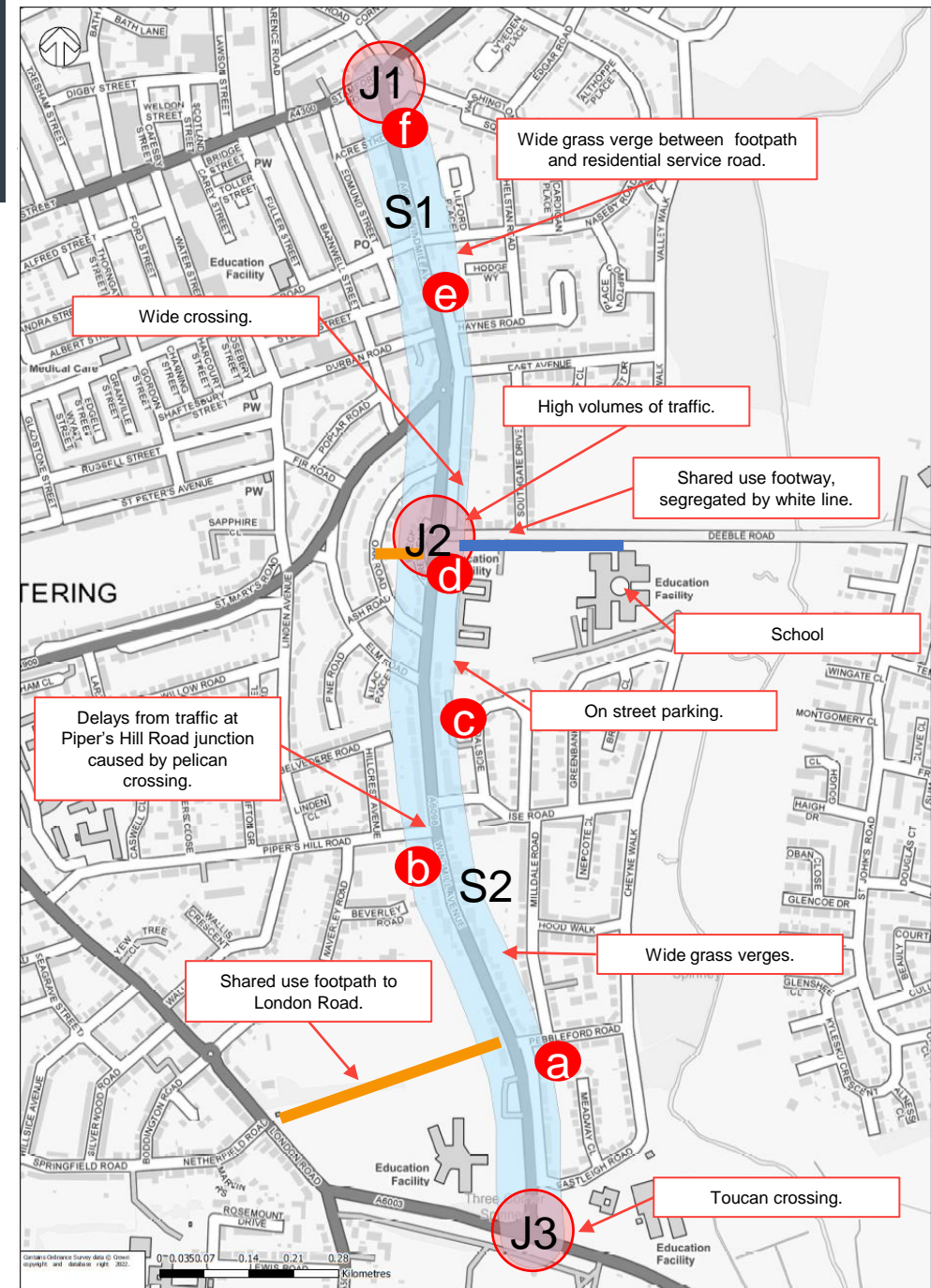
S1 – Busy section of carriageway with lots of side roads and kerbside activity. Constrained by trees and kerb parking. The southern section of S1 has a parallel residential service road to the east of the carriageway, separated by a grass verge. (Photo E).

J2 – Wide diameter 3-arm roundabout with 2 lane approaches. High volumes of traffic, especially during school drop off/pick up hours. Uncontrolled pedestrian crossing provision. (Photo D).

S2 – Very constrained section with limited carriageway width, mature tree lined verges, lots of kerbside activity and on-street parking (Photo C). Delays on Piper's Hill Road joining this section of the route caused by a pelican crossing north of the junction. Lots of footfall and high volumes of traffic around due to school drop off/pick up hours. Has a wide residential entrance just south of **J2** which feels unsafe to cross. On street parking along section approaching and busy with movements associated with Tresham College to the south of the section.

J3 – Undergoing construction work during site audits so had temporary lights and restricted vehicle movements. Would appear to be a busy signalised T-junction with separate signalised left movements. Pedestrian movements complicated by splitter islands.

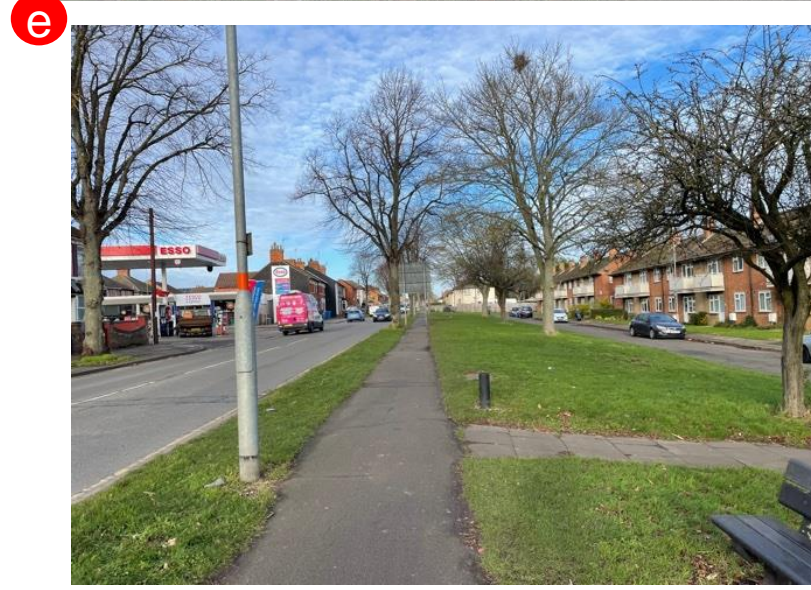
-  Shared use footpaths
-  Advisory on carriageway cycle route (no markings)
-  Shared use footways
-  Photo Reference



Cycle Route Audits – Key Photos

Corridor 7: Windmill Avenue.

East Central Route (Slide 2 of 4)



Cycle Route Audits – Recommended Improvements

Corridor 7: Windmill Avenue.

East Central Route (Slide 3 of 4)



Recommended improvements

J1 – Consider a signalised junction, which would give greater control of movements and improve pedestrian and cycle movements.

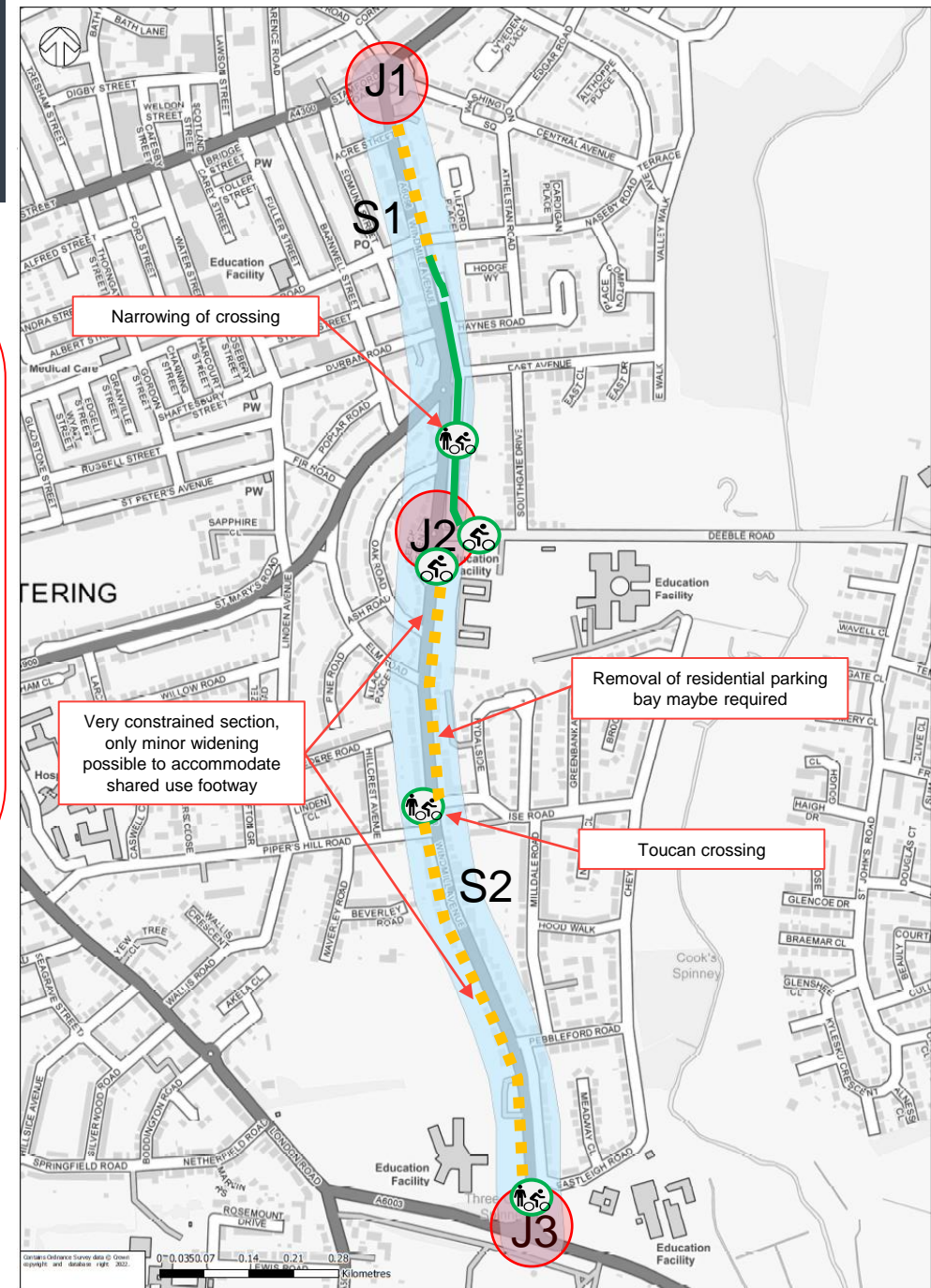
S1 – Utilise the verges on east side of carriageway to create a segregated cycle and pedestrian facilities east side of the carriageway where possible. Although this may be constrained by mature trees and on-street parking, so a shared use footway maybe the extent that can be accommodated. A segregated section of cycleway should connect to the residential service road to the east of the carriageway and utilise the wide verge to provide and two-way cycle track to J2. Reduce excessively wide bell-mouth access to residential service road to improve pedestrian and cycle crossing.

J2 – Consider reducing width of approach arms and accommodating controlled crossing on southern approach arm.

S2 – Limited potential for optimum design cycle provision. The available width, mature trees and kerbside activity restricts the possibility to provide segregated provision, but with many schools and colleges located on this section, some level of shared use provision is recommended.

J3 – Currently under construction, but signalised cycling and pedestrian crossing facilities should be provided. (Included in **Corridor 8, J2**).

- Segregated two-way cycleway
- Shared use footways
- Changes to junction to improve for cyclists
- Pedestrian and cyclist crossing improvement



Cycle Route Audits – Key Findings

Corridor 8: A6003 Barton Road, Wicksteed Park

Wicksteed Park Route (Slide 1 of 4)



Summary of existing situation

J1 – Existing signalised T-junction with Toucan crossings, recently updated. Shared use footway on the south side.

S1 – Existing shared use footway on the south side of carriageway before a Toucan crossing connecting to the Ise Valley shared footpath route. (Photo G and F).

The shared footway continues on the north side of Barton Rd over the Toucan crossing (Photo E) to the Bridge (B1) over the River Ise.

B1 – The bridge has been widened on both sides but the original brick/stone work remains and reduces the footway width. (Photo D).

S2 – Existing shared use footway on the north side of Barton Road (Photo C), passing the entrance to Wicksteed Park (Photo B).

J2 – Signalised T-junction currently undergoing construction work.

S3 – Existing shared use footway continues on the north side of Barton Road to the junction with London Rd **included in Route 5**.



-  Shared use footpath
-  Shared use footways

 Photo Reference

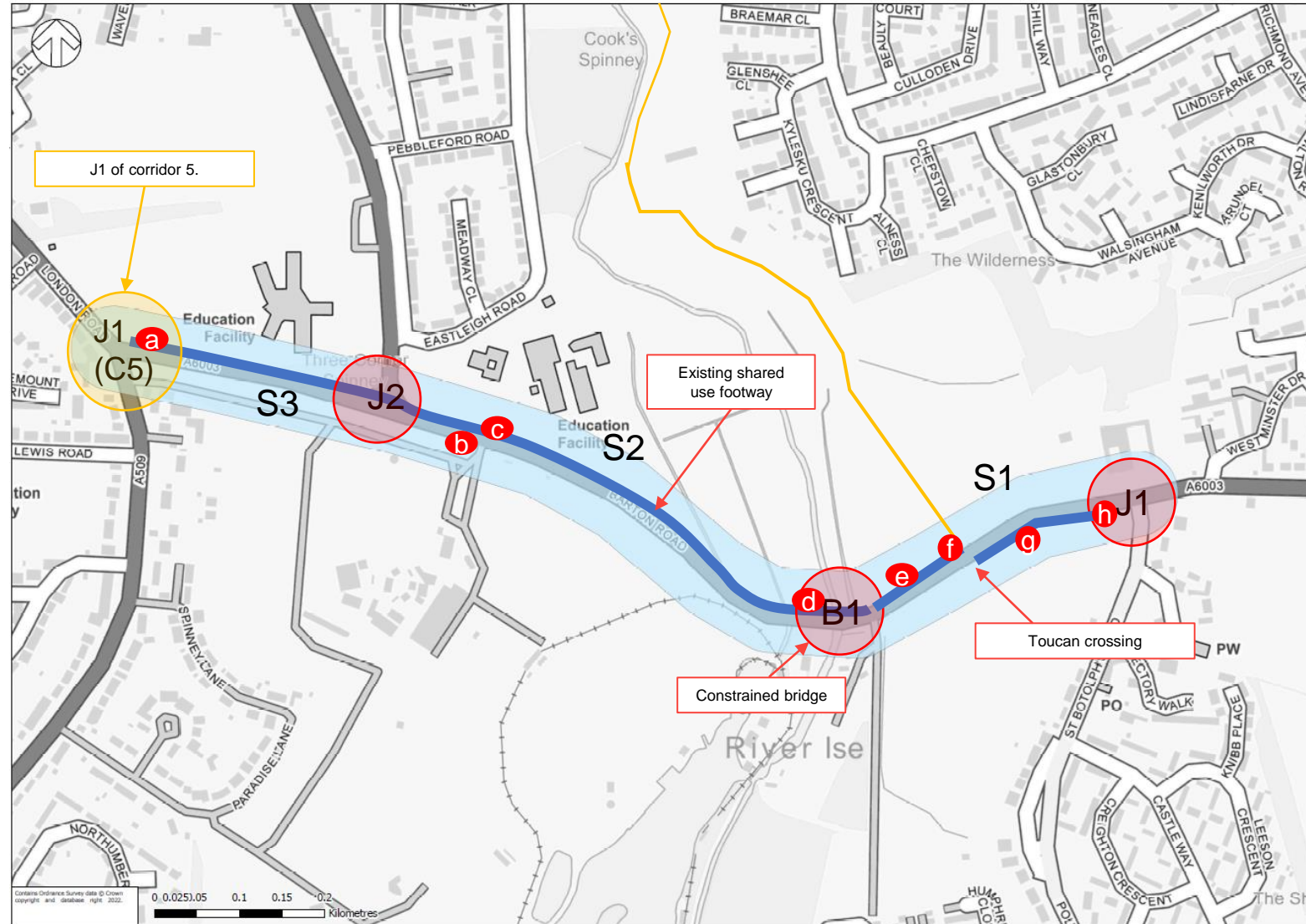


 Photo Reference

Cycle Route Audits – Key Photos

Corridor 8: A6003 Barton Road, Wicksteed Park

Wicksteed Park Route (Slide 2 of 4)



a



b



c



d



e



f



g



h



Cycle Route Audits – Recommended Improvements

Corridor 8: A6003.

Wicksteed Park Route (Slide 3 of 4)



Recommended improvements

J1 – Maintain existing Toucan crossings.

S1 – There is potential constraints in the vicinity of J1, to accommodate a bus layby and 3 traffic lanes within the available width. Therefore, maintaining the existing shared use footway between J1 and the Toucan crossing connecting to the Ise Valley route is considered suitable.

B1 – Potentially constrained by the original brick/stone bridge structure, but there would appear to be total width to accommodate a reduced section of two-way cycle track.

S2 – West of the Ise Valley there is potential width to accommodate a segregated two-way cycle track to improve continuity with the rest of the Barton Rd.

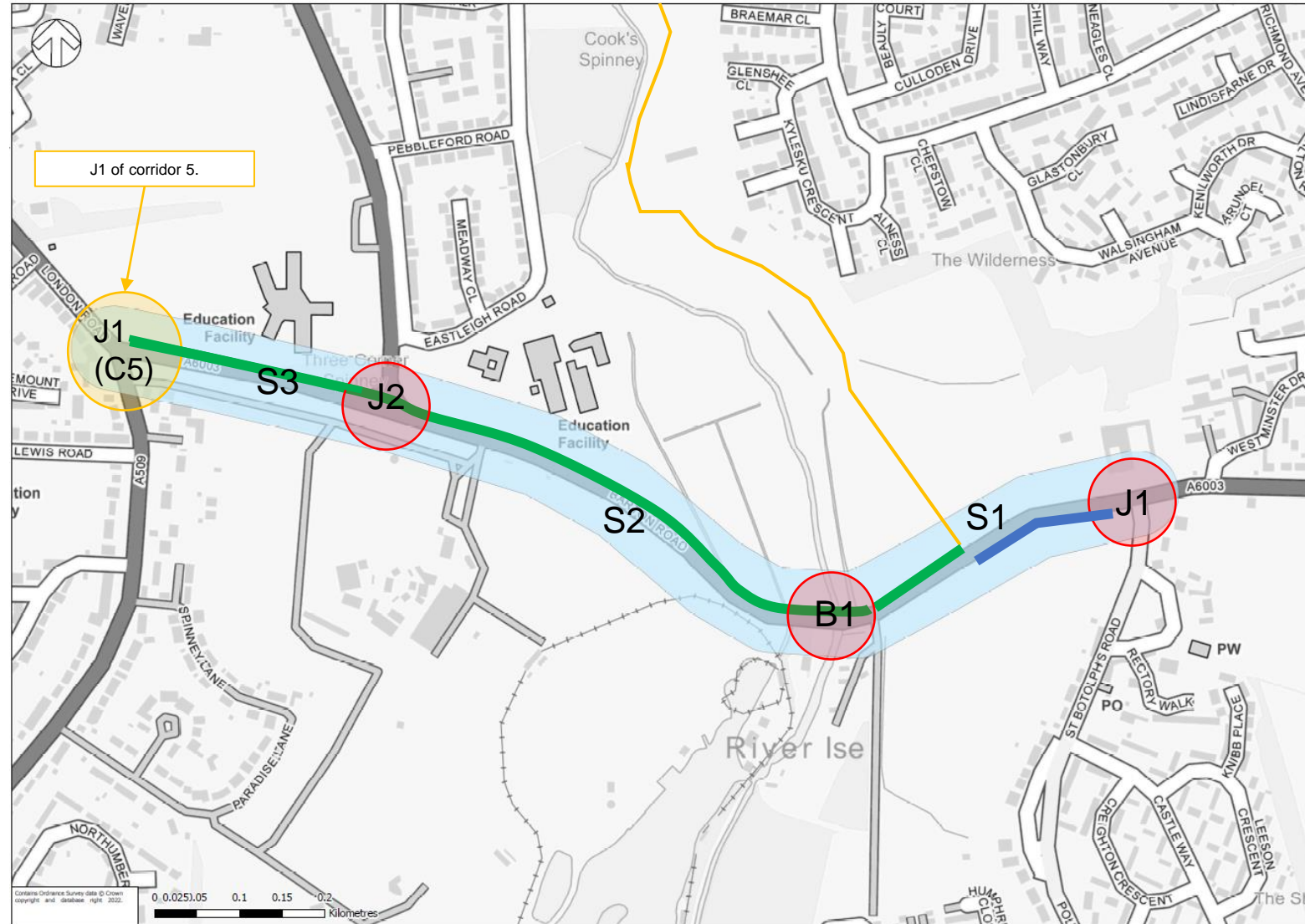
J2 – Currently being upgraded, but signalled provision for pedestrians and cycles should be provided.

S2 – Available width to upgrade the existing shared use footway to a two-way cycle track.

C5 – **J1** should incorporate signalled pedestrian and cycle facilities to access the cycle track on the north side of London Rd.

 Segregated two-way cycleway

 Existing shared use footway to be maintained/improved



Cycle Route Audits – Key Findings

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 1 of 5)



Summary of existing situation

J1 – Busy grade separated roundabout junction of A14 (Junction 9) and A509. Previously had no pedestrian provision, but construction work was being undertaken while undertaking the audit to create a shared footway on the north side of the junction connecting to Kettering Venture Park. (Photo A).

S1 – Like S1, busy dual carriage way with only partial footways, but construction work was being undertaken while undertaking the audit to create a shared footway on the north east side of the carriageway.

J2 – Large 4-arm roundabout with 2-lane approach arms. Footway provision on some of the arms, but informal pedestrian crossing on Kettering Parkway only.

S2 – Dual carriageway with central barriers, footways and bus layby on both sides.

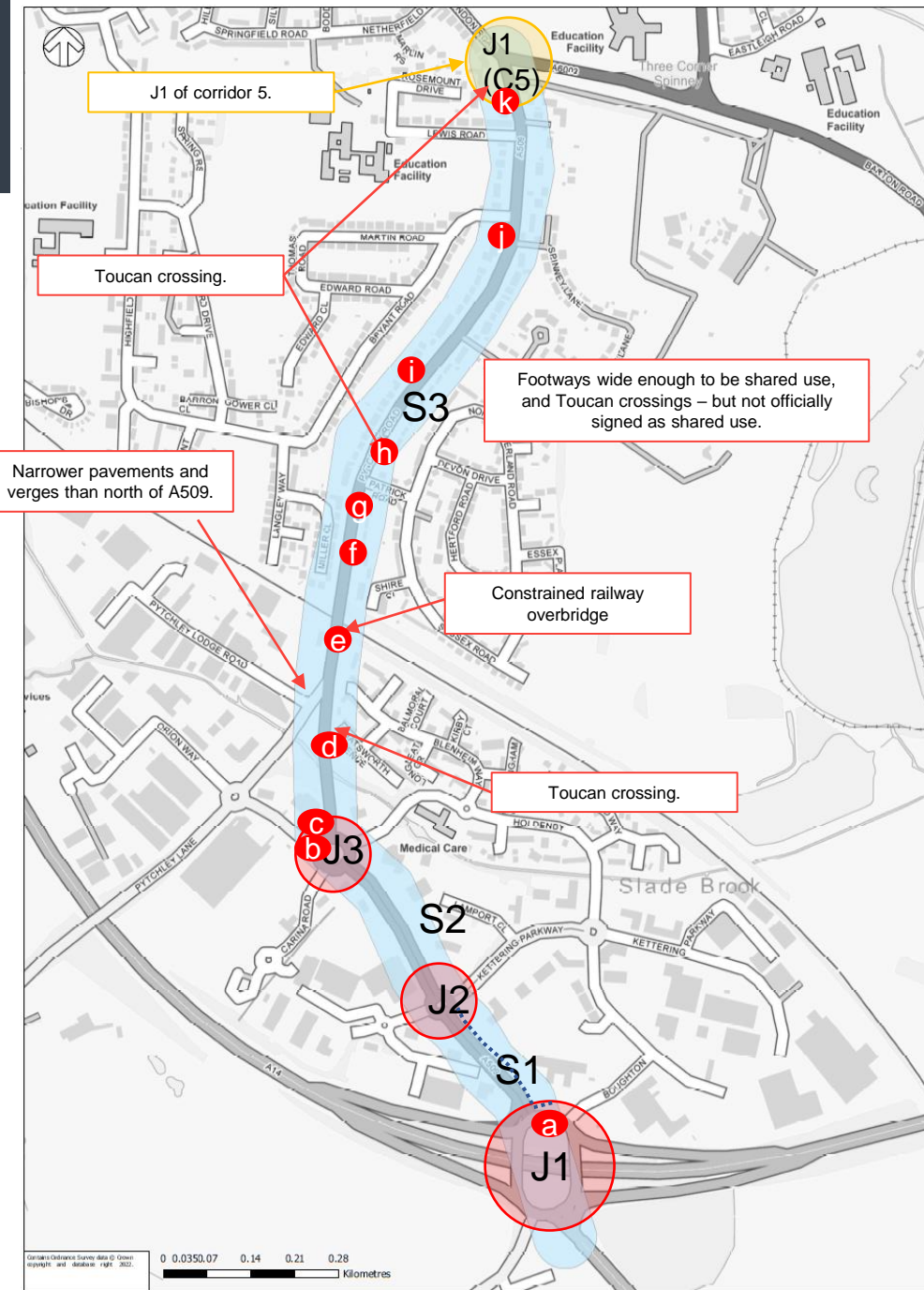
J3 – Large 5-arm roundabout, with accesses to retail parks. Signalised pedestrian crossing on the southern A509 arm only. Dropped kerbs and tactile paving on the other arms, but difficult and intimidating to cross with high traffic flows and speeds. (Photo B, C).

S3 – Busy principle road which becomes residential north of the railway bridge. Appears to have footways wide enough to be shared use and has a number of existing Toucan crossings (Photos D, H).

Constrained railway overbridge, (Photo E).

Wide footways and verges, but lots of parking across verges observed (Photo I).

London Road / Pytchley Road junction included in **Corridor 5 (J1)**, but would be critical to connecting Corridor 8 and 8A.



Cycle Route Audits – Key Photos

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 2 of 5)

a



b



c



d



e



f



Cycle Route Audits – Key Photos

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 3 of 5)



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i



i



k



Cycle Route Audits – Recommended Improvements

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 4 of 5)



Recommended improvements





J1 – Continue recently constructed shared use footway across the junction to connect A509 south of the A14. Improve crossing facilities and consider signalling east side of the junction.

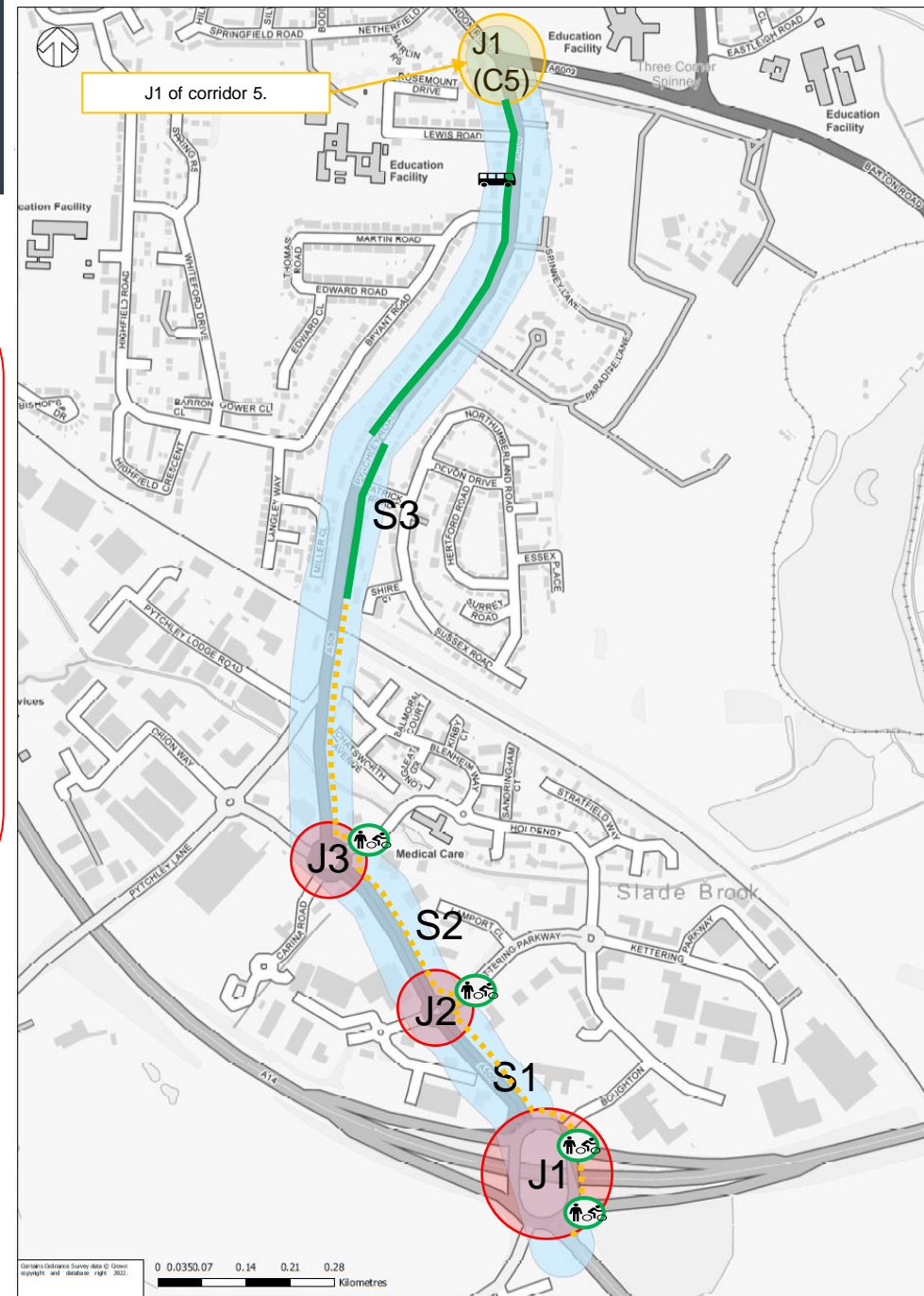
S1/J2/S2 – Continue or formalise the shared use footways and consider reducing the number of lanes on the Kettering Parkway arm of J2, to improve provision and provide continuity of shared use footway on the eastern side of A509.

J3 – Consider full signalisation of the junction to create a more pedestrian and cycle friendly environment and connect to retail trip attractors. However, as a minimum route requirement, Holdenby arm of the junction should have approach lanes reduced and improved cycling and walking crossing provision, possibly signalised.

S3 – Continue and formalise the shared use footways across the railway bridge on the east side of Pytchley Road.

S3 – North of the railway bridge where there is more potential width, consider a two-way cycle track by using the existing grass verge and restricting verge parking. Use the existing Toucan crossing to switch to the west side of the carriageway where there is a wider verge to the north of the section to accommodate cycle provision. Remove northbound bus layby to facilitate cycle track.

-  Segregated cycle and pedestrian facilities
-  Improving or new shared use
-  Pedestrian and cyclist crossing improvement
-  Bus stop intervention



Cycle Route Audits – Key Findings

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

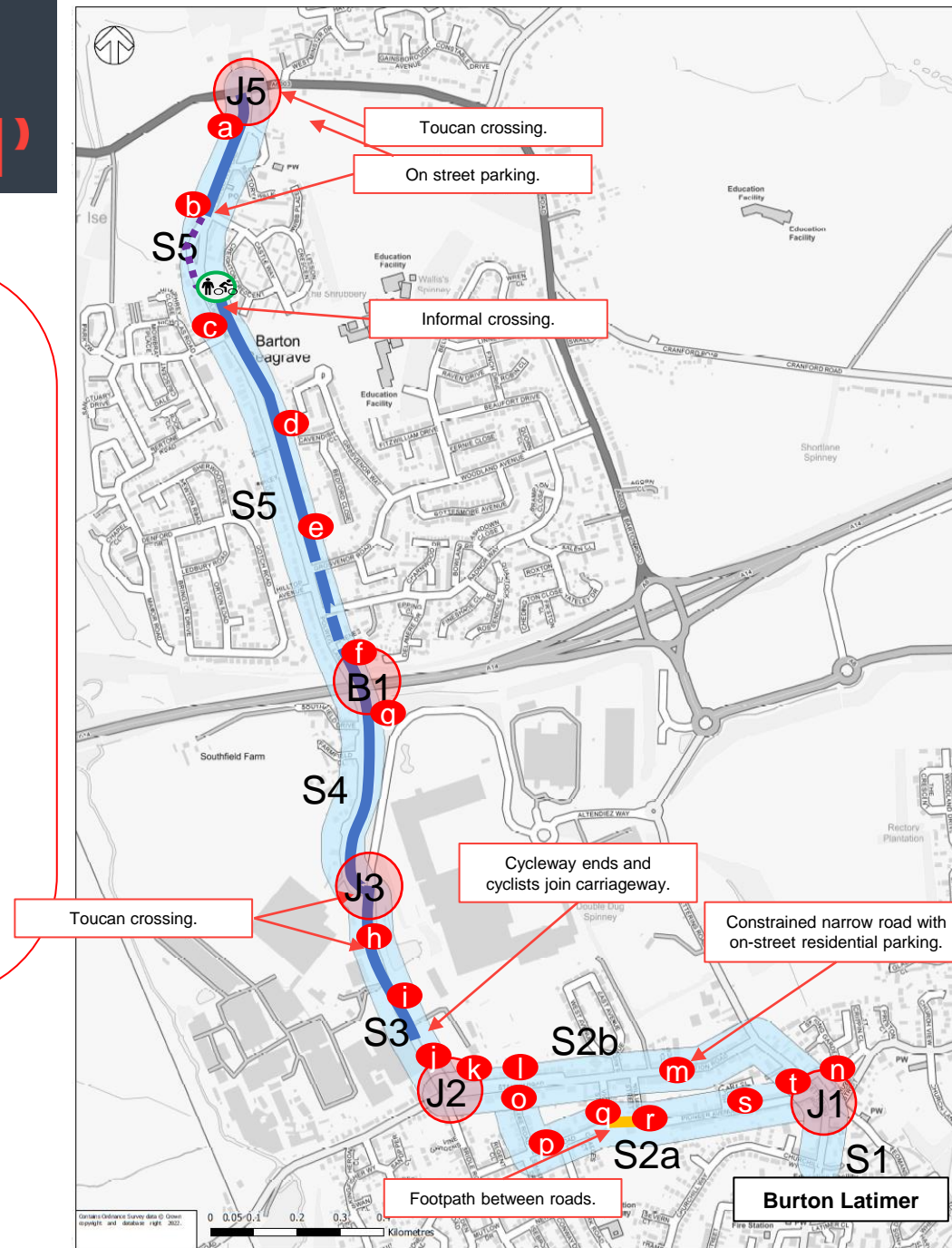
Barton Seagrave Route (Slide 1 of 6)



Summary of existing situation

- J1** – Mini 3-arm roundabout next to monument and High St, with retail units and kerbside activity subject to 20mph speed limit south of J1. (Photo N).
- S2a** – Quiet residential back route with a footway cut through between Pioneer Ave, and Regent Rd (Photos Q and R). Existing informal crossing on Station Rd, connecting to the residential service road to the north on the west section of Station Rd. (Photo L and K).
- S2b** – Constrained narrow and busy residential road with on-street parking (Photo M).
- J2** – Wide two-lane approach priority junction with HGV movements from west to Polwell Lane (Photo J).
- S3** – Existing shared footway on the east side of Polwell Lane (Photo I), that stops just short of the junction with Station Road. Some misleading footway markings that contradict the shared use footway signage. Existing Toucan crossing before J3 connecting to a shared use footway on the west side of the carriageway. (Photo H).
- S4** – Wide priority junction with 2-lane approaches and ghost island right turn. Existing shared use footway continues to the west of the junction to an informal crossing.
- S5** – Wide carriageway with residential side roads to the west, existing wide shared use footway on the east of the carriageway (Photo G).
- S5** – Residential road with lots of drive way accesses. Existing shared use footway on the east side of Polwell Lane, although appears to be narrow and below standard width in places (Photo E). Informal crossing to a quiet residential road (St Botoph's Road – Photo C and B). Shared use footway continues on the west side of the carriageway north of the St Botoph's Road residential service road, but is narrow in places and obstructed by vehicles parked on the footway (Photo A).
- J5** – Recently upgraded signalised T-junction with Toucan crossing on the St Botoph's Road arm. Existing shared use footway on the west side of the junction.

- Shared use footpaths
- Advisory cycle route low traffic (no markings)
- Shared use footways
- Photo Reference



Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



a



b



c



d



e



f



g



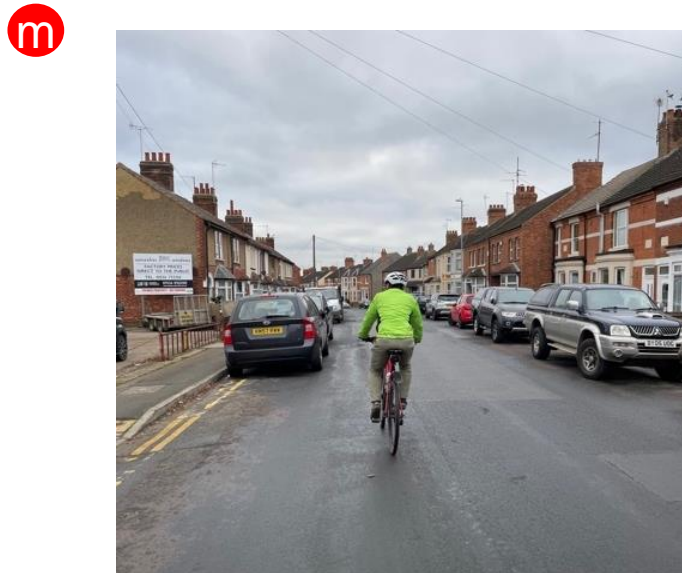
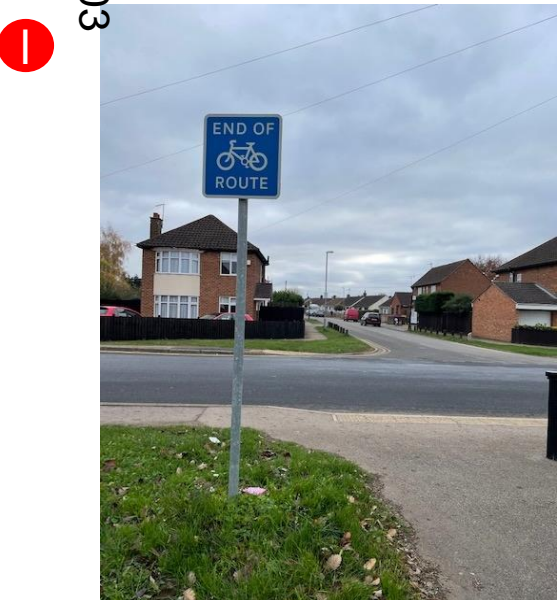
h



Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



o



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p



q



r



s



t



Cycle Route Audits – Recommended Improvements

Corridor 8B: A6003 to Burton Latimer (via Polwell Lane)

Burton Latimer Central Route (Slide 3 of 3)



Recommended improvements

J1 – Limited improvements can be accommodated at this constrained High St junction. As this area is likely to be a destination, it is recommended that cycle parking and signage are provided.

S2a – Recommended to promote the quiet, low traffic route via Pioneer Ave and Regent St, Glebe St. Upgrade cut through to a shared footpath.






Provide a Toucan crossing to connect Glebe St to Station Road.

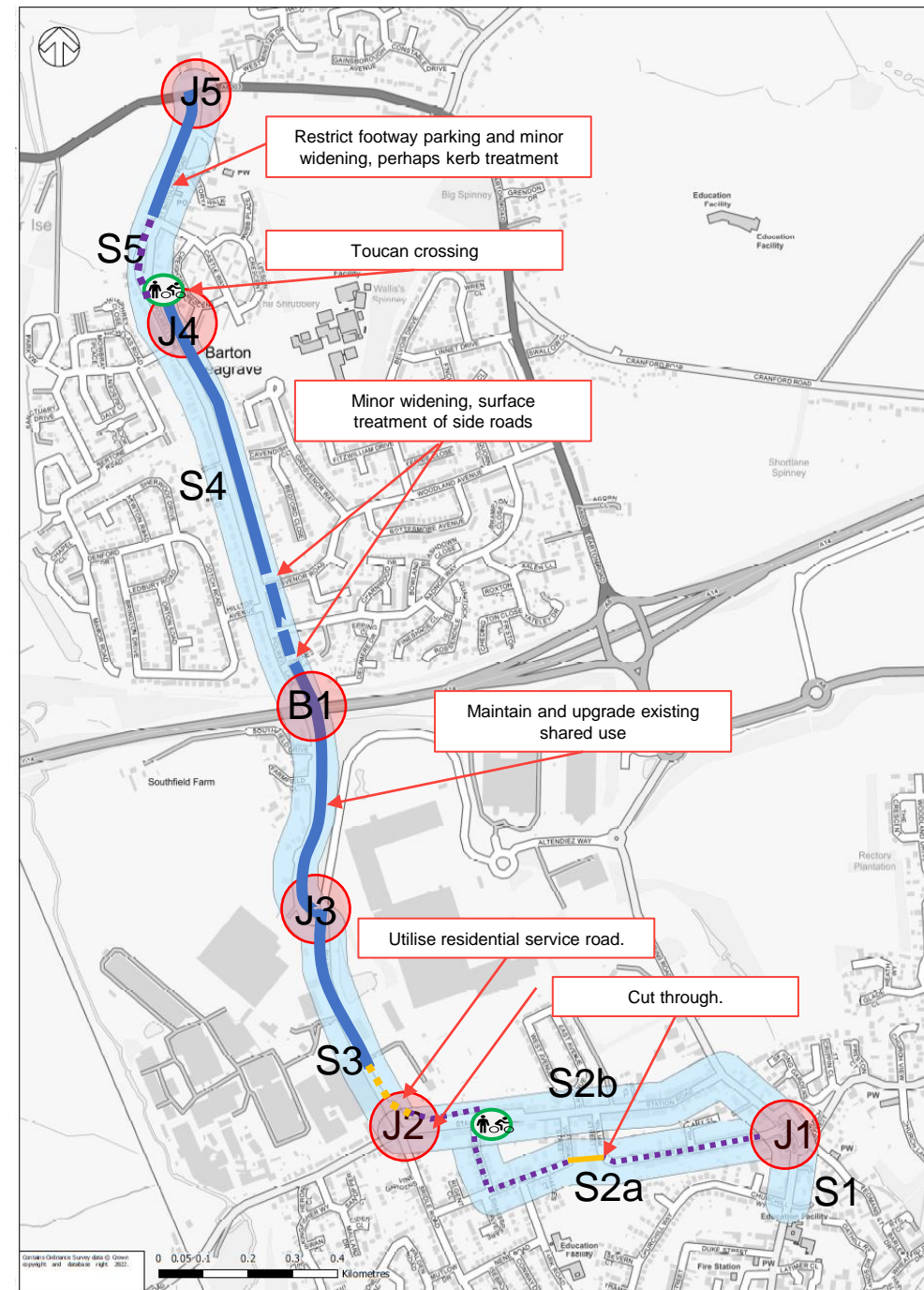
J2 – Utilise the Station Rd residential service road as a quite low traffic route to bypass J2

S3 – Continue existing shared use footway to connect to Station Rd.

S4/J4/S5 Upgrade and widen sections of existing shared use footway. Surface treatment of side roads, and removal of bus laybys.

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-  Improve, upgrade, minor widening of existing shared use footway
-  Low traffic advisory route with traffic calming and signage
-  Shared use footpath
-  New shared use footway
-  Pedestrian and cyclist crossing improvement



Cycle Route Audits – Key Findings




Corridor 8C: A6003 to Burton Latimer.

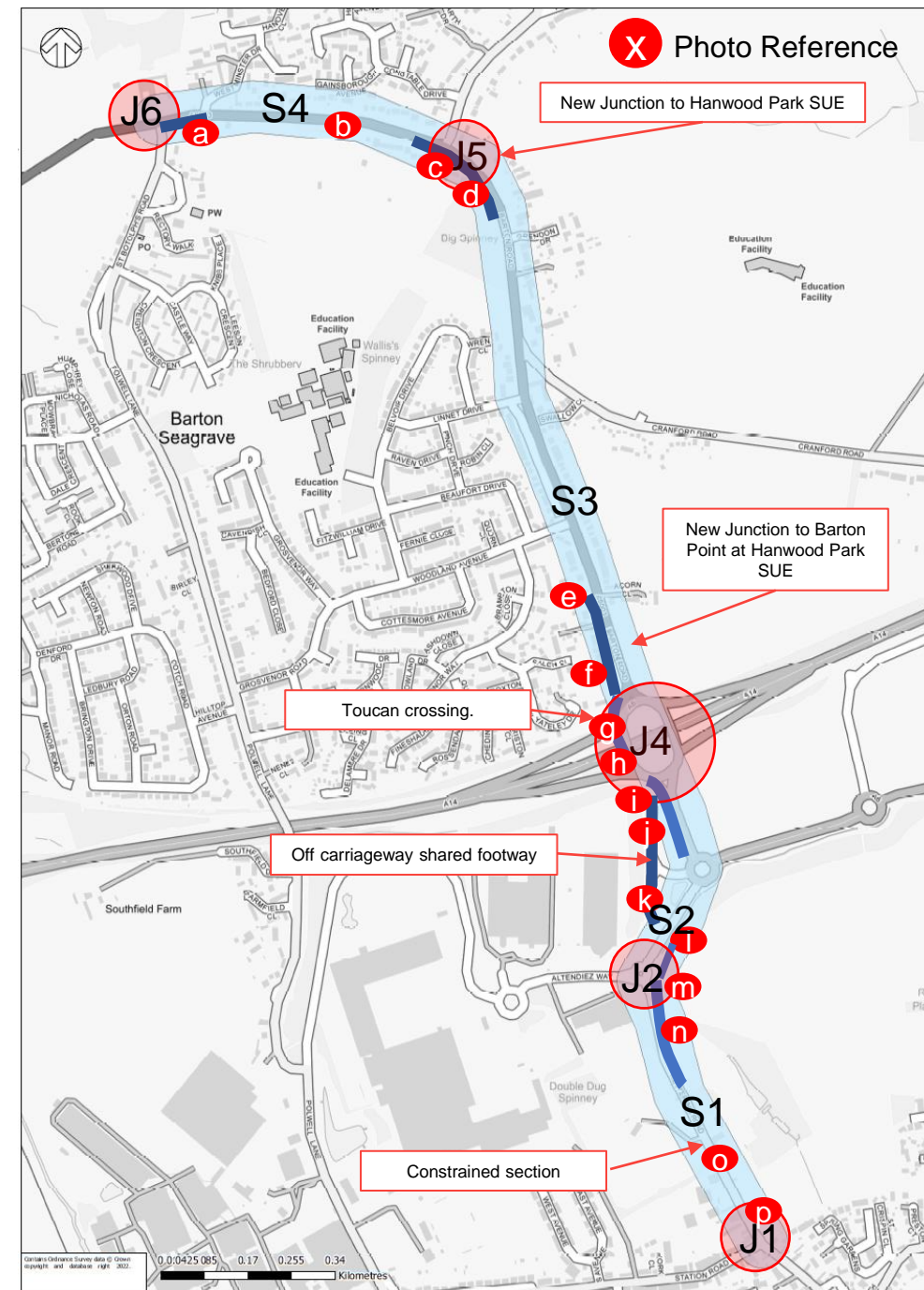
Burton Latimer East Route (Slide 1 of 3)



Summary of existing situation

- J1** – 3 – arm mini roundabout. Faded markings, in need of repair, lacking dropped kerbs and tactile paving. (Photo P).
- S1** – Constrained carriageway with property walls immediately siding the footway/carrageway on both sides. Relatively high vehicle speeds and HGV traffic (although HGV Access is restricted) creating an intimidating cycling environment (Photo O). Existing Shared Use footway to the north of the section.
- J2** – 3-arm roundabout with splitter islands and hatching.
- S2** – Shared use footway to the east of J2, before an informal pedestrian and cycle crossing (Photo L) to a recently constructed shared use footpath set back to the west carriageway up to J4. (Photos K, J, I)
- J4** – A large grade separated roundabout junction over the A14 (Junction 10). Recently upgraded informal crossing provision on the on-slip and signalised toucan crossing on the off-slip on the west side of the junction, (Photos H and G).
- S3** – Recently re-aligned carriageway to provide a new 2-arm roundabout to Barton Point, Hanwood Park. Wide shared use footway using the old alignment of Barton Road (Photo F). Existing shared use footway ends approximately 200m north of J4 (Photo E). Busy residential road sided by grass verges, residential access roads and vegetation.
- J5** – Recently constructed signalised T-junction followed by an existing signalised T-junction, with existing shared use footways and Toucan crossings (photos D and C).
- S4** – Wide carriageway with central hatching, verges, bus laybys and residential properties set back from the carriageway (Photo B).
- J6** – Recently upgraded signalised T-junction with existing shared use footways and a Toucan crossing (Photo A), included as J5 in Corridor 8B.

-  Shared use footpaths
-  Shared use footways
-  Photo Reference



Cycle Route Audits – Key Photos

Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 1 of 3)



a



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b



c



d



e



f



g



h



Cycle Route Audits – Key Photos

Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 1 of 3)



i



Page 208

j



k



l



m



n



o



p



Cycle Route Audits – Key Findings

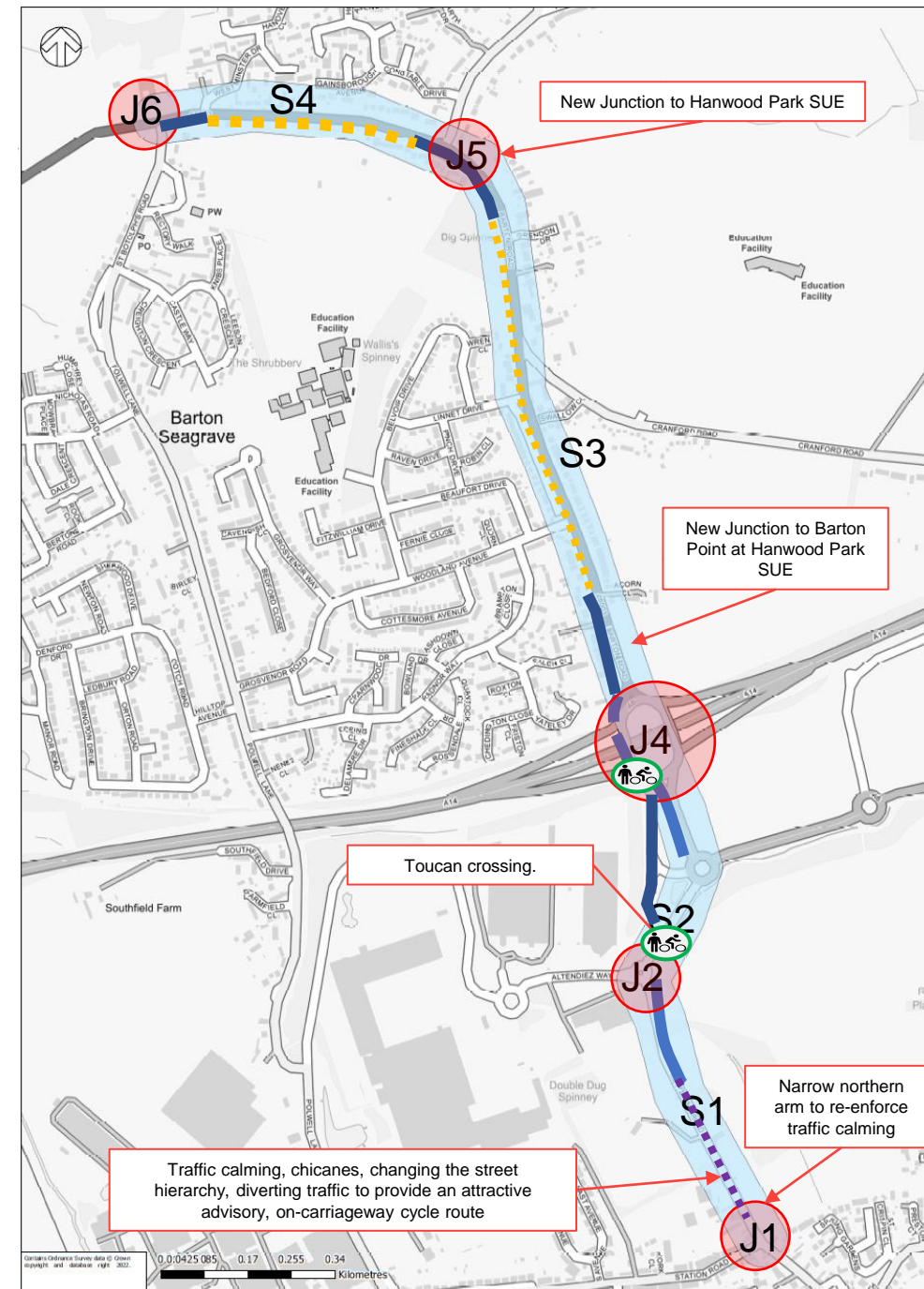
Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 3 of 3)



Recommended improvements

- J1** – Reduce width of the north arm of the roundabout and introduce traffic calming to reinforce the change in hierarchy and encourage alternative routing.
- S1** – Remove centre line and reduce carriageway width. Introduce traffic calming features such as chicanes to reinforce the change in hierarchy and provide an attractive on-carriageway cycle route. Connect to existing shared use.
- J2** – Provide toucan crossing north of roundabout.
- S2** – Maintain existing off-carriageway shared use route.
- J4** – Provide Toucan crossing on the on-slip arm on the west side of the junction to align with the existing Toucan crossing on the off-slip.
- S3** – Continue the shared use footway, connecting the gap between to 2 new Hanwood Park junctions. Provide continuity of provision and connect existing sections.
- J5** – Provide recently constructed shared use and Toucan crossings at junction.
- S4** – Continue the shared use footway, connecting the gap between J6 and J5. Sufficient available width to provide continuity of provision and connect existing sections.
- J6** – Recently upgrade junction with Toucan crossings.



- Existing shared use footway
- On carriageway route, with traffic calming
- Segregated cycle and pedestrian facilities
- Improving or new shared use
- Pedestrian and cyclist crossing improvement
- Bus stop intervention

Cycle Route Audits – Key Findings

Station Link

(Slide 1 of 4)



Summary of existing situation

Kettering Station Access – Proposals for improved station approach with improved public realm and taxi drop off provision. Recent construction of a new ‘Cycle Hub’ (photo A).

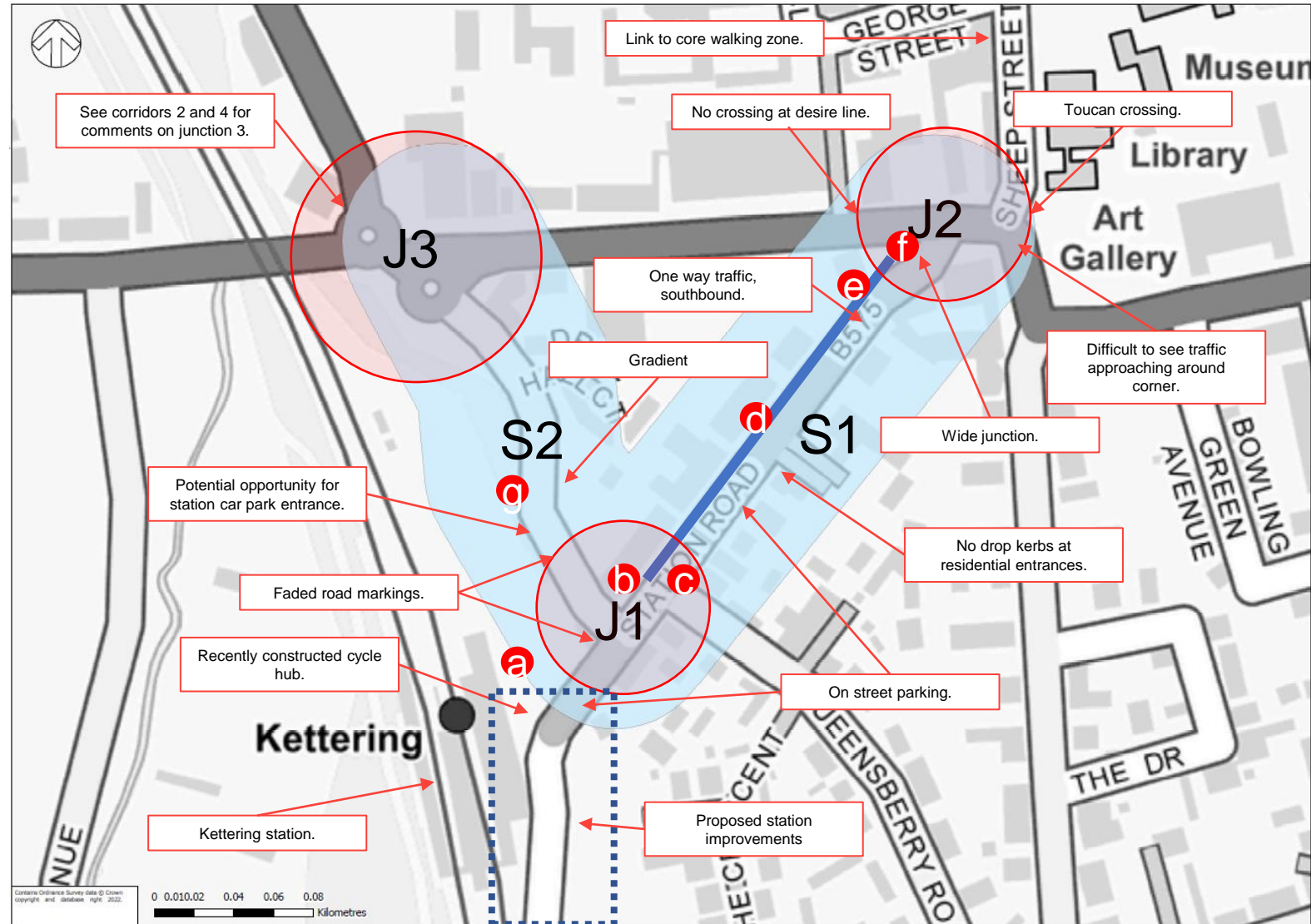
J1 – No formal crossing provision at Northfield Ave / Station Rd junction

S2 – Low traffic volumes along section. Wide footway with existing shared use footway on the north side of the carriageway (photo D). On street parking and some missing dropped kerbs on the south of the carriageway.

J2 – Currently J2 does not favour desire lines. Feels unsafe to navigate for pedestrians and cyclists. Wide access when approaching from Station Road. Difficult to see the traffic approaching from east of the junction. Railing along main road prevents crossing at desire lines.

S1 – low traffic volumes along section. Potential new access to car park (photo G).

J3 – indirect route crossing junction if approaching from north of roundabout.



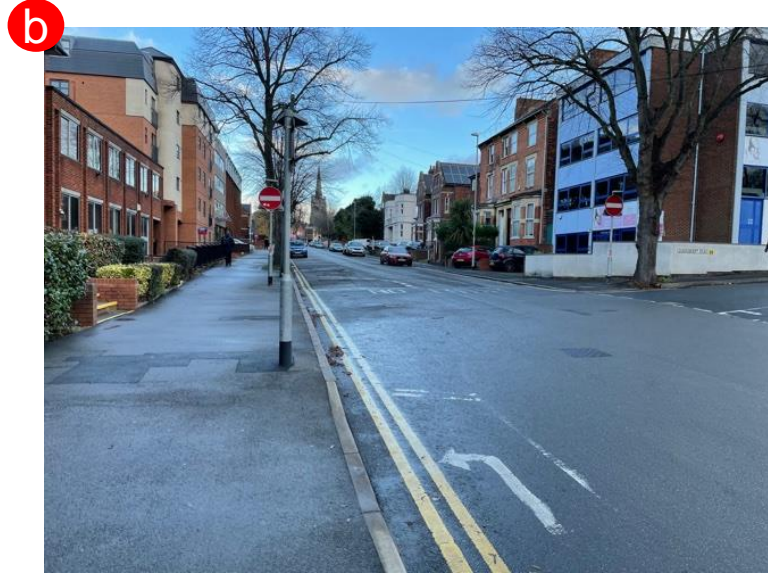
Existing Shared use footways

Photo Reference

Cycle Route Audits – Key Photos

Station Link

(Slide 2 of 4)



Lack of drop kerbs along Station Road.



On street parking along Station Road.



Wide entrance to Station Road from Junction 3.



Barriers to prevent crossing junction 3 at desire line.



Cycle Route Audits – Recommended Improvements

Station Link

(Slide 3 of 4)



Recommended improvements


J1 – Proposed improvements to station access, and improved crossing provision at junction with Northfield Ave / Station Road.

S1 – Segregated cycle and pedestrian facilities along section.

S2 – Segregated cycle and pedestrian facilities along section. Alternatively, a shared use footway if the space is limited.

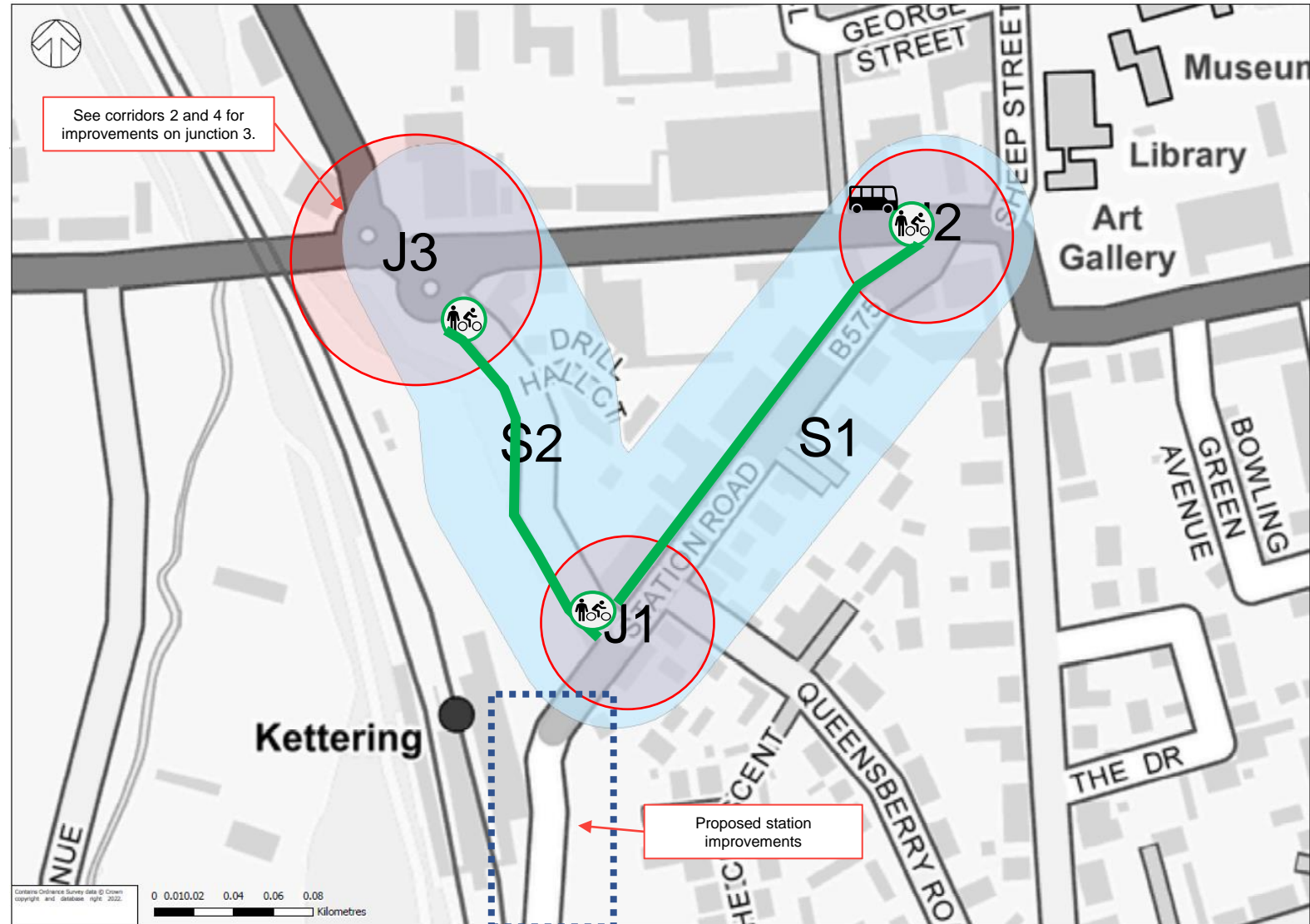
J2 – Improvement to pedestrian and cycling crossing to meet desire lines.

J3 – Improvements to pedestrian and cycling crossing around double roundabout.

 Segregated cycle and pedestrian facilities

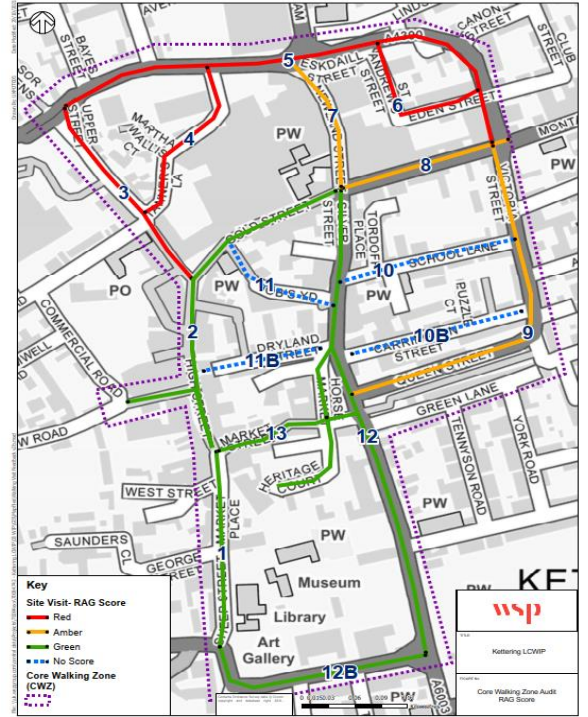
 Pedestrian and cyclist crossing improvement

 Bus stop intervention



CWZ Route #	Road Name	MT	KT	AH	NH	Average
1	Sheep Street / Market Place	10	10	10	10	10
2	High street (+ Meadow Road)	8	9	9	7	8.25
3	Lower street	1	1	3	2	1.75
4	Tanners Lane	0	0	2	1	0.75
5	Eskdail Street	1	2	3	2	2.00
6	Eden Street / Andrews Street	1	2	3	2	2.00
7	Newland Street	6	7	5	4	5.50
8	Montagu Street	4	4	3	2	3.25
9	Victoria Street	4	3	3	2	3
10	School Lane / Carrington St	4			5	4.5
11	Dryland Street / Jobs Yard	4			3	3.5
12	Silver Street	6	7	7	9	7.25
13	Market Street / Heritage Court	10	10	10	10	10

Walking Link Route	Road Name	MT / NH
W1	Rockingham Road	6
W2	Lower Street / Rothwell Road	4
W3	Montagu St / Stamford Road	5
W5	London Road	6
W Station Link	Station Road	8



Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2	Parking, still wide carriageway	
	Amber				
	Red	-			
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	10		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red	-			
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2	West Street - cobbles	
	Amber				
	Red				
		Total	10		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2	Lots of cars parked right outside cafe area (Piccadilly buildings) which narrows pavement and feels car-dense.	Reduce street parking outside Piccadilly buildings. Extend cafe seating onto reclaimed street space.
	Amber				
	Red				
Directness	Green	-	2	Direct within the area but route east from Sheep Street (ie past church towards London road carpark is not direct.	Add pedestrian (and cycle?) cut through from Sheep St to London Road car park when new gallery, library and museum built.
	Amber				
	Red				
Safety	Green	-	2	Visually impaired may struggle with traffic on market place	
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	10		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2	Minor issue with perpendicular parking and A frame boards outside café causing localised narrowing of pavement.	
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	10		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		Resurface, better public realm design
	Amber	-			
	Red				
Comfort	Green		1		Surfacing maintenance
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		Parking across pedestrian zone end of gold street.
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	8		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1	Some litter.	
		-			
			2		
		-			
			2		
		-			
			2		
		-			
			2		
		-			
		Total	9		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Tatty cycle racks across path look like barriers to entry and are not welcoming at top. Lots of 'clutter' eg excess signs with too many messages at top. Main paved area is very open and bleak (often windy too). Lack of resting places, unattractive concrete base for clock monument.	Repaint and reposition the cycle racks so there is a more inviting, welcoming entrance. Review signage. Break up monotony with trees, plants, seating, direction signage etc.
	Amber	-			
	Red				
Comfort	Green	-	2	Good except cars parked on double yellow lines at top	
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2	Safe except parking at top of Gold Street (disabled drivers reverse and manoeuvre with pedestrians behind). Delivery vans parked badly.	Redesign disabled parking so dangerous manoeuvres not needed. Or add measures to restrict parking.
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	9		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-			
			1	Paving uneven in places.	Funding already in place for resurfacing of pedestrianised area.
		-			
			2		
		-			
			1	Some mixing with vehicles turning/parking at the top end of Gold Street.	
		-			
			2		
		-			
		Total	7		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0	Side roads not direct - staggered	
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0	Lack of dropped kerbs - narrow footway.	
	Amber				
	Red	-			
		Total	1		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0	Not clear how to get to where you want to go.	
	Amber				
	Red	-			
Safety	Green		0	Very busy junction at the top of the road.	
	Amber				
	Red	-			
Coherence	Green		0		
	Amber				
	Red	-			
		Total	1		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Road and car dominated.	Reduce size of area given to cars. Widen pavement and add green features outside Three Cocks pub
	Amber	-			
	Red				
Comfort	Green		0	Pavement narrow outside pub. Pavement by supermarket exit in poor condition	Widen pavement.
	Amber				
	Red	-			
Directness	Green		0	Lots of lanes to cross road, multiple traffic lights where pedestrians have to 'beg and wait'	
	Amber				
	Red	-			
Safety	Green		1	Narrow pavement outside pub next to traffic.	Take out filter traffic lane - no longer needed. Reduce number of traffic lanes turning into supermarket to one.
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	3		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Not a pleasant area to walk around.	
	Amber				
	Red	-			
Comfort	Green		0	Some steep lateral camber on some paths around crossings.	
	Amber				
	Red	-			
Directness	Green		0	Desire lines not catered for across very wide staggered crossings.	
	Amber				
	Red	-			
Safety	Green		1	Close to heavy traffic, pavements narrow in places.	
	Amber				
	Red	-			
Coherence	Green		0		
	Amber				
	Red	-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Gravel	
	Amber				
	Red	-			
Comfort	Green		0	Narrow kerbs.	
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0	Car/HGV focus.	
	Amber				
	Red	-			
Coherence	Green		0	High dropped kerbs around Newlands carpark.	
	Amber				
	Red	-			
		Total	0		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Narrow pavements.	
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0		
	Amber				
	Red	-			
Coherence	Green		0	Hardly dropped kerbs by newlands shopping centre car park.	
	Amber				
	Red	-			
		Total	0		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	No street furniture, litter, feels isolated (back of car park and back of shops). Better at top end (pedestrian entrance to shopping centre).	
	Amber				
	Red	-			
Comfort	Green		0	Poor dropped kerbs at car park exit. Multiple kerbs to traverse within small area.	Improve kerbs.
	Amber				
	Red	-			
Directness	Green		1	Best route to walk is not clear. Long walk across poor surface of outdoor car park. Lots of exits from indoor carparks.	
	Amber	-			
	Red				
Safety	Green		0	Feels unsafe crossing car park exits and goods entrance/exit for Newland Centre. Cars parked on pavement lower down. Difficult for people to cross to Newland Centre pedestrian entrance.	Needs zebra crossing for pedestrians crossing towards shopping centre entrance.
	Amber				
	Red	-			
Coherence	Green		1	Pavements terrible at lower end (junction with Lower Street) but much better near top.	
	Amber	-			
	Red				
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Very high "dropped" kerbs across car park entrance. Paths lead across rough, gravelled vehicular entrances.	
	Amber				
	Red	-			
Directness	Green		0	Desire lines between retail units not catered for safely.	
	Amber				
	Red	-			
Safety	Green		0	Very wide crossing points in places.	
	Amber				
	Red	-			
Coherence	Green		1		
	Amber	-			
	Red				
		Total	1		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0	Unsafe crossing outside of Sainsburys.	
	Amber				
	Red	-			
Coherence	Green		1		
	Amber	-			
	Red				
		Total	1		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-			
			0		
		-			
			0		
		-			
			1		
		-		Unsafe crossing outside of Sainsburys.	
			0		
		-			
		-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Dirty with litter in Eskdail Street, pleasanter on A4300. Pavements on Eskdail St need repair	
	Amber	-			
	Red				
Comfort	Green		1	Poor surface on pavement.	Repair Eskdail St pavement along roadside.
	Amber	-			
	Red				
Directness	Green		0	Not clear where to walk safely. Long wait at pedestrian lights. Wide area for pedestrians to cross.	
	Amber				
	Red	-			
Safety	Green		0	Hard to see across Sainsburys car exit for pedestrians heading down the hill as view dangerously obscured by hedge. Difficult and dangerous to cross by bus layby exit.	Trim hedge right down to lower wall by Sainsburys exit. Add pedestrian facility to bus station exit lights.
	Amber				
	Red	-			
Coherence	Green		1	Paving poor in many places. (Good at lower part of A4300 next to Pets at Home carpark).	
	Amber	-			
	Red				
		Total	3		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1	Good pavement width in the main, but busy "ring-road" with limited/long crossing points.	
		-			
			1		
		-			
			0	Some clear desire lines not catered for. Long waits for crossing some junctions.	
		-			
			0	Very busy road, with complex junctions and bus interchange. Poor visibility on crossing Sainsbury's car park access. Wide, uncontrolled bell-mouth crossing of Tanners Lane.	
		-			
			0		
		-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		Total	1		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Lots of litter.	
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		1	Could be used as a cut through for main road.	
	Amber	-			
	Red				
Safety	Green		1	Low traffic.	
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Excessive litter especially in alleyway from St Andrews St, graffiti. However Eden St is nice, pleasant and wide.	Clean up.
	Amber				
	Red	-			
Comfort	Green		0	Narrow and missing footways.	Improve footways.
	Amber				
	Red	-			
Directness	Green		1	Missing footways.	
	Amber	-			
	Red				
Safety	Green		1	Not much traffic but vans parked on footway. Narrow alley which does not feel safe to use.	
	Amber	-			
	Red				
Coherence	Green		1	Lack of quality dropped kerbs. paving not level.	
	Amber	-			
	Red				
		Total	3		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Narrow pavements, not existent in places on St Andrew's Street.	
	Amber				
	Red	-			
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		Total	2		

MT				
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		Bus interchange but no buses.	
	Amber	-		
	Red			
Comfort	Green			
	Amber	-		
	Red			
Directness	Green			
	Amber	-		
	Red			
Safety	Green	-		
	Amber			
	Red			
Coherence	Green		Double kerbs.	
	Amber	-		
	Red			
Total		6		

KT			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
-	1		
-	2		
-	1		
-	2		
-	1		
Total		7	

AH				
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		No greenery, dirty bus shelters, posts and neglected signage.	Clean up area especially bus shelters, repaint posts. Smarten bus notice board.
	Amber	-		
	Red			
Comfort	Green		Wide road to cross, kerbs high along bus stop side.	
	Amber	-		
	Red			
Directness	Green		Bus stop area feels crowded for pedestrians.	Provide alternative crossing point at end nearer town centre so pedestrians do not all need to walk along bus side to get to crossing.
	Amber	-		
	Red			
Safety	Green		Low traffic (some cars disobeying 'no motor vehicles except buses' rule), cars sometimes speed along here.	
	Amber	-		
	Red			
Coherence	Green		High kerbs - crossing road more difficult for pedestrians.	
	Amber	-		
	Red			
Total		5		

NH			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
-	1		
-	1		
-	0	Shops on both sides of the roads resulting in desire lines not catered for. High kerbed bus boarders preventing easy crossing of road for some users.	
-	1		
-	1		
Total		4	

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1	High flows and speeds.	
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	4		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		1		
	Amber				
	Red	-			
Directness	Green		1		
	Amber				
	Red	-			
Safety	Green		1		
	Amber				
	Red	-			
Coherence	Green		1		
	Amber				
	Red	-			
		Total	4		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Litter, fumes from traffic noticeable near top junction, feels neglected	Reduce to one lane of traffic at top. Improve streetscape with seating and planters in place of parking.
	Amber				
	Red	-			
Comfort	Green		0	High traffic flow, narrow pavement, lots of cars parked alongside and some on pavement.	Reduce parking, provide alternatives for takeaways and other businesses eg cycle rack, cargo bike area.
	Amber				
	Red	-			
Directness	Green		1	Traffic and parked cars makes crossing road difficult.	Add contraflow cycle lane. Reduce number of lanes for cars approaching stop line to one.
	Amber	-			
	Red				
Safety	Green		1	Lots of traffic, difficult to cross between parked cars and across road at bottom (town centre end) as cars swing round corner.	
	Amber	-			
	Red				
Coherence	Green		1	Paving near town centre end is poor (better at top end).	
	Amber	-			
	Red				
		Total	3		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber				
	Red	-			
Comfort	Green		0	Some pavement parking.	
	Amber				
	Red	-			
Directness	Green		0	Shops on both sides of road resulting in desire line not catered for.	
	Amber				
	Red	-			
Safety	Green		0	One way street, but heavily trafficked.	
	Amber				
	Red	-			
Coherence	Green		1		
	Amber				
	Red	-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		Total	4		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			0		
		-	1		
		-	1		
		-	1		
		-	0		
		-			
		Total	3		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Some litter and graffiti.	
	Amber	-			
	Red				
Comfort	Green		0	Narrow pavement.	
	Amber				
	Red	-			
Directness	Green		1	Flow of traffic confusing at School Lane turning.	
	Amber	-			
	Red				
Safety	Green		1	Narrow pavements which means walking close to traffic.	Widen path, narrow road.
	Amber	-			
	Red				
Coherence	Green		0	Poor paving.	
	Amber				
	Red	-			
		Total	3		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		-	1	Pavements very narrow in places, particularly Queen Street.	
		-	0		
		-	1	Crossing point at junction to Victoria Street and School Lane potentially hazardous.	
		-	0		
		-	0		
		-			
		Total	2		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green		1	Green/Amber score.	
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	6		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-			
			2		
		-			
			2		
		-			
			1		
		-			
			1		
		-			
		Total	7		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Lack of seating, trees etc, lots of traffic parked and passing.	Enhance area with seating, outdoor eating space and greenery. Reduce traffic with restrictions.
	Amber				
	Red				
Comfort	Green		1	Good, wide pavements in the main.	
	Amber	-			
	Red				
Directness	Green		1	Some wide road areas to cross and low priority for pedestrians	
	Amber	-			
	Red				
Safety	Green		1	Lots of traffic on main road and coming from side street turnings	Add pedestrian priority for side streets.
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	7		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			2		
		-			
			2	Good, wide pavements in the main.	
		-			
			1	Useful crossing of Silver Street to access shops, although some side streets do not have pedestrian priority.	
		-			
			2		
		-			
			2		
		-			
		Total	9		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Pedestrianised - high LOS	
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	10		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		-	2		
		-	2		
		-	2		
		-	2		
		-	2		
		Total	10		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Just lovely...all of it.	
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	10		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		-	2	Shared space street with a pedestrianised feel.	
		-	2		
		-	2		
		-	2		
		Total	10		

		MT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Maintenance, Litter	
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1	Conveluted crossing stages - lots of splitter islands	Reduce Carriageway width
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	6		

		KT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	6		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Footway Parking	
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		0	Pedestrian crossings set back from roundabout - Oversized junction	
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	4		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	5		

		MT					
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention		
Attractiveness	Green		1	Missing dropped kerbs			
	Amber	-					
	Red						
Comfort	Green		1			Missing dropped kerbs	
	Amber	-					
	Red						
Directness	Green		1	Missing dropped kerbs			
	Amber	-					
	Red						
Safety	Green		1			Missing dropped kerbs	
	Amber	-					
	Red						
Coherence	Green		1	Missing dropped kerbs			
	Amber	-					
	Red						
		Total	5				

		NH					
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention		
Attractiveness	Green		1				
	Amber	-					
	Red						
Comfort	Green		1				
	Amber	-					
	Red						
Directness	Green		1				
	Amber	-					
	Red						
Safety	Green		1				
	Amber	-					
	Red						
Coherence	Green		1				
	Amber	-					
	Red						
		Total	5				

		MT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		Total	6		

		NH			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	7		

g Link Route # W Station
Section # -

Name **Station Road**

		MT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1	Pedestrian railings and crossing points away from desire lines	
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	8		

		KT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		Total	8		

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1A

			S1	S2	S3	S4	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)								
Congestion benefit			3.22	3.69	6.09	2.34	15.34	0.00
Infrastructure maintenance			0.02	0.02	0.03	0.01	0.08	0.00
Accident			0.88	1.01	1.67	0.64	4.20	0.00
Local air quality			0.12	0.14	0.22	0.09	0.56	0.00
Noise			0.06	0.07	0.11	0.04	0.28	0.00
Greenhouse gases			0.24	0.27	0.45	0.17	1.14	0.00
Reduced risk of premature death			85.03	97.51	162.17	62.37	407.08	0.00
Absenteeism			22.35	25.64	42.87	16.49	107.35	0.00
Journey ambience			65.68	135.71	153.79	55.41	410.58	0.00
Indirect taxation			-0.28	-0.32	-0.54	-0.21	-1.35	0.00
Government costs			184.86	207.23	350.19	135.09	877.36	954.33
Private contribution			0.00	0.00	0.00	0.00	0.00	0.00
PVB			177.29	263.71	366.84	137.35	945.19	0.00
PVC			184.84	207.21	350.15	135.08	877.28	954.33
BCR			0.96	1.27	1.05	1.02	1.08	0.99

1B

			S1	S2	S3	S4	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)								
Congestion benefit			3.75	3.15	2.81	1.32	11.04	0.00
Infrastructure maintenance			0.02	0.02	0.02	0.01	0.06	0.00
Accident			1.03	0.86	0.77	0.36	3.02	0.00
Local air quality			0.14	0.12	0.10	0.05	0.40	0.00
Noise			0.07	0.06	0.05	0.02	0.20	0.00
Greenhouse gases			0.28	0.23	0.21	0.10	0.82	0.00
Reduced risk of premature death			99.79	82.75	74.85	34.22	291.61	0.00
Absenteeism			26.38	21.61	19.79	8.86	76.64	0.00
Journey ambience			100.94	79.96	111.16	37.03	329.09	0.00
Indirect taxation			-0.33	-0.28	-0.25	-0.12	-0.97	0.00
Government costs			220.34	171.03	165.12	71.22	627.71	725.95
Private contribution			0.00	0.00	0.00	0.00	0.00	0.00
PVB			232.04	188.47	209.50	81.84	711.85	0.00
PVC			220.32	171.01	165.11	71.21	627.65	725.95
BCR			1.05	1.10	1.27	1.15	1.13	0.98

			S1	S2	S3	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)							
Congestion benefit			0.53	1.81	1.81	4.16	0.00
Infrastructure maintenance			0.00	0.01	0.01	0.02	0.00
Accident			0.15	0.50	0.50	1.14	0.00
Local air quality			0.02	0.07	0.07	0.15	0.00
Noise			0.01	0.03	0.03	0.08	0.00
Greenhouse gases			0.04	0.13	0.13	0.31	0.00
Reduced risk of premature death			14.76	47.61	47.61	109.98	0.00
Absenteeism			4.04	12.45	12.45	28.94	0.00
Journey ambience			17.37	205.54	125.06	347.97	0.00
Indirect taxation			-0.05	-0.16	-0.16	-0.37	0.00
Government costs			30.79	100.41	97.81	229.01	376.74
Private contribution			0.00	0.00	0.00	0.00	0.00
PVB			36.87	267.98	187.50	492.36	0.00
PVC			30.79	100.40	97.80	228.99	376.74
BCR			1.20	2.67	1.92	2.15	1.31

			S1	S2	S3	S4	S5	Total	PVC Total
Analysis of Monetised Costs and Benefits									
Congestion benefit			0.12	0.46	2.30	4.55	0.99	8.42	0.00
Infrastructure maintenance			0.00	0.01	0.01	0.03	0.01	0.06	0.00
Accident			0.03	0.12	0.63	1.24	0.27	2.29	0.00
Local air quality			0.00	0.02	0.08	0.17	0.04	0.31	0.00
Noise			0.00	0.01	0.04	0.08	0.02	0.15	0.00
Greenhouse gases			0.03	0.12	0.17	0.34	0.07	0.73	0.00
Reduced risk of premature death			12.47	47.61	60.82	119.71	26.78	267.39	0.00
Absenteeism			3.30	12.45	15.99	31.35	7.19	70.28	0.00
Journey ambience			23.34	45.77	95.35	155.08	140.35	459.88	0.00
Indirect taxation			-0.04	-0.14	-0.20	-0.40	-0.09	-0.87	0.00
Government costs			24.79	101.95	129.53	251.61	59.75	567.63	570.53
Private contribution			0.00	0.00	0.00	0.00	0.00	0.00	0.00
PVB			39.26	106.41	175.18	312.12	175.61	808.59	0.00
PVC			24.79	101.94	129.52	251.59	59.74	567.58	570.53
BCR			1.58	1.04	1.35	1.24	2.94	1.4	1.42

	S1	S2	S4	S5	S6	S7	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)								
Congestion benefit	0.46	2.69	2.53	2.28	0.87	9.31	18.15	0.00
Infrastructure maintenance	0.01	0.01	0.01	0.01	0.00	0.05	0.11	0.00
Accident	0.12	0.74	0.69	0.62	0.24	2.55	4.96	0.00
Local air quality	0.02	0.10	0.09	0.08	0.03	0.34	0.66	0.00
Noise	0.01	0.05	0.05	0.04	0.02	0.17	0.33	0.00
Greenhouse gases	0.12	0.20	0.19	0.17	0.06	0.69	1.43	0.00
Reduced risk of premature death	47.61	70.27	69.23	60.08	22.66	247.20	517.06	0.00
Absenteeism	12.45	18.31	18.70	15.75	5.86	65.22	136.30	0.00
Journey ambience	30.51	33.04	141.29	48.80	27.35	183.64	464.64	0.00
Indirect taxation	-0.14	-0.24	-0.22	-0.20	-0.08	-0.82	-1.70	0.00
Government costs	100.48	144.43	156.88	128.35	46.55	533.91	1110.60	1536.49
Private contribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PVB	91.15	125.16	232.56	127.64	57.02	508.31	1141.83	0.00
PVC	100.47	144.41	156.87	128.34	46.55	533.86	1110.50	1536.49
BCR	0.91	0.87	1.48	0.99	1.22	0.95	1.0	0.74

			S1	S2	S3	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)							
Congestion benefit			1.42	4.11	1.86	7.39	0.00
Infrastructure maintenance			0.01	0.02	0.01	0.04	0.00
Accident			0.39	1.12	0.51	2.02	0.00
Local air quality			0.05	0.15	0.07	0.27	0.00
Noise			0.03	0.07	0.03	0.13	0.00
Greenhouse gases			0.11	0.30	0.14	0.55	0.00
Reduced risk of premature death			37.97	108.24	49.44	195.66	0.00
Absenteeism			10.07	28.38	13.04	51.50	0.00
Journey ambience			73.30	310.91	142.46	526.67	0.00
Indirect taxation			-0.13	-0.36	-0.16	-0.65	0.00
Government costs			81.59	232.83	109.91	424.33	537.08
Private contribution			0.00	0.00	0.00	0.00	0.00
PVB			123.21	452.94	207.39	783.54	0.00
PVC			81.58	232.81	109.90	424.29	537.08
BCR			1.51	1.95	1.89	1.85	1.46

			S1	S2	S3	S4a	S5	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)									
Congestion benefit			0.06	8.25	2.88	0.47	3.62	15.28	0.00
Infrastructure maintenance			0.00	0.05	0.02	0.00	0.02	0.08	0.00
Accident			0.02	2.26	0.79	0.13	0.99	4.18	0.00
Local air quality			0.00	0.30	0.11	0.02	0.13	0.56	0.00
Noise			0.00	0.15	0.05	0.01	0.07	0.28	0.00
Greenhouse gases			0.00	0.61	0.21	0.03	0.27	1.13	0.00
Reduced risk of premature death			2.29	217.68	77.13	12.47	95.22	404.79	0.00
Absenteeism			0.74	57.15	20.53	3.30	24.91	106.62	0.00
Journey ambience			3.55	194.83	83.55	36.01	98.07	416.01	0.00
Indirect taxation			-0.01	-0.73	-0.25	-0.04	-0.32	-1.35	0.00
Government costs			11.29	459.06	167.82	24.62	201.82	864.62	864.64
Private contribution			0.00	0.00	0.00	0.00	0.00	0.00	0.00
PVB			6.66	480.49	184.99	52.40	222.96	947.51	0.00
PVC			11.29	459.02	167.80	24.62	201.80	864.54	864.64
BCR			0.59	1.05	1.10	2.13	1.10	1.10	1.10

			S1	S2	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)						
Congestion benefit			4.56	6.84	11.40	0.00
Infrastructure maintenance			0.03	0.04	0.06	0.00
Accident			1.25	1.87	3.12	0.00
Local air quality			0.17	0.25	0.42	0.00
Noise			0.08	0.12	0.21	0.00
Greenhouse gases			0.34	0.51	0.84	0.00
Reduced risk of premature death			120.17	180.25	300.42	0.00
Absenteeism			31.50	47.25	78.76	0.00
Journey ambience			120.90	356.68	477.57	0.00
Indirect taxation			-0.40	-0.60	-1.00	0.00
Government costs			252.62	381.04	633.67	633.48
Private contribution			0.00	0.00	0.00	0.00
PVB			278.56	593.18	871.74	0.00
PVC			252.60	381.01	633.60	633.48
BCR			1.10	1.56	1.38	1.38

			S1	S2	S3	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)							
Congestion benefit			2.75	3.62	1.94	8.31	0.00
Infrastructure maintenance			0.02	0.02	0.01	0.05	0.00
Accident			0.75	0.99	0.53	2.27	0.00
Local air quality			0.10	0.13	0.07	0.30	0.00
Noise			0.05	0.07	0.04	0.15	0.00
Greenhouse gases			0.20	0.27	0.14	0.62	0.00
Reduced risk of premature death			72.56	95.22	52.18	219.96	0.00
Absenteeism			19.05	24.91	13.93	57.89	0.00
Journey ambience			104.31	156.98	59.08	320.37	0.00
Indirect taxation			-0.24	-0.32	-0.17	-0.73	0.00
Government costs			155.24	198.35	116.00	469.58	469.21
Private contribution			0.00	0.00	0.00	0.00	0.00
PVB			199.54	281.87	127.74	609.14	0.00
PVC			155.22	198.33	115.99	469.54	469.21
BCR			1.29	1.42	1.10	1.30	1.30

8A

			S1	S2	S3	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)							
Congestion benefit			0.41	0.06	8.31	8.78	0.00
Infrastructure maintenance			0.00	0.00	0.05	0.05	0.00
Accident			0.11	0.02	2.27	2.40	0.00
Local air quality			0.01	0.00	0.30	0.32	0.00
Noise			0.01	0.00	0.15	0.16	0.00
Greenhouse gases			0.03	0.00	0.62	0.65	0.00
Reduced risk of premature death			10.19	2.29	219.96	232.44	0.00
Absenteeism			2.56	0.74	57.89	61.18	0.00
Journey ambience			11.71	7.75	556.50	575.97	0.00
Indirect taxation			-0.04	-0.01	-0.73	-0.77	0.00
Government costs			16.81	11.99	469.31	498.12	497.74
Private contribution			0.00	0.00	0.00	0.00	0.00
PVB			24.99	10.86	845.28	881.13	0.00
PVC			16.81	11.99	469.27	498.07	497.74
BCR			1.49	0.91	1.80	1.77	1.77

			S2a	S3	S4	S5	Total	PVC Total
Analysis of Monetised Costs and Benefits								
Congestion benefit			0.58	0.69	2.77	7.40	11.45	0.00
Infrastructure maintenance			0.01	0.01	0.02	0.04	0.08	0.00
Accident			0.15	0.17	0.76	2.02	3.10	0.00
Local air quality			0.02	0.03	0.10	0.27	0.42	0.00
Noise			0.01	0.01	0.05	0.13	0.20	0.00
Greenhouse gases			0.15	0.18	0.21	0.55	1.08	0.00
Reduced risk of premature death			60.08	70.27	73.47	195.93	399.76	0.00
Absenteeism			15.75	18.31	19.34	51.59	104.99	0.00
Journey ambience			77.13	105.07	118.36	382.31	682.88	0.00
Indirect taxation			-0.18	-0.21	-0.24	-0.65	-1.28	0.00
Government costs			122.57	147.55	157.88	421.99	849.99	849.89
Private contribution			0.00	0.00	0.00	0.00	0.00	0.00
PVB			153.70	194.52	214.83	639.55	1202.60	0.00
PVC			122.56	147.54	157.86	421.95	849.91	849.89
BCR			1.25	1.32	1.36	1.52	1.41	1.42

8C

	S1	S2	S3	S4	S5	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)							
Congestion benefit	0.12	0.10	1.81	0.41	0.41	2.85	0.00
Infrastructure maintenance	0.00	0.00	0.01	0.00	0.00	0.02	0.00
Accident	0.03	0.03	0.50	0.11	0.11	0.77	0.00
Local air quality	0.00	0.00	0.07	0.01	0.01	0.10	0.00
Noise	0.00	0.00	0.03	0.01	0.01	0.05	0.00
Greenhouse gases	0.03	0.03	0.13	0.03	0.03	0.25	0.00
Reduced risk of premature death	12.47	10.19	47.61	10.19	10.19	90.65	0.00
Absenteeism	3.30	2.56	12.45	2.56	2.56	23.43	0.00
Journey ambience	20.78	15.59	22.58	12.68	23.74	95.37	0.00
Indirect taxation	-0.04	-0.03	-0.16	-0.04	-0.04	-0.30	0.00
Government costs	22.09	16.20	102.58	17.12	22.32	180.31	253.79
Private contribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PVB	36.71	28.47	85.02	25.96	37.02	213.18	0.00
PVC	22.09	16.20	102.57	17.11	22.32	180.29	253.79
BCR	1.66	1.76	0.83	1.52	1.66	1.18	0.84

			S1	S2	Total	PVC Total
Analysis of Monetised Costs and Benefits (in £'000s)						
Congestion benefit			1.47	1.34	2.81	0.00
Infrastructure maintenance			0.01	0.01	0.02	0.00
Accident			0.40	0.37	0.77	0.00
Local air quality			0.05	0.05	0.10	0.00
Noise			0.03	0.02	0.05	0.00
Greenhouse gases			0.11	0.10	0.21	0.00
Reduced risk of premature death			39.71	35.14	74.85	0.00
Absenteeism			10.63	9.16	19.79	0.00
Journey ambience			53.74	45.73	99.47	0.00
Indirect taxation			-0.13	-0.12	-0.25	0.00
Government costs			87.67	74.17	161.84	162.31
Private contribution			0.00	0.00	0.00	0.00
PVB			106.02	91.79	197.81	0.00
PVC			87.66	74.16	161.82	162.31
BCR			1.21	1.24	1.22	1.22

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Scheme details		Effectiveness					Policy Alignment						Economic			Deliverability						
Ref	Corridor	Current users	Initial BCR	Population density	Deprivation	Total	Schools	Scheme alignment	Safety	Carbon / Air Quality	Health	Development sites	Total	Cost of construction	Funding Potential	Total	Scheme feasibility	Dependency on other scheme	Political acceptability	Statutory consultee acceptability	Public support	Total
1a	North - Rockingham Road	3	1	3	2	9	1	0	3	0	2	1	7	1	3	4	1	4	1	2	1	9
1b	North - Northfield Avenue	1	1	2	3	7	1	0	2	0	3	1	7	1	3	4	1	1	2	2	1	7
2	Northwest - Rothwell Road (Hospital Route)	4	3	2	2	11	0	0	3	0	2	1	6	3	3	6	0	2	2	2	1	7
3	Northeast - Connection to Weekley (along Stamford Road)	2	3	3	4	12	1	0	4	0	3	1	9	2	4	6	1	3	2	2	1	9
4	West - Northampton Road and Lake Avenue	1	0	2	2	5	1	0	3	0	2	0	6	0	3	3	1	3	2	2	2	10
5	A6003 - London Road (Connecting South to C8)	2	3	3	3	11	2	0	4	0	2	0	8	2	3	5	2	4	2	2	1	11
6	East - St Mary's Road and Deeble Road	2	2	3	2	9	3	3	3	0	1	3	13	1	4	5	1	3	2	2	1	9
7	East Central - Windmill Avenue	2	3	3	3	11	4	0	3	0	2	0	9	2	3	5	0	0	1	1	0	2
8	Wicksteed Park	2	3	1	2	8	2	1	1	0	1	1	6	3	3	6	2	0	2	2	3	9
8a	South West - Pytchley Road	2	4	1	4	11	2	3	1	0	3	2	11	2	4	6	2	0	2	2	1	7
8b	Barton Seagrave Route	1	3	1	1	6	3	1	1	0	0	1	6	1	3	4	1	0	2	2	2	7
8c	Burton Latimer East	1	1	1	2	5	3	3	1	0	0	3	10	4	3	7	1	0	2	2	2	7
9	Station Link	0	2	2	2	6	0	2	2	0	2	0	6	4	3	7	3	3	2	2	2	12

Effectiveness	Policy Alignment	Economic	Deliverability
9	7	4	9
7	7	4	7
11	6	6	7
12	9	6	9
5	6	3	10
11	8	5	11
9	13	5	9
11	9	5	2
8	6	6	9
11	11	6	7
6	6	4	7
5	10	7	7
6	6	7	12

Overall Score	Ranking
29	7
25	11
30	6
36	1
24	12
35	3
36	1
27	10
29	7
35	3
23	13
29	7
31	5

Route	Ranking
3	1
6	1
5	3
8a	3
9	5
2	6
1a	7
8c	7
8	7
7	10
1b	11
4	12
8b	13

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Kettering LCWIP Engagement Report

June 2023



Introduction and Contents

Introduction

This report is a summary of the engagement activities undertaken with or by Brightwayz social enterprise and examples of the resulting data which has been used to prepare the Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) for North Northamptonshire Council.

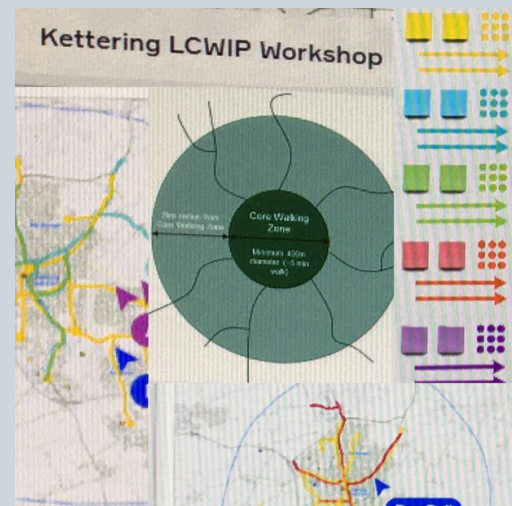
- Key Stakeholder Workshops
- Commonplace
- Social Media
- Public and Online Events
- Schools
- Employers
- Responses by Area
- Conclusion



Key Stakeholder Workshops

Two key stakeholder workshops were held to get the views and ideas from a range of local people and enable a key network to be identified.

- **Attendees** to the workshops included a mix of local town councillors, local authority officers, club leaders and representatives from businesses and community organisations.
- **The first workshop was held online** to introduce key stakeholders to the project, get their initial views and work in groups to come up with core walking zone and cycle routes.
- **The second workshop** was also held online and was a slightly different mix of participants - all with strong local knowledge and connections including an Executive Member of North Northants Council. The participants were presented with two example draft routes proposals (Rockingham Road and Meadow Road/Lake Ave) and gave a number of useful comments.
- All workshops were well attended, with the initial one including the **Portfolio Holder for Transport** in attendance as an observer.

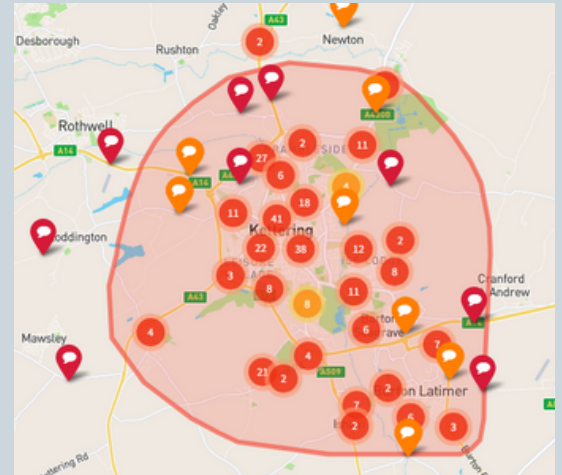


Example comments from the second key workshop:

- Should avoid removal of trees where possible.
- Need to consult with businesses at town end of Rockingham Road to ensure there is sufficient loading space and short term parking.
- Good routes to the hospital should be high priority.

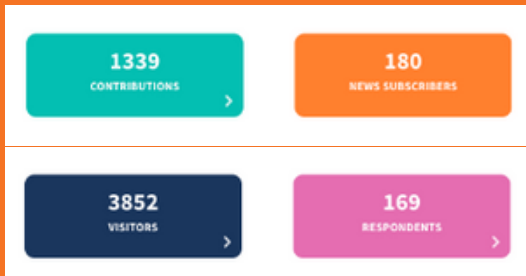
Commonplace

- The Kettering Commonplace platform was used to inform the public and gather views, feedback and comments for the LCWIP.
- Launched in October 2021 for Kettering area, it was used throughout the LCWIP process with responses noted and used for draft and final versions.
- Data from a Safer Streets survey of Northamptonshire in 2020 was also used to develop the Kettering LCWIP.



Distribution of comments on Commonplace heatmap in Kettering LCWIP study area.

Engagement stats for ketteringtravel.commonplace.is



Kettering Walking & Cycling Plan

About the Kettering Walking and Cycling Plan

Have your say on how to make it safer, easier and more attractive to walk and cycle in Kettering and Burton Latimer for everyone's benefit.

Commonplace Top Results for General Questions

Current Issues?

1. Feels unsafe, 2. No protected cycle lane, 3. Uneven/poor surface

Encourage you to walk more?:

1. Improve lighting, 2. Widen footway, 3. Resurface the footway

Encourage you to cycle more?:

1. Segregated cycle path, 2. Resurface road, 3. Signage and wayfinding

Summary Plan

For the second stage of the Commonplace engagement, an 'easy read' summary of the draft LCWIP was prepared and published.

Social Media

To increase public awareness of the Kettering LCWIP project and encourage engagement, the Commonplace platform was promoted via social media and other online platforms:

- Shareable, regular Facebook posts which fed through to a wide number of people via facebook community groups.
- Coverage in local Northants Telegraph.
- Twitter posts.
- Printed posters and smaller flyers with prominent QR code linking to Commonplace were distributed via local contacts such as the key stakeholders who came to the workshops, community group leaders and local businesses.

Walking and Cycling in Kettering
Creating a New Plan For Safe Routes

HAVE YOUR SAY

Scan for info

Or visit
ketteringtravel.commonplace.is
Closes: Fri 19 May 2023.

Consultation brought to you by Brightwyz social enterprise in partnership with North Northamptonshire Council, WSP and Commonplace.

Queries? Email ketteringcp@brightwyz.co.uk 04/2023

Have Your Say
A New Plan for Safer Routes in Kettering

ketteringtravel.commonplace.is

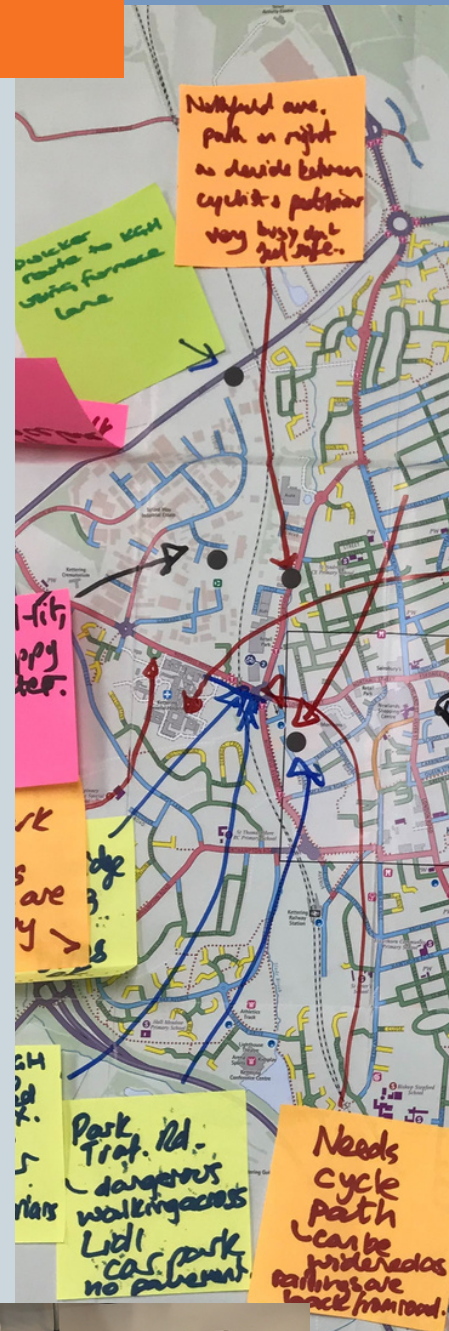
Best Way to Travel
in Kettering?

Photo credit: Northants Police

Public and Online Events

Several face-to-face engagement activities took place to explain the project, answer questions and gather views and information.

- Market place 'have your say' events in Kettering town centre and Wicksteed Park (see poster and photo)
- Workshop with 'Hide and Seek' LGBTQ+ youth group.
- Kettering Volunteer Network (online) to connect to community group organisers and beneficiaries eg local charities supporting disabled adults.
- Kettering General Hospital (online) Equality, diversity and Inclusion group.
- Kettering Town Council (at start and end of process).
- Burton Latimer Town Council.





HAVE YOUR SAY on Kettering Walk, Wheel, Cycle and Scoot Route Investment




 SCAN ME

Saturday 13 November, 12 noon - 4pm
at the Learning Space (behind the ice cream parlour)

- Come and share your views with Brightwayz and find out how to use the online commonplace map.
- Part of the North Northamptonshire Walking and Cycling Plan public engagement.
- More info: ketteringtravel.commonplace.is





brightwayz
everyday travel solutions



Schools

Children and young people's needs can easily go unnoticed unless a special effort is made to understand and include them. We worked closely with two local schools, both of which are in high deprivation areas (Avondale Grange) to provide an insight into their travel needs.









Grange Primary Academy - Support for the Walk and Cycle Plan

- Grange Primary Academy have been actively promoting road safety and active travel within their school community for several years, for example trialling a 'School Play Street'.
- Mode of travel data taken from their school travel plan reveals high levels of desire to walk, cycle or scoot to school.
- The school promoted the Commonplace platform to families and staff to help ensure good local engagement.
- Their recent achievement of the Modeshift STARS Gold award was supported with a presentation from the (very pro-active travel) Mayor of Kettering and a gold star themed walking bus event.



Kettering Buccleuch Academy (KBA)

Travel to School Data June 2022

Mode	Usual	Prefer
 Walk	56.6%	46.7%
 Cycle	5.8%	14.6%
 Scoot	0.3%	1.9%
 Public bus	0.8%	0.9%
 School Bus	6.8%	1.9%
 Park&Stride	5.2%	3.8%
 Car Share	3.1%	3.8%
 Car	21.4%	25.9%

- KBA (secondary) have been developing their school travel plan for several years and are very proactive regarding promoting active travel.
- Pupils had a PSHE lesson about the Walk and Cycle Plan and were encouraged to get their families to take part in the Commonplace consultation.
- Their travel to school survey data reveals that 5.8% of pupils cycle but 14.6% would like to - indicating the potential to increase cycling to school.
- An additional class-based survey asked about the most popular non-school destinations for pupils. This revealed a range; parks, cinema, woods, town centre, McDonalds and sports facilities. Some are on the Pytchley Road route to Kettering Retail Park - an edge of town area with little public transport, so this route was extended on the LCWIP audit.
- General travel concerns included bad lighting, lack of cycle lanes and no access to cycles/scooters.

Employers

Local employers were consulted via several methods including:

- Presentation to the North Northants Business Network to encourage participation on the Commonplace platform.
- Information event at the largest local employer - Kettering General Hospital.

KETTERING: LET'S GET TO WORK

ENSURE YOUR BUSINESS HAS A
SAY ON LOCAL PLANS TO
IMPROVE SAFE TRAVEL
OPTIONS FOR ALL

ketteringtravel.commonplace.is



KGH Staff Travel Survey 2022

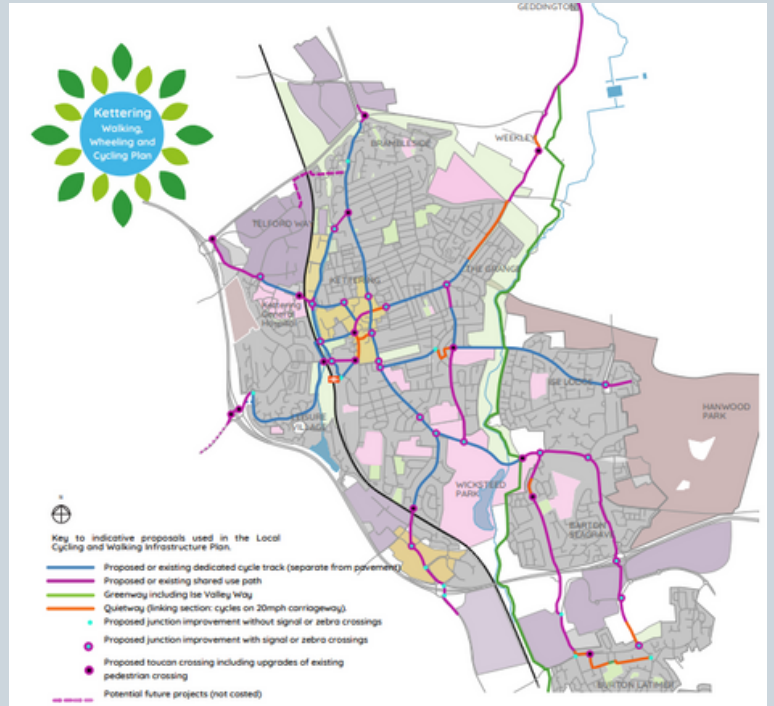
(response rate 22%)

1.9% cycle to work but 6.8% would prefer to.



Responses by Area

The network is divided into a series of routes as listed below. Example comments from Commonplace and other stakeholder events are shown here by route.



Town Centre

"Please can we have secure cycle parking to go with [this]. Popping to the shops will be so much easier on a bike than faffing with parking spaces, and I think more people that walk or cycle spend more time and money in shops too, so win win."



Station Link

"Crossing at top of Northampton Road direct to station road should be top priority. Loads of people cross there and it's really dangerous."



Route 1A - Rockingham Road

"Cycle / pedestrian priority is needed at the many side roads to make it safe for cyclists and pedestrians."

Route 1B - Northfield Ave

"On the West side of Northfield Avenue is the cycle path, however the path abruptly stops and directs you straight into the road, only to continue again a few dozen metres along the road."

Responses by Area

Route 2 - Rothwell Road

"...going uphill is much less safe and dangerously close passes are frequent because I'm going slowly and cars don't have space to pass safely."



Route 3 - Stamford Road

"Very excited to see some improvements here and especially the crossing in Weekly. It's very dangerous and stressful to cross the road with a toddler on a bike and push the pram. I'm unable to cross the road with both kids (one in a push chair and another pushing bike) at the same time. The pedestrian traffic light crossing would be great, since it would also significantly reduce the speed limit in the village."



Route 4 - Northampton Road/Lake Avenue/Meadow Road

"This will be great as it opens up the many footpaths south of the A14. The junction 8 roundabout is dangerous for walkers and people getting to work by foot. Speed limit on roundabout should also be introduced."

Route 5 - London Road

"Good. It's a busy road and the shared cyclepath / pavement isn't fit for purpose. It's very close to houses so people step out of driveways without looking and it stops suddenly near St Mary's."

Responses by Area - Continued

Route 6 - St Mary's Road/Deeble Road

"This is a busy road; consideration should be given to cyclists who need to get off their bicycle to push it up the steep hill."

Route 7 - Windmill Avenue

"The bit by the roundabout was a concern when I considered letting my child cycle to the science academy - by the pub end."

Route 8 - Barton Road/Wicksteed Park

"The path along the A6003 is a shared cycle and walk path. Especially near the bridge it is too narrow, often with overgrown shrubs and extremely bad visibility. Pedestrians are often unaware of cyclists sharing the path which makes it dangerous for both."



Route 8A - Pytchley Road

"This will improve safety on a dangerous main road and provide a good route to the retail park etc."



Responses by Area - Continued



Route 8B- Barton Seagrave/Polwell Lane/Burton Latimer West

"Northern end of Polwell Lane can be tricky, Latimer students and a busy road make this a priority. ."



Route 8C- Burton Latimer East

"This will improve safety for cyclists on a dangerous stretch of road, and link Burton Latimer to Kettering via industrial estates where many are employed."

General Comments

"I would be interested if the data from surveys and Voi supports the proposed routes."

"This is badly needed. The routes will make e-scooters much safer and of more benefit to the community. Also, my route to work at Kettering General, as a person who doesn't drive, is often choking me with the level engine fumes. The impact on health for all will be greatly felt. Let alone the mental and physical health impact from encouraging people to travel by other means than cars. I think it will also make the town more appealing to visitors, and prospective home buyers. Furthermore, as a person who can't drive due to disability (but can cycle etc) I would see this as helping Kettering to meet mine and other similar people's needs in terms of equality and the breaking down of barriers to travel."

Secondary Route: Furnace Lane

Furnace Lane was not considered a main route so it was not costed or included in the original plan. However the area received the greatest number of individual comments on Commonplace and repeatedly was raised at public engagement events. The Walk and Cycle Plan was therefore adjusted to include this route as a future possibility.

Most liked comment on Commonplace (there were also a few negative comments):
"Furnace Lane was a through route for many years between Rockingham Road and Telford Way until it was blocked off a few years ago. To access the area via walking or cycling, you have to travel significantly further, via Northfield Avenue & Rothwell Road. This route is far busier with traffic & access via Furnace Lane would improve the journey for many people."

Conclusions

This report shows the wide range of engagement and consultation methods that were undertaken to gain an understanding of local needs for walking and cycling infrastructure in Kettering.

Businesses and the town's largest employer, Kettering General Hospital, were consulted in different ways from earliest stages in the project. Two schools - a secondary and a primary - were involved with engagement which linked in to their existing school travel plan projects. In addition local councillors were involved in and supportive of the process throughout.

The Commonplace platform was widely promoted through a series of events and media messages which encouraged good engagement, for example through the VCSE (Voluntary, Community and Social Enterprise) sector.

The general feedback on the need for and development of the schemes was generally very positive, with some areas clearly very much in need. The potential real-life positive impacts on access, safety, air quality, health and well-being were clear and reflected in many of the comments.



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Consultation Report

Kettering Local Cycling and Walking Infrastructure Plan (LCWIP)

July 2023.

www.northnorthants.gov.uk

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NB: Draft versions 0.1 - final published versions 1.0

Consultees

Internal	External
Highways & Waste, Planning, Public Health	As described in Engagement Report

Distribution List

Internal	External
NA	NA

Links to other documents

Document	Link
Kettering LCWIP Engagement Report (Brightwayz - July 2023)	
Kettering LCWIP Report (WSP - June 2022)	Have Your Say Today - COMMENT HERE on the 14 individual routes of the proposed Walking & Cycling plan - Kettering Walking & Cycling Plan (commonplace.is)

Additional Comments to note

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Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a strategic approach to identifying cycling and walking improvements at a local level. They enable a long-term approach to developing local cycling and walking networks for the next ten years.

This document summarises the results and feedback of the public consultation exercise undertaken between 13th April and 17th May 2023 for the draft Kettering Local Cycling and Walking Infrastructure Plan (LCWIP). This followed previous engagement and consultation for the Kettering LCWIP which was reported within the Engagement Report (July 2023) produced by Brightwayz.

The consultation included the draft LCWIP, 14 separate route plans supported by a technical report. Consultation activities included a series of workshops with residents and stakeholders and a dedicated feedback section on the Commonplace website which sought feedback on:

- The overall LCWIP report
- Your priority of individual routes and corridors
- Proposed routes and corridors

This document summarises the comments received and provides the next steps for the development of the Kettering LCWIP.

2.1

While only a small proportion of respondents completed the section of the survey asking how they felt about the overall plan, it should be noted that:

- 81% of respondents were either happy or satisfied with the overall LCWIP
- Only 3% were unhappy with the LCWIP.

There were general comments in support of the proposals, other comments included:

- References to the lack of routes to specific locations, such as Hanwood Park, the north-east of Kettering and the outlying rural areas
- Linkages of Route 6 to the Ise Valley Greenway
- Concern about the start points of the Burton Latimer routes and the fact that they are listed as quiet ways
- Would prefer to see the routes away from traffic, rather than sticking to existing roads
- The Plan does not reflect the needs of disabled people or others who are unable to cycle or walk
- The consultation should be undertaken with those on the roads directly affected by the proposals

- Criticism of the standard of previously implemented infrastructure
- Lack of mention of Voi scooters and data available from them in terms of routes used etc.
- The need to provide for equestrians
- Effect of potholes upon cycling
- Good to see the references to Greenway so as to provide a complete picture.

In relation to the comments about the lack of routes to certain additional areas or regarding that many of the routes use existing roads (rather than new traffic free routes) it should be noted that the identification of the route network has gone through an extensive identification process with key stakeholders, based upon Department for Transport guidance (Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities (2017)). The result is a comprehensive network, especially for the urban areas. It is considered that the extent and nature of the proposals are ambitious and have significant cost implications. Therefore, the identification of additional routes to serve wider, mainly rural areas, is not considered to be a priority at this stage, especially given the progress with the identification of the Greenways network.

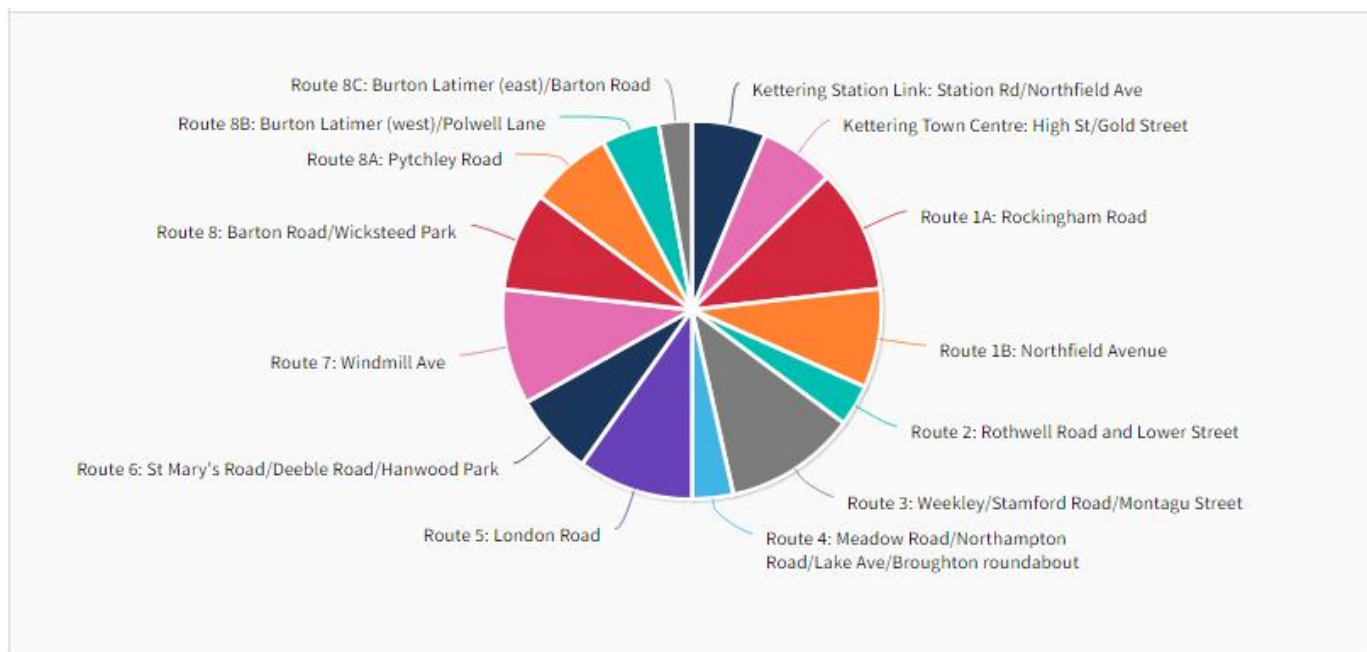
The comments recognizing the references to and connections to the Greenways are noted. It should be noted that since the development of the LCWIP proposals these have been taken into consideration within the recent work identifying a comprehensive Greenways network, that includes linkages to LCWIP proposals. There were also comments regarding enabling cycle and pedestrian usage of Furnace Lane. While Furnace Lane was not identified as a main route as part of the LCWIP process it had already been identified during previous engagement and consultation exercises. As a consequence, the potential for future use of Furnace Lane is noted within the LCWIP.

The criticism of the standard of previously implemented infrastructure for cyclists and pedestrians occurs not only at a general level, but also in relation to comments on the specific route proposals. The main criticisms relate to variable widths of facility, number of locations where pedestrians/cyclists have to give way and also poor maintenance/encroaching vegetation. These recurring comments demonstrate the importance of ensuring that the route proposals of the LCWIP do not become diluted in the quality and attractiveness of provision they provide for pedestrians and cyclists as they progress through the design process.

The need for the plan to provide for disabled people and for equestrianism is noted and will be passed on to those taking forward the design of the route proposals. The design standards which will be used for the development of the route proposals have been developed in order to ensure that all user types of such facilities are appropriately catered for.

The comment regarding the lack of mention of Voi scooters is noted. It will be important that as the route proposals are progressed they are integrated with scooter usage and provision.

The LCWIP identified 14 different routes and respondents were asked for the routes they thought should be prioritised. The chart below shows each of the 14 routes and the proportion of responses which identified them as a priority.



The figure above and detailed analysis shows that Route 3 is identified the most often as being a priority. After that it is (in order) Route 1A, Routes 5 and 7, Routes 1B and 8, and Routes 6 and 8A. This compares to the four top ranked cycle routes within the LCWIP report of Routes 3, 6, 5 and 8A. There are therefore a significant number of similarities in the relative route priorities identified within the public consultation responses and those identified within the LCWIP report.

The consultation sought feedback on 14 individual routes, each is considered below. For each route respondents were asked to rate their level of happiness with these proposals with a score of between 1 and 5 (a score of 1 being “Not at all happy” and a score of 5 being “Very happy”). Respondents were also invited to provide comment on the route and these comments have been used to generate a word cloud.

4.1 Town Centre Improvements

You said

The average score rating by respondents for these town centre improvements was 3.47. This score is significantly below the average score provided by respondents for the various Kettering proposals of 3.97. This low score for the town centre reflects the relatively high proportion of respondents (15%, compared to an average across the routes of 9%) who scored these improvements with the lowest possible score of 1.

The town centre improvements attracted a higher level of responses than the other route proposals that were consulted upon. This may have been since this was located first on the consultation website, or it could have been that the proposals attracted more interest from the public than the other proposals.

The main comments that arose from the consultation for this route were:

- A need to provide secure cycle parking
- No need for toucan crossing proposals within the pedestrianised area of the town centre
- Some responses for and against allowing cyclists to use the current pedestrianised area
- Criticism of the quality and nature of what has been provided for cycling in the past.

A wordcloud of the most common words used in the responses to the town centre improvements is shown below.



Our response

Several respondents identified that the indicated proposal for a toucan crossing within the pedestrianised area was not required. This is accepted and will be removed from the proposals as they are taken forward.

The need to provide secure cycle parking was also raised and this will be included as the design process for the proposals progresses.

4.2 Station Road Improvements

You said

The average score rating by respondents for these Station Road improvements was 4.12. This score is above the average score provided by respondents for the various Kettering proposals of 3.97. This high score for Station Road reflects the relatively high proportion of respondents (almost 50%, compared to an average across the routes of 44%) who scored these improvements with the highest possible score of 5.

A significant number of comments in relation to this route related to crossings. Many comments related to the issues with the existing crossings and the need for a better located crossing and for the new crossing on Northampton Road. Alternatively, there were some comments stating that the existing toucan crossing was suitable, and querying if the number of crossings may make the route slow and unattractive for cycle use.

A wordcloud of the most common words used in the responses to the Station Road improvements is shown below.

5.1 The overall LCWIP

There is a high level of support for the overall proposals within the LCWIP, with 81% of respondents either happy or satisfied with the overall LCWIP. Only 3% of respondents were unhappy with the LCWIP.

5.2 Identified Priority for Routes

In terms of the consultation responses, there are a range of views as to which of the identified routes should be prioritised. No individual routes are clearly identified from the consultation as being of more priority than the others.

Route 3 is identified slightly more often within the consultation responses as being a priority. After that it is (in order of priority given) Route 1A, Routes 5 and 7, Routes 1B and 8, and Routes 6 and 8A. This compares to the four top ranked cycle routes within the LCWIP report of Routes 3, 6, 5 and 8A. There are therefore a significant number of similarities in the relative route priorities identified within the public consultation responses and those identified within the LCWIP report and therefore no changes to this element of the LCWIP are considered to be required.

5.3 Support for Individual Route Proposals

The scoring of approval level for the individual route proposals shows overall high levels of support for each of the routes. The average score for the routes of 3.97 out of a maximum possible score of 5 indicates a high level of support for the routes at an overall level. It is considered that levels of support for each route can reflect whether the route is controversial or easy to achieve. An easy to achieve route may score highly for the level of support, but should not necessarily be viewed as a priority because of that.

The lowest score for level of support for a route proposal was for the town centre improvements. This low score for the town centre reflects the relatively high proportion of respondents (15%, compared to an average across the routes of 9%) who scored these improvements with the lowest possible score of 1. The town centre improvements also attracted a higher level of responses than the other route proposals that were consulted upon. This may have been due to the fact that this was located first on the consultation website, or it could have been that the proposals attracted more interest from the public than the other proposals. It is therefore proposed that the initial design work and further consultation for the town centre improvements be undertaken at an early stage in the future progression of the LCWIP proposals. This will enable any required changes to the town centre proposals to be able to be reflected in the connecting routes as their design is progressed.

5.4 Comments for Individual Route Proposals

The comments received for the LCWIP overall and for each of the route proposals have been examined. Many of the comments received have been supportive of the proposals, with only a small proportion providing negative comments. It should also be noted that many of the comments include criticism of the standard of previously implemented infrastructure for cyclists and pedestrians. The main criticisms relate to variable widths of facility, number of locations where pedestrians/cyclists have to give way and also poor maintenance/encroaching vegetation. These recurring comments demonstrate the importance of ensuring that the route proposals of the LCWIP do not become diluted in the quality and attractiveness of provision they provide for pedestrians and cyclists as they progress through the design process. They also suggest that there will be a need to carefully consider future maintenance requirements (particularly in relation to potential encroachment by adjacent vegetation) within the design of the proposals.

The detailed comments received on the individual routes and the responses provided in this report, will be provided to the design teams that take forward the development of the initial LCWIP proposals. This will enable the design of the proposals to be taken forward in an informed manner and also assist with future engagement and consultation as the route proposals are developed.

6.0

This report will be published on the Commonplace consultation platform ([Have Your Say Today - Kettering Walking & Cycling Plan - Commonplace](#)) and used to inform the future development and implementation of the Kettering LCWIP.

Appendix A– LCWIP Proposed Improvements

Routes into Kettering Town Centre for Proposed Improvements



Town Centre Proposed Improvements



Pedestrian priority streets on Gold Street and High Street: courteous cycling allowed as a trial.

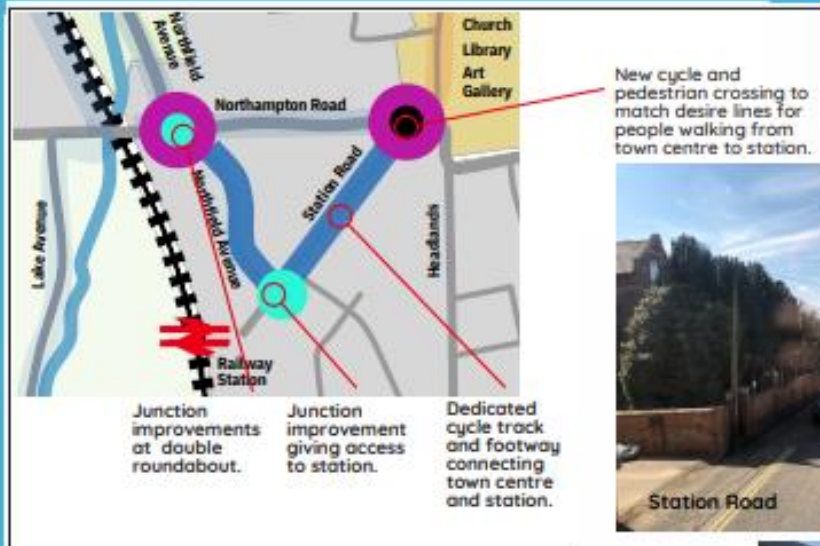
Cycle lanes or dedicated cycle track on Horse Market.

Quietways on low speed / low traffic streets.

Key to Route Maps

-  Proposed or existing dedicated path for cycling (separate from pavement).
-  Proposed or existing shared use path for cycling and walking.
-  Proposed 'quietway' on low-traffic, low speed roads.
-  Junction improvement including existing or new uncontrolled or zebra crossing.
-  Junction improvement including toucan crossing for cycling and walking.
-  Existing or new toucan crossing for cycling and walking.
-  Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Station Road, Kettering (town centre)



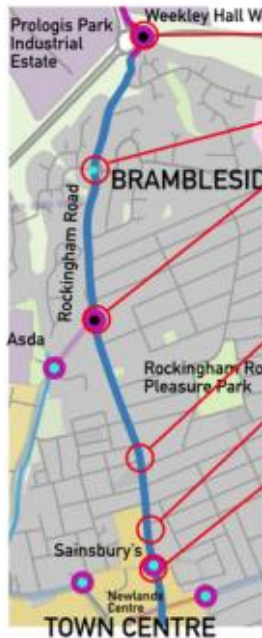
Popular destinations this route would serve: Kettering town centre, parish church, library, art gallery, Bishop Stopford School, businesses along Station Road and Sheep Street, Kettering General Hospital, railway station and onward journeys to Leicester, Nottingham, Market Harborough, Wellingborough, Bedford, London St Pancras etc.



Key to Route Maps

	Proposed or existing dedicated path for cycling (separate from pavement).		Junction improvement including toucan crossing for cycling and walking.
	Proposed or existing shared use path for cycling and walking.		Existing or new toucan crossing for cycling and walking.
	Proposed 'quietway' on low-traffic, low speed roads.		Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.
	Junction improvement including existing or new uncontrolled or zebra crossing.		

**Route 1A:
Rockingham Road to Newland Street**



Improved toucan crossing on arms of junction.

Modifications to two roundabouts to reduce motor vehicle speeds.

Two way cycle track on eastern side of Rockingham Road along entire length of route.

Revise parking to one side of the street to make space for a two way track on this narrow section.

Design of two way cycleway to accommodate parking and loading bays serving businesses.

Remove traffic islands and simplify junction layout and timings to create safer pedestrian and cycle crossings.

Popular destinations this route would serve: Kettering town centre, Sainsburys, Asda, Pleasure Park, St Andrew's Primary School, Park Infant/Junior Schools, Weekley Hall Woods, Prologis Park industrial estate, faith centres (proposed Sikh temple, Salvation Army, Methodist Church), Youth Works, Kettering Business Exchange, Rock and Bowl.

Key to Route Maps

Proposed or existing dedicated path for cycling (separate from pavement).

Proposed or existing shared use path for cycling and walking.

Proposed 'quietway' on low-traffic, low speed roads.

Junction improvement including existing or new uncontrolled or zebra crossing.

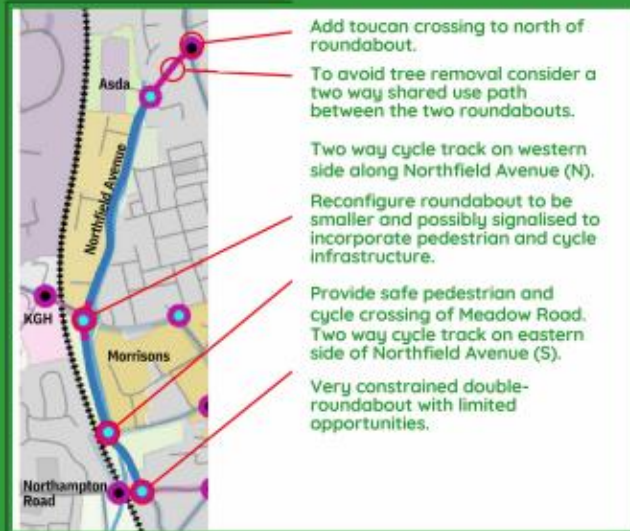
Junction improvement including toucan crossing for cycling and walking.

Existing or new toucan crossing for cycling and walking.



Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 1B: Northfield Avenue



- Add toucan crossing to north of roundabout.
- To avoid tree removal consider a two way shared use path between the two roundabouts.
- Two way cycle track on western side along Northfield Avenue (N).
- Reconfigure roundabout to be smaller and possibly signalised to incorporate pedestrian and cycle infrastructure.
- Provide safe pedestrian and cycle crossing of Meadow Road. Two way cycle track on eastern side of Northfield Avenue (S).
- Very constrained double-roundabout with limited opportunities.



Double roundabout Northfield Avenue/ Northampton Road

Popular destinations this route would serve: St Andrew's Primary School, Weekley Hall Woods, Prologis Park industrial estate, Morrisons, Asda, Aldi, Lidl, B&Q and many other large retailers, Kettering railway station, Kettering General Hospital, MacDonalds, Thunderbowl, Meadow Road Park, St Thomas More Catholic Primary school, Prospect House health centre.

Key to Route Maps

- Proposed or existing dedicated path for cycling (separate from pavement).
 - Proposed or existing shared use path for cycling and walking.
 - Proposed 'quietway' on low-traffic, low speed roads.
 - Junction improvement including existing or new uncontrolled or zebra crossing.
 - Junction improvement including toucan crossing for cycling and walking.
 - Existing or new toucan crossing for cycling and walking.
- Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 2: Rothwell Road to Lower Street and town centre



New crossings suggested on eastern and northern arms of roundabout junction.

Improve and extend shared use footway on north side where pedestrian and cycle volumes are low.

Two way dedicated cycle track on south side. Utilise one lane of Lower Street as a cycle track.

Consider new crossings on northern side of Rothwell Road, west of toucan crossing.

Provide cycle access to hospital.

Two-way dedicated cycle track on northside of bridge.

Shared use path with improved toucan crossing west of bridge.


Reduce size of linking roundabout east of bridge (see Northfield Avenue route 1B)

Popular destinations this route would serve:
Kettering town centre, Kettering General Hospital, Telford Way Industrial Estate, Rothwell, Desborough. Prospect House health centre, retail areas for B&Q, Aldi, Lidl, Morrisons.

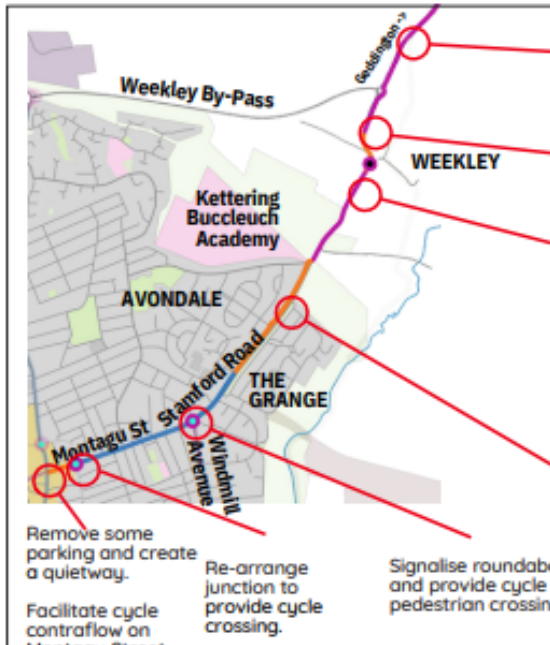


Rothwell Road - entrance (east) to Kettering General Hospital

Key to Route Maps

-  Proposed or existing dedicated path for cycling (separate from pavement).
-  Proposed or existing shared use path for cycling and walking.
-  Proposed 'quietway' on low-traffic, low speed roads.
-  Junction improvement including existing or new uncontrolled or zebra crossing.
-  Junction improvement including toucan crossing for cycling and walking.
-  Existing or new toucan crossing for cycling and walking.
-  Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 3: Stamford Road - Montagu Street to Weekley and towards Geddington



Shared use path from Weekley to Geddington: widen existing pavement.

Reduced speed limit in Weekley. Toucan crossing and protected transfer for cyclists between carriageway and shared use paths.

Widen existing shared use path.

Quietway utilising existing parallel service access, or new shared use path on north side.

Remove some parking and create a quietway.

Facilitate cycle contraflow on Montagu Street (west).

Re-arrange junction to provide cycle crossing.

Signalise roundabout and provide cycle and pedestrian crossings.



Popular destinations for this route would serve: Kettering town centre, North Northants Greenway (being planned), Grange Primary School, St Mary's Primary School, Grange Place, Crescents Community Centre, Montagu St/Stamford Road shops, Kettering Buccleuch Academy, Weekley, Geddington,

Key to Route Maps

Proposed or existing dedicated path for cycling (separate from pavement).

Proposed or existing shared use path for cycling and walking.

Proposed 'quietway' on low-traffic, low speed roads.

Junction improvement including existing or new uncontrolled or zebra crossing.

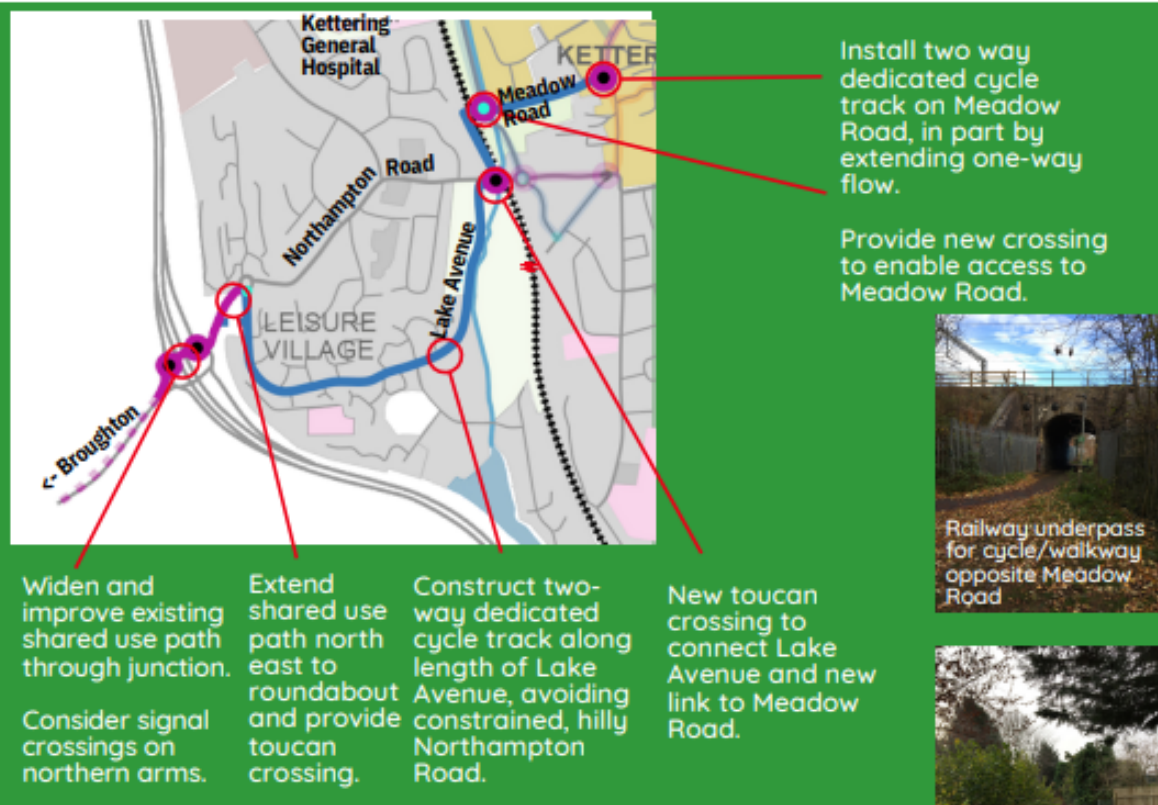
Junction improvement including toucan crossing for cycling and walking.

Existing or new toucan crossing for cycling and walking.



Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 4: Northampton Rd /Lake Avenue (via Meadow Road)




Popular destinations this route would serve: Kettering town centre, Kettering Leisure Village (conference centre, theatre and sports venue), Kettering railway station, Kettering General Hospital, Meadow Road Park, Trading Post, Hall Meadow Primary School, Northampton Road Industrial estate (across A14), Broughton, Mawsley.

Key to Route Maps

	Proposed or existing dedicated path for cycling (separate from pavement).		Junction improvement including toucan crossing for cycling and walking.
	Proposed or existing shared use path for cycling and walking.		Existing or new toucan crossing for cycling and walking.
	Proposed 'quietway' on low-traffic, low speed roads.		Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.
	Junction improvement including existing or new uncontrolled or zebra crossing.		

Route 5: London Road - Town centre towards Wicksteed Park



Accommodate toucan crossing in existing signal junction to enable access from London Road to Horse Market.

Upgrade existing crossings to toucan and remove guard railing.

Provide two way dedicated cycle track next to pavement on the east side of the road throughout this route.

Tighten roundabout junction to enable provision of crossing for people walking or cycling.

Consider signalised crossings for walking and cycling on two sides or signalise whole junction.

Horse Market

London Road Cemetery

St Mary's Hospital

Tresham College

Bishop Stopford School

Southfield School

Wicksteed Park

London Road (outside cemetery)

London Road (outside St Mary's hospital)

Popular destinations for this route would serve: Kettering town centre, Tresham College, Wicksteed Park, Bishop Stopford School, Hawthorn Primary School, Southfield School, St Mary's Hospital, Barton Seagrave, Burton Latimer, Hanwood Park.



Key to Route Maps

-  Proposed or existing dedicated path for cycling (separate from pavement).
-  Proposed or existing shared use path for cycling and walking.
-  Proposed 'quietway' on low-traffic, low speed roads.
-  Junction improvement including existing or new uncontrolled or zebra crossing.
-  Junction improvement including toucan crossing for cycling and walking.
-  Existing or new toucan crossing for cycling and walking.
-  Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 6: St Mary's Road/ Deeble Road



Accommodate two way dedicated cycle track on south side of Deeble Road.

Formalise shared use footways within Hanwood Park.

Provide two-way dedicated cycle route on south side of St Mary's Road.

Introduce low traffic neighbourhood and use existing alleyways to provide east west route. Alternative if this is not possible is via a longer alternative route to the north.

Provide improved crossing south of existing roundabout. Consider signalling.

Reduce lane widths and improve crossing facilities for walking and cycling.

Hanwood Park

Popular destinations this route would serve: Kettering town centre, Kettering railway station, Kettering swimming pool, Linden Avenue health centre, Kettering Science Academy, Ise Lodge Community centre, Churchill Way schools, Church of Christ the King, St Stephen's Road shops and takeaway, St John's Road services, shops and takeaway, Ise Garden centre, Hanwood Park, future Greenway (along River Ise).



Key to Route Maps

	Proposed or existing dedicated path for cycling (separate from pavement).		Junction improvement including toucan crossing for cycling and walking.
	Proposed or existing shared use path for cycling and walking.		Existing or new toucan crossing for cycling and walking.
	Proposed 'quietway' on low-traffic, low speed roads.		Junction improvement including existing or new uncontrolled or zebra crossing.
	Junction improvement including existing or new uncontrolled or zebra crossing.		Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

Route 7: Windmill Avenue



Consider converting existing roundabout to signalised junction to control movements and create crossings.

Shared use path and dedicated cycleway where there is space available on east side of Windmill Avenue.

Reduce width of approach arms to roundabout and introduce new crossing on southern arm (for east-west cycle traffic).

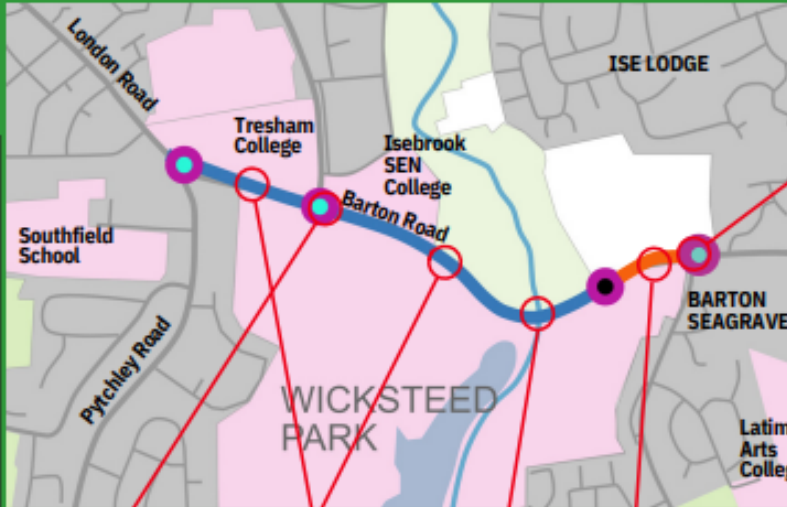
Limited potential for introducing dedicated infrastructure; some level of shared use is recommended.

Add pedestrian and cycle phase to new signalised junction layout.



Popular destinations this route would serve: Kettering town centre, Wicksteed Park, Tresham College, Mill Road/Windmill Ave shops, Kettering rugby club, Kettering Science Academy, Kettering Buccleuch Academy, Southfield School, future Greenway, Grange Place shops, Stamford Road/Montagu St shops and businesses, Linden Avenue medical centre,

Route 8: Barton Raod



Upgrade existing new two-stage pedestrian crossings to single-stage toucan crossings.



Convert two-stage pedestrian crossings to single stage toucan crossings.

Two way dedicated cycle track along length

Incorporate improvements to bridge to accommodate two-way dedicated cycling track.

Shared use at bus stop layby but otherwise dedicate to two-way cycling.

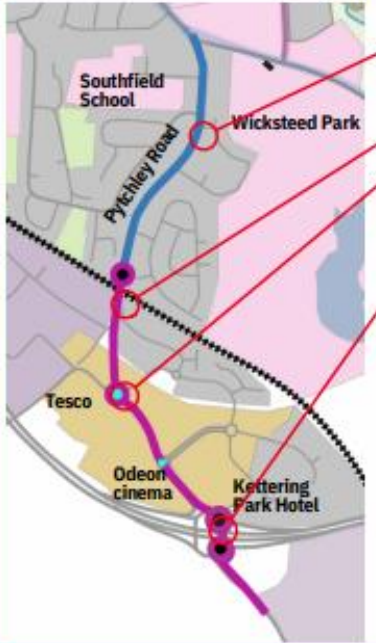
Popular destinations this route would serve: Barton Seagrave, Hanwood Park, Ise Lodge, Burton Latimer, Tresham College, Isebrook SEN College, Wicksteed Park, Wicksteed Water Meadows, Southfield School, Kettering town centre, Ise skate park, Latimer Arts College, Kettering rugby club.

Key to Route Maps

	Proposed or existing dedicated path for cycling (separate from pavement).		Junction improvement including toucan crossing for cycling and walking.
	Proposed or existing shared use path for cycling and walking.		Existing or new toucan crossing for cycling and walking.
	Proposed 'quietway' on low-traffic, low speed roads.		Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.
	Junction improvement including existing or new uncontrolled or zebra crossing.		

Route 8A: Pytchley Road

Pytchley Road



Dedicated two way cycle path separate from footpath on west side of Pytchley Road north of railway bridge.

Shared use paths on east side of Pytchley Road and south of railway bridge.








Consider signalisation of junction.

Continue recently constructed shared use path to connect A509. Improve crossings and consider signalling crossings on east side of roundabout junction.



Popular destinations this route would serve: Symmetry Park industrial estate, Kettering Retail Park (Argos, Aldi, Next, Nandos, Pizza Hut, McDonalds etc), Tesco superstore, Pytchley Road Industrial estate, Odeon cinema, Kettering Park Hotel & Spa, Wicksteed Park, Southfield School, Kettering Parkway, Kettering Venture Park, Isham, Wellingborough.

Key to Route Maps

	Proposed or existing dedicated path for cycling (separate from pavement).		Junction improvement including toucan crossing for cycling and walking.
	Proposed or existing shared use path for cycling and walking.		Existing or new toucan crossing for cycling and walking.
	Proposed 'quietway' on low-traffic, low speed roads.		Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.
	Junction improvement including existing or new uncontrolled or zebra crossing.		



Route 8b:
Barton Seagrave village and Burton Latimer (West)



Restrict footway parking and widen shared use path.

Widen shared use paths throughout, including removal of bus stop laybys.

Utilise and resurface service road access and provide crossing point.

Upgrade existing path through recreation ground to create Greenway link linking quietway sections.

Popular destinations this route would serve: Kettering town centre, Burton Latimer town centre, Barton Seagrave village, Latimer Arts College, Weetabix factory, Morrisons distribution centre, Kettering Town football club, King George V Play Area/community centre/tennis club.



Key to Route Maps

- Proposed or existing dedicated path for cycling (separate from pavement).
- Proposed or existing shared use path for cycling and walking.
- Proposed 'quietway' on low-traffic, low speed roads.
- Junction improvement including existing or new uncontrolled or zebra crossing.

- Junction improvement including toucan crossing for cycling and walking.
- Existing or new toucan crossing for cycling and walking.



Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.



Route 8c: Burton Latimer east



Complete missing sections of shared use path throughout.

Introduce toucan crossings of roundabout arms where currently unsignalised.

Potential for traffic calming or filtering to create quietway.



Popular destinations this route would serve: Burton Latimer town centre, Kettering town centre, Hanwood Park, Ise Lodge, Barton Seagrave, Wicksteed Park, Latimer Arts College and Masque Theatre, Morrisons distribution centre, Alpro and other Altendiez Way businesses, McDonald's, Segro Park industrial estate eg for Ball (aluminium packaging) factory, Burton Latimer cricket club, Finedon, Wellingborough.

Key to Route Maps

- Proposed or existing dedicated path for cycling (separate from pavement).
- Proposed or existing shared use path for cycling and walking.
- Proposed 'quietway' on low-traffic, low speed roads.
- Junction improvement including existing or new uncontrolled or zebra crossing.
- Junction improvement including toucan crossing for cycling and walking.
- Existing or new toucan crossing for cycling and walking.
- Note: All routes and schemes are initial proposals. Further design work will be needed, which will be subject to consultation.

EXECUTIVE 14th September 2023

Report Title	Hackney Carriage De-zoning, Hackney Carriage Byelaws and Hackney Carriage Number Limits
Report Author	Graeme Kane – Interim Executive Director for Place & Economy
Lead Member	Cllr David Brackenbury, Executive Member for Growth and Regeneration

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

None

1. Purpose of Report

- 1.1 The Authority will need to consider whether to retain the current Hackney Carriage zones, or to remove the zones and implement the associated actions arising from the decision. This report highlights the keys points for consideration.

2. Executive Summary

- 2.1. Hackney Carriage zones are the result of the restrictions of historic hackney carriage legislation when changes are made to Local Authority areas. When North Northamptonshire Council was formed, for the purposes of hackney carriage licensing, the previous former authority areas continued to be the zones for licensing purposes.
- 2.2. As there are four hackney carriage zones, North Northamptonshire Council (NNC) has four separate arrangements and systems in place for each zone,

this includes licences, vehicle plates, byelaws, fare tariffs and fees and charges. This report details the options for the future of zoning in North Northamptonshire and highlights the action required if a decision is taken to remove the separate zones.

3. Recommendations

- 3.1 It is recommended that the Executive;
- i) Approve commencement of a consultation process on the potential removal of the current four hackney carriage zones and replacement with one NNC zone;
 - ii) Approve that the current Hackney Carriage Byelaws are reviewed.
- 3.2 Reason for Recommendation: Following the alignment of the hackney carriage tariff of fares and implementation of one Hackney Carriage and Private Hire Policy covering the whole of NNC's area implemented on 1st April 2023, it is appropriate to consider the retention of four separate zones for hackney carriage licencing. The review of the zones necessitates a review of the byelaws which govern hackney carriage licensing.
- 3.3 Alternative Options Considered in relation to the zones;
- i) To take no action and retain the current four hackney carriage zones.
 - ii) Determine that this matter requires further consideration, but now is not the correct time to consider this matter and defer consultation to a later date.
- 3.4 Alternative Option Considered in relation to the byelaws;
- i) To take no action and retain the current Hackney Carriage Byelaws.

4. Report Background

Dezoning

- 4.1. Hackney Carriage zones are the result of changes to Local Authority areas and the restrictions of historic hackney carriage legislation.
- 4.2. As a result of a number of Acts of Parliament up to the 1974 reorganisation, Hackney Carriage licensing was a function of the various rural district, urban district, borough and county borough councils.
- 4.3. When the Local Government Act 1972 created two tiers of local government it carried over the requirements of the Public Health Act 1875, continuing the application of hackney carriage licensing to district councils and specifying that

the prescribed distance described in the Town Police Clauses Act 1847 was within the area of those councils.

- 4.4. In 2021 North Northamptonshire Council became a unitary authority for the former areas of Corby, East Northamptonshire, Kettering and Wellingborough, this meant that the former authority areas had to continue as zones for hackney carriage licensing rather than transitioning to one area.
- 4.5. This means that each zone continues to have to licence its own hackney carriages and drivers and operate to the byelaws in existence for that former area. It also means that a driver and vehicle wishing to operate across the whole of North Northamptonshire would need to obtain four licences i.e. one for each area. There is also a need for separately set fees and fares to be in place for each of the zones.
- 4.6. The Authority can make one of two decisions, it can either retain the existing four hackney carriage zones or remove them and create one zone for the whole of the North Northamptonshire area. It is not legally possible to amalgamate two or more zones.
- 4.7. The current DfT document Taxi and Private Hire Licensing: Best Practice Guidance issued in 2010, states in relation to zones (paragraph numbers from guidance):

89. The areas of some local licensing authorities are divided into two or more zones for taxi licensing purposes. Drivers may be licensed to ply for hire in one zone only. Zones may exist for historical reasons, perhaps because of local authority boundary changes.

90. The Department recommends the abolition of zones. That is chiefly for the benefit of the travelling public. Zoning tends to diminish the supply of taxis and the scope for customer choice - for example, if fifty taxis were licensed overall by a local authority, but with only twenty-five of them entitled to ply for hire in each of two zones. It can be confusing and frustrating for people wishing to hire a taxi to find that a vehicle licensed by the relevant local authority is nonetheless unable to pick them up (unless pre-booked) because they are in the wrong part of the local authority area. Abolition of zones can also reduce costs for the local authority, for example through simpler administration and enforcement. It can also promote fuel efficiency, because taxis can pick up a passenger anywhere in the local authority area, rather than having to return empty to their licensed zone after dropping a passenger in another zone.

91. It should be noted that the Government has now made a Legislative Reform Order which removed the need for the Secretary of State to approve amalgamation resolutions made by local licensing authorities. The Legislative Reform (Local Authority Consent Requirements) (England and Wales) Order 2008 came into force in October 2008. Although these resolutions no longer require the approval of the Secretary of State, the statutory procedure for making them – in paragraph 25 of schedule 14 to the Local Government Act 1972- remains the same.

- 4.8. If the Authority decides to remove the zones then it will also need to consider what, if any, actions need to be taken with regard to existing driver and vehicle licences.
- 4.9. There are a number of matters to be considered:
- In order to obtain a hackney carriage driver's licence, it is first necessary to pass a knowledge test relevant to the zone in which the individual intends to drive. Currently there are four separate knowledge tests and if zones are removed, consideration will need to be given to the form of this test, due to the size of the district.
 - The driver's badge refers to the zone in which the licence holder can drive.
 - The licence and licence plates for hackney carriages reference the zone in which the vehicle can operate as a hackney carriage.
- 4.10. There is currently a separate section in the new North Northamptonshire wide Taxi and Private Hire Policy for each zone. If zones are removed, all licences would be issued under the same section of the policy, which would ensure consistency of information.

Byelaws

- 4.11. Should a decision be taken to remove the four zones, it will also be necessary to consider the implementation of new hackney carriage byelaws for the Authority. Each former authority area currently has a set of byelaws in its own right which will no longer have effect if the zones are removed.
- 4.12. The DfT has a set of model byelaws, of which the former authorities use an older version, which the Authority may use as provided by the DfT, or the Authority may seek to modify them. DfT currently has a new set of model byelaws out for consultation which the Authority may wish to wait for before commencing this process, however there is currently no confirmed date for publication.
- 4.13. The byelaws which the Authority wishes to adopt, model or otherwise, need to be submitted to the DfT for provisional approval.
- 4.14. The Authority has previously sought advice from DfT on the timescale for this procedure and their advice was that if the byelaws are not considered controversial, for example if they replicate the model byelaws that have been recommended by the Department, then the Secretary of State can grant approval relatively quickly. If proposed changes are controversial though and deviate from the model byelaws, they will take longer to be considered and for approval to be granted. Use of model byelaws may therefore be the preferable option given that there has been no indication that any additional byelaws are required for this purpose at this time.

- 4.15. Should the Authority wish to remove the hackney carriage zones, it will therefore need to align that decision with the coming into effect of the new byelaws.

Limit on Hackney Carriage Numbers

- 4.16. One other matter that will need to be considered is the issue of limitation of hackney carriage numbers. Of the four former authorities, only Corby has a limit on the number of hackney carriage licences permitted.
- 4.17. The Transport Act 1985 amended the Town Police Clauses Act 1847 to allow licensing authorities to limit the number of hackney carriages if they wished, where there is no significant unmet demand.
- 4.18. In November 2003 the Office of Fair Trading published a market study into the regulation of hackney carriages (taxis) and private hire vehicles in the UK. The study highlighted concerns surrounding the limiting of the number of hackney carriage plates available in the marketplace by some local authorities.
- 4.19. That study was put before the Government who produced a Government Action Plan for taxis and private hire vehicles requiring those local authorities who still restricted hackney carriage plates, of which 45% still did at the time, to review their local policy on hackney carriage plate restriction.
- 4.20. The DfT document Taxi and Private Hire Licensing: Best Practice Guidance issued in 2010 states in relation to limiting (paragraph numbers from Guidance):

45. The present legal provision on quantity restrictions for taxis outside London is set out in section 16 of the Transport Act 1985. This provides that the grant of a taxi licence may be refused, for the purpose of limiting the number of licensed taxis 'if, but only if, the [local licensing authority] is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet'.

46. Local licensing authorities will be aware that, in the event of a challenge to a decision to refuse a licence, the local authority concerned would have to establish that it had, reasonably, been satisfied that there was no significant unmet demand.

47. Most local licensing authorities do not impose quantity restrictions; the Department regards that as best practice. Where restrictions are imposed, the Department would urge that the matter should be regularly reconsidered. The Department further urges that the issue to be addressed first in each reconsideration is whether the restrictions should continue at all. It is suggested that the matter should be approached in terms of the interests of the travelling public - that is to say, the people who use taxi services. What benefits or disadvantages arise for them as a result of the continuation of controls; and what benefits or disadvantages would result for the public if the controls were removed? Is there evidence that removal of the controls would result in a deterioration in the amount or quality of taxi service provision?

48. *In most cases where quantity restrictions are imposed, vehicle licence plates command a premium, often of tens of thousands of pounds. This indicates that there are people who want to enter the taxi market and provide a service to the public, but who are being prevented from doing so by the quantity restrictions. This seems very hard to justify.*

49. *If a local authority does nonetheless take the view that a quantity restriction can be justified in principle, there remains the question of the level at which it should be set, bearing in mind the need to demonstrate that there is no significant unmet demand. This issue is usually addressed by means of a survey; it will be necessary for the local licensing authority to carry out a survey sufficiently frequently to be able to respond to any challenge to the satisfaction of a court. An interval of three years is commonly regarded as the maximum reasonable period between surveys.*

4.21. The current (as at 8th June 2023) numbers of hackney carriages licensed in North Northamptonshire are shown below:

Wellingborough	- Number of hackney carriages =	34
Corby	- Number of hackney carriages =	114
East Northants	- Number of hackney carriages =	35
Kettering	- Number of hackney carriages =	45
	Total	228

4.22. It can be seen that despite being subject to a limit, the number of hackney carriages in Corby far exceeds that of any other sovereign authority area in the North Northamptonshire area.

4.23. By comparison Corby is the only area where Hackney Carriages outnumber private hire vehicles as shown below (as at 8th June 2023):

Wellingborough	- Number of Private Hire Vehicles =	185
Corby	- Number of Private Hire Vehicles =	99
East Northants	- Number of Private Hire Vehicles =	211
Kettering	- Number of Private Hire Vehicles =	97
	Total =	592

4.24. The above suggests the current Corby Hackney Carriage trade is picking up a more significant proportion of the pre-booked journey market in Corby than is seen elsewhere.

4.25. Should the Authority decide to remove the zones in North Northamptonshire then it will, by this action, also remove the limit on hackney carriages in the Corby area. It would therefore be advisable to consult on both the removal of zones and the impact on existing limits.

4.26. It would then be for the Authority to decide if any further consideration should be given to hackney carriage licence limits for the whole area, or if the hackney carriage (and private hire) trade should be determined by market forces.

- 4.27. To introduce any limits would require an unmet demand survey which would need to be repeated every three years and there would be a cost to this. The unmet demand survey for the Corby area is currently due and will be arranged if the decision is taken not to remove zones or that this matter requires further consideration, but now is not the correct time to consider this matter and consultation is deferred to a later date. The cost of this survey has historically been re-charged to the hackney carriage trade in Corby.
- 4.28. If all policy requirements relating to the hackney trade were aligned, a Hackney Carriage vehicle and/or driver could be plated or licensed to operate across multiple zones, and this could be considered as an alternative to removing the zones. This would still require the licensing processes to be by zone. It would however allow the Corby Hackney carriage plate limit to continue in existence, thereby continuing to prevent opening up the market to further hackney carriages within the Corby zone. Consideration would need to be given to this as an alternative to full de-zoning and proper reasoning for whichever course of action is chosen would be required.
- 4.29. If there is a future decision to remove the zones and update the byelaws, the North Northamptonshire Council Hackney Carriage and Private Hire Licensing Policy will need to be updated accordingly. It is proposed that this updated policy would be taken to the Executive for approval with the report on de-zoning and the byelaws.

5. Issues and Choices

- 5.1. De-zoning would provide one licensing process for hackney carriage vehicles and drivers across North Northamptonshire. The potential advantages of removing the existing zones are as follows:
- Hackney carriages would be able to work ranks and ply for hire across the whole of North Northamptonshire, which would allow them to reduce their travelling costs should they so wish by operating in the town at the end of a journey rather than returning to base empty. This would allow them to be more competitive, efficient and environmentally sustainable due to the potential for fewer empty journeys.
 - The DfT recommends the abolition of zones for the benefit of the travelling public, since they tend to diminish supply, scope for customer choice and cause confusion and frustration for the public.
 - Moving to a single hackney zone, rather than four would enhance strategic decision making such as future provision of taxi ranks and policy requirements.
 - A single zone would allow the trade to respond flexibly to changes in demand across the whole Council area, which would improve service delivery to local residents and businesses.

- A single zone only requires a single tariff of fares, simplifying the process for the trade and passengers, with efficiency savings for the council.
- Allowing all NNC licensed Hackney Carriages to ply for hire in all areas, may also provide a wider distribution of wheelchair accessible vehicles, since these are not currently evenly spread across the whole of NNC's area, with more being currently licensed to work in the Corby and Kettering zones.
- Removal of the quantity restriction in the Corby zone would remove the need for unmet demand surveys to be undertaken, which are complex and costly to implement. The DfT's view is that such quantity controls are generally anti-competitive and should be removed unless there is a compelling reason based on the interests of the travelling public to maintain a limit.

5.2. The potential disadvantages of removing the existing zones are as follows:

- The removal of the Corby limit may be seen as a disadvantage of dezoning to some of the trade in the Corby zone, however no other zone has such a limit since the other former authorities removed any limit after the DfT guidance was introduced.
- There is a risk of clustering of hackney carriage vehicles around hotspot areas at peak times, reducing the supply in other areas. It is however expected that the market and demand for vehicles will dictate the flow of hackney carriages and existing licensed drivers may continue to primarily focus on their existing areas of work, with the advantage that they may also collect passengers from a wider area on their return journey.
- There could be a loss of local knowledge amongst drivers, however the knowledge test would be reviewed to ensure that it is suitably designed for the new area (while not being overly complex given the increase in size of the single zone when compared to the current four zones).
- The trade have been through a period of substantial change over the last 12 months following the alignment of hackney carriage tariffs and the introduction of the new NNC hackney carriage and private hire licensing policy and this represents further change and uncertainty for the trade.
- Increased administrative burden on the teams in managing the consultation and implementation processes.

5.3. The introduction of the current DfT byelaws would be of benefit in ensuring that our hackney carriage trade is compliant with the most up to date requirements. Unlike other aspects of taxi and private hire licensing, hackney carriage licences cannot be conditioned, and the byelaws provide the necessary controls.

- 5.4. If the decision is to remain with the current arrangements, then the only decision will be whether to adopt new Byelaws as provided by the DfT with or without proposals for additional byelaws from the Authority. If the decision is to move to new byelaws, then approval to carry out the Byelaws adoption process will be required.
- 5.5. If the decision is to consider de-zoning the four areas, then a consultation process will need to be implemented. It is recommended that this covers both the de-zoning and Corby hackney carriage limit.
- 5.6. The Licensing and Appeals Committee considered this matter on 3 July 2023 and resolved to recommend to the Executive that a consultation process be undertaken on the potential removal of the current four hackney carriage zones and replacement with one North Northamptonshire Council zone. They also recommended that the current Hackney Carriage Byelaws be reviewed.

6. Next Steps

- 6.1. If the decision is to progress consideration of the removal of the zones at this time, then a 12-week consultation process will be undertaken with the trade, partners and travelling public.
- 6.2. Once the consultation process has been completed, the responses will be referred back to Licensing and Appeals Committee to determine next steps, before final consideration by the Executive.
- 6.3. New byelaws cannot be prepared until it is confirmed whether the byelaws are for the former authority areas or North Northamptonshire Council.

7. Implications (including financial implications)

7.1. Resources and Financial

- 7.1.1 There are no significant resource or financial implications from de-zoning. If introduced, it would streamline the licensing process for the licensing of hackney carriages. The costs of issuing new plates, licences and badges can be met within existing budgets and it would be proposed to reduce these costs by issuing these when renewals were due or on new application rather than immediately replacing all at the time a decision to dezone was taken.

7.2. Legal and Governance

- 7.2.1 Should the Authority wish to remove hackney carriage zones from its area then there is a legal process to follow. This process is laid out in Schedule 14 to the Local Government Act 1972, Part II, para 25, detailed below.

25 (1) Subject to sub-paragraph (2) below, a local authority may after giving the requisite notice resolve that any of the enactments mentioned in paragraph 24 above shall apply throughout their area or shall cease to apply throughout their area (whether or not, in either case, the enactment applies only to part of their area).

(2) A resolution under this paragraph disapplying—

(a) section 171(4) of the Public Health Act 1875;

(b)

(c) section 82, 83 of the Public Health Acts Amendment Act 1907; or

(d) section 76 of the Public Health Act 1925;

must be passed before 1st April 1975, but any other resolution under this paragraph may be passed at any time.

(3) A resolution under this paragraph applying either of the following provisions, that is to say, section 21 of the said Act of 1907 or section 18 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area and a resolution under this paragraph applying either of the following provisions, that is to say, the original street-naming enactment or section 19 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area.

(4)

(5) The notice which is requisite for a resolution given under sub-paragraph (1) above is a notice—

(a) given by the local authority in question of their intention to pass the resolution given by advertisement in two consecutive weeks in a local newspaper circulating in their area; and

(b) served, not later than the date on which the advertisement is first published, on the council of every parish or community whose area, or part of whose area, is affected by the resolution or, in the case of a parish so affected but not having a parish council (whether separate or common), on the chairman of the parish meeting.

(6) The date on which a resolution under this paragraph is to take effect shall—

(a) be a date specified therein, being not earlier than one month after the date of the resolution; .

(b)

(7) A copy of a resolution of a local authority under this paragraph, certified in writing to be a true copy by the proper officer of the authority, shall in all legal proceedings be received as evidence of the resolution having been passed by the authority.

7.2.2 Previously approval for a resolution under this Section required the approval of the Secretary of State but this was removed by a Legislative Reform Order and therefore, provided the above process is followed, the Authority can remove its Hackney Carriage zones.

7.2.3 Should the Authority wish to introduce a byelaw or byelaws which deviate from the model ones, the DfT expects the Authority to take a rigorous approach in drafting to ensure that the tests of legal validity are met. These are set out in

Kruse v Johnson [1898 2 QB 91] as comprising four elements essential to validity:

- byelaws must be within the powers of the local authority which makes them;
- byelaws must not be repugnant to the general law;
- byelaws must be certain and positive in their terms; and
- byelaws must be reasonable.

7.2.4 If a local authority identifies a policy objective which it wishes to reflect in byelaws, the onus will be on the local authority to draft a suitable byelaw to put to the Department for provisional approval. The onus will also be on the local authority to satisfy itself as to the validity of any proposed byelaw which it submits to the Department for approval. It is expected that the Authority will have sought their own legal advice and to provide an explanation as to why they consider that any proposed byelaw is valid.

7.2.5 Confirmation by the Secretary of State does not endow the byelaws with legal validity - only the courts can determine whether a byelaw is valid. To this extent, it is crucial that any draft byelaws are seen and approved by the Council's legal advisers. Any request for provisional approval of byelaws which deviate from the model should be accompanied by an explanation of the policy objective, a justification of their validity and confirmation that the byelaws have been approved by legal advisers.

7.2.6 Should the Authority decide to implement new byelaws, there is a need to follow the process laid down in Section 236 of the Local Government Act 1972 for the adoption of byelaws:

(1) Subject to subsection (2) below, the following provisions of this section shall apply to byelaws to be made by a local authority in England under this Act and to byelaws made by a local authority in England, the Greater London Authority, Transport for London, an Integrated Transport Authority for an integrated transport area in England or a combined authority under any other enactment and conferring on the authority a power to make byelaws and for which specific provision is not otherwise made.

*(2) This section shall not apply to
(a) byelaws of a class prescribed by regulations under section 236A, or
(b) byelaws made by the Civil Aviation Authority under section 29 of the Civil Aviation Act 1982.*

(3) Subject to subsection (3A) below, the byelaws shall be made under the common seal of the authority, or, in the case of byelaws made by a parish council not having a seal, under the hands and seals of two members of the council, and shall not have effect until they are confirmed by the confirming authority.

(3A) Byelaws made by the Greater London Authority shall be made under the hand of the Mayor and shall not have effect until they are confirmed by the confirming authority.

(4) At least one month before application for confirmation of the byelaws is made, notice of the intention to apply for confirmation shall be given in one or more local newspapers circulating in the area to which the byelaws are to apply.

(5) For at least one month before application for confirmation is made, a copy of the byelaws shall be deposited at the offices of the authority by whom the byelaws are made, and shall at all reasonable hours be open to public inspection without payment.

(6) The authority by whom the byelaws are made shall, on application, furnish to any person a copy of the byelaws, or of any part thereof, on payment of such sum, not exceeding 10p for every hundred words contained in the copy, as the authority may determine.

(7) The confirming authority may confirm, or refuse to confirm, any byelaw submitted under this section for confirmation, and may fix the date on which the byelaw is to come into operation and if no date is so fixed the byelaw shall come into operation at the expiration of one month from the date of its confirmation.

(8) A copy of the byelaws, when confirmed, shall be printed and deposited at the offices of the authority by whom the byelaws are made, and shall at all reasonable hours be open to public inspection without payment, and a copy thereof shall, on application, be furnished to any person on payment of such sum, not exceeding 20p for every copy, as the authority may determine.

(9) The proper officer of a district council shall send a copy of every byelaw made by the council, and confirmed, to the proper officer of the council, whether separate or common, of every parish to which they apply or, in the case of a parish not having a council, to the chairman of the parish meeting, and the proper officer of the parish council or chairman of the parish meeting, as the case may be, shall cause a copy to be deposited with the public documents of the parish. A copy so deposited shall at all reasonable hours be open to public inspection without payment.

(10) The proper officer of a county council shall send a copy of every byelaw made by the council, and confirmed, to the council of every district in the county, and the proper officer of the council of a district shall send a copy of every byelaw made by the council, and confirmed, to the council of the county.

In this section the expression "the confirming authority" means the authority or person, if any, specified in the enactment (including any enactment in this Act) under which the byelaws are made, or in any enactment incorporated therein or applied thereby, as the authority or person by whom the byelaws are to be confirmed, or if no authority or person is so specified means the Secretary of State.

7.3 Relevant Policies and Plans

7.3.1 Review of the licensing provisions for the hackney carriage trade and ensuring that they remain relevant, up to date, promote efficiency and environmental sustainability while meeting the needs of the community, will assist the council in meeting stated commitments within the Corporate Plan. Relevant sections of the Corporate Plan include:

- Creating safe and thriving places by ‘enabling people to travel across North Northamptonshire and beyond’
- Maintaining a green, sustainable environment by ‘demonstrating clear leadership on tackling environmental sustainability’
- Providing modern public services by ‘providing good quality and efficient services valued by our customers’

7.4 Risk

7.4.1 There are no significant risks arising from the proposed recommendations in this report.

7.5 Consultation

7.5.1 A consultation process is proposed if the dezoning / delimiting options are to be taken forward. It is recommended that this should be for 12-weeks but the Authority can reduce that period if it considers it appropriate to do so.

7.5.2 To make sure there is a corporate awareness and to enable an organisational overview of our activities, the Consultation and Engagement team would be party to the work. Consultation will be with the taxi and private hire trade, the general public and, through the generality of the consultation process via the website as well as directed mailings, any other person with an interest in this subject.

7.6 Consideration by Executive Advisory Panel

7.6.1 A joint meeting of the Sustainable Communities and Prosperous Communities Executive Advisory Panels considered the report on 9th August 2023. The Panels were generally supportive of the consultation proposal and requested that particular consideration be given to consultation with trade groups. If dezoning is approved, they requested that particular consideration be given to what a new knowledge test for the new North Northamptonshire Council zone would look like. This will be considered if a decision to remove the zones is made.

7.7 Consideration by Scrutiny

7.7.1 This matter has not yet been considered by Scrutiny.

7.8 Equality Implications

7.6.1 An Equality Impact Screening Assessment has been completed and this has not identified any equality implications of removing the zones.

7.9 Climate and Environment Impact

7.9.1 It is anticipated that if the decision is to remove the zones, then once implemented it should result in a reduction in miles travelled by hackney carriages, as they have the opportunity to ply for hire across the area. This means that a vehicle currently licensed for the Corby zone who drops off a passenger in Kettering, rather than driving back to Corby empty, could then work in Kettering. This will have a positive impact upon air quality and climate control.

7.10 Community Impact

7.10.1 The new NNC hackney carriage and private hire licensing policy adopted from 1st April 2023 requires that all hackney carriages will, within five years, be wheelchair accessible. Dezoning allows this fleet of vehicles to be more readily available across the taxi ranks of North Northamptonshire.

7.11 Crime and Disorder Impact

7.11.1 There are no implications for Crime and Disorder from this report.

8 Background Papers

8.1 Department for Transport - Taxi And Private Hire Vehicle Licensing: Best Practice Guidance March 2010

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/212554/taxi-private-hire-licensing-guide.pdf

EXECUTIVE 14th September 2023

Report Title	North Northamptonshire Greenway Strategy
Executive Director	Jane Bethea, Director of Public Health David Watts, Executive Director Adults, Health Partnerships & Housing
Report Author	Kerry Purnell Assistant Director, Communities and Leisure Kerry.purnell@northnorthants.gov.uk
Lead Member	Cllr Helen Howell – Executive Member for Sport, Leisure, Culture and Tourism

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A: North Northamptonshire Greenway Strategic Masterplan and its appendices (A(i)-A(vi))

Appendix B: Rushden to Wellingborough Feasibility Study

1. Purpose of Report

- 1.1. This report introduces the North Northamptonshire Greenway Strategic Masterplan and the Feasibility Study for the proposed Rushden to Wellingborough phase of the Greenway.
- 1.2. Both documents have been co-produced with the Council's strategic partners. The Greenway strategy provides a clear vision and definition for the Greenway and an evidence-based masterplan to shape investment and development over the next 10 to 20 years;

- 1.3. The report requests approval from Executive to publicly consult on both the strategy and the Feasibility Study for the Rushden to Wellingborough phase of the Greenway, ahead of formal adoption.

2. Executive Summary

- 2.1. This report introduces the Strategic Masterplan for the North Northamptonshire Greenway, comprising over 350km of routes connecting settlements within North Northamptonshire and in neighbouring authorities with a combined population of 600,000.
- 2.2. It sets out the vision for the North Northamptonshire Greenway:

‘to be a strategic rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations across North Northamptonshire and beyond.’
- 2.3. A development contributions formula has also been drafted as part of the Strategic Masterplan to help inform future negotiations with developers to secure funding through, for example, Section 106 Agreements.
- 2.4. The strategy will be widely consulted on and refined as needed following feedback from stakeholders and residents. It will then be adopted to ensure it has weight in planning terms and can feed into other policies and strategies, including the emerging Strategic Plan for North Northamptonshire and for future negotiations with developers regarding planning obligations.
- 2.5. The report also introduces the Feasibility Study for the Rushden to Wellingborough phase of the Greenway which assesses the feasibility of creating a new, commuter and leisure route which will make use of the many existing quiet lanes, Public Rights of Way and access tracks within the Nene Valley and existing disused railway greenways within Wellingborough and Rushden.

3. Recommendations

- 3.1. It is recommended that the Executive:
 - a) Approve the Greenway Strategic Masterplan for public consultation;
 - b) Approve the Feasibility Study for the proposed Rushden to Wellingborough Greenway for public consultation; and
 - c) Delegates authority to the Executive Member for Sport, Leisure, Culture and Tourism, in consultation with the Director of Public Health to make any

amendments to the documents as a result of the public consultation, ahead of them being brought back to the Executive for adoption.

3.2 Reasons for Recommendations

- To support the Council and its partners to prioritise future routes for the Greenway and to inform future feasibility studies which will assist the Council to secure developer contributions and other external funding to deliver the programme.
- To allow for public consultation on the draft strategy and Rushden to Wellingborough Greenway Feasibility Study.

3.3. Alternative Options Considered: The alternative option would be to not have a Greenway Strategic Masterplan. However, this would not be a recommended approach as the strategy clearly outlines what the priority routes are for North Northamptonshire, based on comprehensive data and evidence, will inform future feasibility studies, which are required to secure external funding and developer contributions to enable the expansion of the Greenway across North Northamptonshire. It will also ensure a co-ordinated approach to the delivery of the Greenway.

4. Report Background

- 4.1. The former East Northamptonshire Council managed the legacy East Northamptonshire Greenway programme, a green infrastructure development proposition, following the Nene Valley, which aimed to create connectivity, walking and cycling opportunities between Peterborough and Wellingborough railway stations.
- 4.2. This programme, in its earlier phases, delivered Greenway routes in and around Rushden, Irthlingborough and Higham Ferrers and some inter-connecting routes were put in place between Rushden Lakes and Stanwick Lakes.
- 4.3. The North Northamptonshire Greenway Programme Board was established in early 2022, to replace the previous governance in place when East Northamptonshire Council led the programme. Chaired by the Executive Member for Sport, Leisure, Culture and Tourism it is a partnership including key stakeholders such as Nene Rivers Trust, Natural England, Wildlife Trust, Environment Agency, Sustrans and Highways England. Four Council Ward Members, one from each locality, have also been appointed to the Board to help shape the Greenway in their areas.
- 4.4. The new Board agreed that a strategy would be required for the North Northamptonshire Greenway. A strategy would build upon existing Planning documents and policies such as the Core Strategy and Local Plans which include overarching policies for green infrastructure and active travel. It would also build on the existing and emerging Local Cycling and Walking Infrastructure plans (LCWIPs), and various feasibility studies already

undertaken, for example the Ise Valley masterplan and the Rushden Lakes to Wellingborough phase of the Greenway.

4.5. Lessons learned from the East Northamptonshire Greenway programme have helped to shape the requirements of the strategy which will provide:

- a clear vision and definition for the Greenway;
- an evidence-led masterplan to shape investment and development over the next 10-20 years;
- a formula to calculate developer contributions;
- further guidance on rights of way and their role in developing greenways and ensuring the greenways are designed to current national standards;
- a clear link to the LCWIP process to bring these to rural areas;
- a masterplan which will link to policies such as the Local Transport Plan and help shape and influence decision making.

4.6. In July 2022, the Greenway Programme Board agreed that the new strategy will be the overarching document setting out the long-term strategy and the aims and objectives for the Greenway. In addition, it will have a series of individual dynamic plans or 'design recommendation booklets', detailing the network in manageable routes.

4.7. The design recommendation booklets will provide clear summaries of each route; length, surface, land ownership, costs, key stakeholders and route constraints.

4.8. The strategy details how the Greenway will be delivered across North Northamptonshire by:

- Defining the Greenway; what it is, how it can be used, who might use it and how it underpins other Council strategies and priorities relating to health and wellbeing, leisure, tourism and active travel.
- Influencing and shaping policy as a potential Supplementary Planning Document.
- Setting out how Biodiversity Net Gain can positively impact green infrastructure and wider natural capital
- Detailing how contributions can be secured through Section 106 and other developer contributions, through a developed formula ensuring future developments in North Northamptonshire can link to the Greenway where appropriate.
- Influencing internal and external stakeholders to consider the Greenway programme in their strategic decision making.
- Outlining how the Greenway will be delivered through existing Rights of Way and the creation of new routes.
- Providing clarity on the maintenance, liability and ownership requirements when new sections of the Greenway are proposed and opened.

- Reflecting the government guidance provided by Local Transport Note 1/20 (regarding standards for cycling infrastructure) and Gear Change (which seeks to support a modal shift towards walking and cycling).
 - Developing a template for the four local area “design recommendation booklets” which will be dynamic plans highlighting the completed, proposed, desired routes with GIS layers that will be able to be updated as required by Council officers.
 - Placing the Council and its partners in the best position to bid for future funding from sources such as Active Travel England, the Levelling Up Fund and National Highways.
 - Referencing the Sense of Place toolkit as developed by the Nenescape project which was Lottery funded for the 3 years up to end of 2022.
 - Highlighting the advantages of the Greenway branding and route names to add a sense of place.
- 4.9. In November 2022 the first round of procurement took place to commission a consultant to deliver the Greenway Strategy and associated documents, which unfortunately was unsuccessful. In January 2023 the procurement exercise was repeated and Phil Jones Associates Limited (PJA) was successfully appointed and work commenced at the beginning of March 2023.
- 4.10. PJA are known for developing the Government’s Local Transport Network 1/20 standards and for producing LCWIPs. They followed the LCWIP methodology in producing the Greenway Strategy, in effect making the North Northamptonshire Greenway a strategic LCWIP which connects North Northamptonshire’s key settlements and trip generators. This robust, evidence-based approach to developing the Strategic Masterplan ensures that future investment in infrastructure will be informed by a coherent vision of how routes can contribute to increasing walking and cycling – for all types of journeys including leisure trips – across North Northamptonshire.
- 4.11. PJA undertook a national and local policy review to inform the context for the strategy, which demonstrates significant policy support for a strategic active travel network.
- 4.12. They also collected a range of data appertaining to such issues as demographic and census data; collisions; terrain, cycle catchments; severance of existing networks; app data on individual’s runs, walks and rides, all of which was used to analyse demand and inform network alignments.
- 4.13. A vision and set of objectives for the North Northamptonshire Greenway has been co-produced.
- 4.14. A series of three workshops were held during the process of developing the strategy to engage key stakeholders and to gain insight on priority routes and locations.

5. Issues and Choices

- 5.1. Through the workshops stakeholders considered the rural nature of North Northamptonshire, and the need to create Greenway routes that support leisure and tourism as a key priority.
- 5.2. The routes need to be safe and attractive, with a preference for being traffic free wherever possible.
- 5.3. There was an appetite to improve existing and create new Public Rights of Way, and it was accepted that improved ways of working are needed to keep existing routes maintained to a good standard.
- 5.4. Stakeholders examined the potential routes that were identified across North Northamptonshire following the data collection and analysis, and consideration was given to any routes that had not been identified. This led to two more being added to the proposed network, giving a total of 35 potential routes.
- 5.5. A vision and a set of objectives were co-produced for the Greenway:

‘The North Northamptonshire Greenway will be a strategic rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations across North Northamptonshire and beyond.’

The key objectives of the North Northamptonshire Greenway are to:

- Enable people to choose to walk, wheel or cycle for a range of trip purposes including school, commuting, every day and leisure trips.
 - Deliver an accessible, inclusive active travel network in line with current design standards in terms of coherence, directness, safety, comfort and attractiveness.
 - Help to deliver North Northamptonshire’s Green Infrastructure network including the Ise and Nene Valley Corridors,.
 - Improve the tourism offer across North Northamptonshire, with connected market towns, nature reserves and tourism sites and circular routes.
 - Improve the vitality of North Northamptonshire’s towns, aiding local businesses by improving access for commuters and shoppers.
 - Provide safe routes to schools.
 - Provide additional sustainable transport options for residents who don’t own a car.
- 5.6. Finally, partners considered the prioritisation toolkit that the consultants had developed specifically for the programme, in order to inform the prioritisation of

one route over another and when considering which would be likely to attract external funding. The prioritisation criteria included eight themes:

- **Access to employment sites**
- **Access to education/training sites**
- **Access to leisure/tourism destinations**
- **Access to new developments**
- **Access to green space**
- Value-added to the Greenway network
- Improving road safety
- Potential cost to develop and likelihood of attracting external funding sources.

5.7. All routes were then prioritised against the criteria, and because many scored the same, a decision was taken to weight those criteria **emphasized in bold** in the above list.

5.8. Four routes have been identified to include in the design recommendations booklet which accompanies this Strategic Masterplan (Appendix A(vi) to the Strategy). These have been informed by the prioritisation scores, which routes have existing feasibility studies, and stakeholder feedback. On this basis the following four routes have been selected:

- Rothwell to Kettering
- Wellingborough to Wollaston via Irchester
- Burton Latimer to Irthlingborough
- Kettering to Thrapston

5.9. A draft development contributions formula has also been developed as part of the Strategic Masterplan to help inform future negotiations with developers. The formula has been informed by the cost of the proposed network, the forecast development-related active travel trips and the cost per active travel trip, resulting in the following developer contributions formula:

Developer contributions = Active travel trips x cost per active travel trips

5.10. The focus of the Feasibility Study, undertaken through a separate commission with Sustrans, is to assess the creation of a new, commuter and leisure route from Wellingborough to Rushden. The route will make use of the many existing quiet lanes, Public Rights of Way and access tracks within the Nene Valley and existing disused railway greenways within Wellingborough and Rushden.

5.11. The proposed Cycleway will provide a quiet lane and traffic-free route, connecting the urban centres of Wellingborough and Rushden. The proposed route has been considered with a sealed tarmac surface, at least 3m in width with access at multiple key locations. The route could be used very practically, eventually linking to the LCWIP route into Rushden town centre and to Wellingborough train station at the opposite end.

- 5.12. Further benefits will come as this multi-user trail re-uses as much as possible the old Wellingborough to Little Irchester and Wellingborough to Rushden/Higham Ferrers railway alignments between the two.
- 5.13. Like many similar trails, the development of this relies on the goodwill of landowners, the ability to overcome Engineering challenges and Ecological biodiversity, and of course on securing the required funding.

6. Next Steps

- 6.1. To consult publicly for a minimum of 30 days on both the draft strategy and the Rushden to Wellingborough design recommendations using the Council's online Citizen Space platform.
- 6.2. To use the feedback from the consultation to finalise the strategy and to bring it back to Executive for approval and recommendation for adoption by the Council.
- 6.3. There will be ongoing engagement with stakeholders to produce further design recommendation booklets.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The strategy development has been funded through external funding from the Shared Prosperity fund. It does not include specific saving targets or future expenditure proposals at this stage. However, the strategy will inform future capital investment in the Greenway through developer contributions, external funding bids and any capital investment the Council may or may not choose to consider.

7.2. Legal and Governance

- 7.2.1. The Report asks that the Greenway Strategic Masterplan and underlying feasibility Study is approved for Public Consultation. A future legal matter will be the securing of access rights across land that is not owned by NNC. Third party land in the ownership of Stakeholders may be available for the route but any third-party land will need to be secured by legal agreement and easements or permanent rights granted through dedication by the Owners.
- 7.2.2. As it is proposed to send these documents out to consultation the process must be fair third parties to given time to consider and respond and the fruits of consultation fairly considered. A clear description of what is proposed and reasonable access to the documents in terms of Transparency will also be required.

7.2.3. The report also seeks authority for matters raised in the course of consultation to be considered and discussed with any consultees and allows for some flexibility as to how matters raised are addressed.

7.3. Relevant Policies and Plans

7.3.1. The North Northamptonshire Council's Corporate plan adopted in 2021 has key commitments which are key to this project. These include:

- Active, fulfilled lives :- supporting people to live healthier more active lives. Active travel schemes and use of our green spaces supports commitment.
- Safe and thriving places:- thriving economy that shapes great places to live, learn work and visit which can be achieved within this scheme.
- Green, sustainable environment:- the vision is to develop a green infrastructure for walking, cycling and use of our waterways.

[Corporate plan | North Northamptonshire Council
\(northnorthants.gov.uk\)](https://www.northnorthants.gov.uk)

7.4. Risk

7.4.1. The template for design recommendations provides the Council with the basis for future feasibility studies for proposed routes of the Greenway. Without such studies the risk is future funding applications will be unsuccessful.

7.5. Consultation

7.5.1. The strategy has been co-produced with a range of stakeholders.

7.5.2. Approval is sought through this report to consult publicly.

7.6. Consideration by Executive Advisory Panel

7.6.1. This report has not been considered by the Executive Advisory Panel, but it planned to be considered by the Active Communities Panel during the period of consultation.

7.7. Consideration by Scrutiny

7.7.1. This report has not been considered by Scrutiny, but will be subject to call in.

7.8. Equality Implications

- 7.8.1. The proposals set out in the strategy respond to the need to ensure that equitable access to jobs, services, leisure and other opportunities are provided for all North Northamptonshire residents, workers and visitors. The Strategy aims to improve walking, wheeling and cycling in North Northamptonshire to enable travel choice and reduce short journeys by car, with resulting improvements in emissions, health and wellbeing.
- 7.8.2. The development of the strategy followed current best practice and guidance including Local Cycling and Walking Infrastructure Plan guidance and Local Transport Plan 1/20 Cycling Infrastructure including accessibility considerations such as distance, gradient, safety and providing smooth surfaces to ensure the proposed network is accessible for all users including pedestrians, cyclists, e-scooters, pushchairs, wheelchairs and mobility scooters.
- 7.8.3. Individual schemes will be developed in more detail in line with strategy and relevant guidance and be subject to consultation, including with groups representing protected characteristics such as disability groups.

7.9. Climate and Environment Impact

- 7.9.1. The Greenway and North Northamptonshire's green (and blue) infrastructure network are inextricably linked. One of the key objectives of the Greenway is to enhance the green corridors, for example through enhancing verges along new and improved traffic-free routes with trees, grassland and wildflower planting or even swales.
- 7.9.2. The Strategic Masterplan also recommends that proposals use Natural England's Green Infrastructure Planning and Design Guide in the development of designs for traffic-free sections of routes particularly where these follow identified Green Infrastructure Corridors, are close to water or Special Protection Areas. Natural England should also be treated as a key stakeholder throughout the design process.
- 7.9.3. The strategy also addresses flood mitigation. Much of the proposed network follows the Nene and Ise Valley Corridors which are Environment Agency Main Rivers and it is important that a balanced approach is taken to the design of these sections of the network. The Masterplan recommends that Sustainable Drainage Systems (SuDS) such as swales and rain gardens are incorporated into the design of the route, particularly in areas at risk of flood. SuDS and tree planting have the dual benefit of reducing flooding and contributing to biodiversity.
- 7.9.4. It also contributes to the Council's Carbon Management Plan for example through reduced use of motor vehicles and the promotion of active travel.

7.10. **Community Impact**

7.10.1. The Masterplan highlights the need to maximise the value of the Greenway through additions which enhance economic and community benefit, such as sites for cafes and other appropriate businesses, or for community initiatives which enable and encourage people to use the network, especially those from more deprived communities who may struggle to access or afford bicycles.

7.11. **Crime and Disorder Impact**

7.11.1 None identified

8. **Background Papers**

8.1 None

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North Northamptonshire Council

North Northamptonshire Greenway Strategic Masterplan

Draft Report

June 2023

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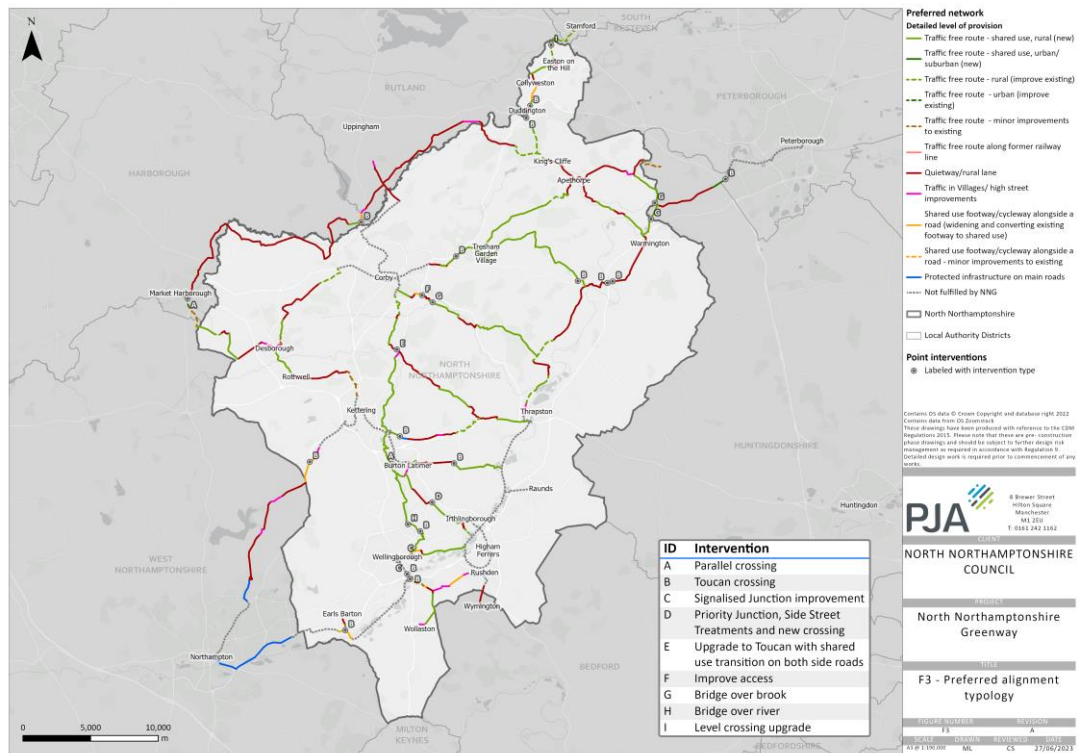
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I Executive Summary

- 1.1.1 PJA has produced a Strategic Masterplan for the North Northamptonshire Greenway, comprising over 350km of routes connecting settlements within North Northamptonshire and in neighbouring authorities with a combined population of 600,000. The Strategic Masterplan builds on significant existing local policies and plans including the Core Strategy and Local Plans which include overarching policies for green infrastructure, active travel and the North Northamptonshire Greenway, existing and emerging Local Cycling and Walking Infrastructure Plans (LCWIPs) for many of the settlements including Corby and Kettering, and feasibility studies for various routes such as the Ise Valley Greenway.
- 1.1.2 The Strategic Masterplan has been developed following the methodology set out in the LCWIP guidance, in effect making the North Northamptonshire Greenway a strategic LCWIP which connects North Northamptonshire’s key settlements and trip generators.
- 1.1.3 The robust, evidence-based approach taken to developing the Strategic Masterplan ensures that future investment in walking and cycling infrastructure is be informed by a coherent vision of how walking and cycling can contribute to increasing walking and cycling – for all types of journeys including leisure trips – across North Northamptonshire (see Figure 1-1 for the proposed network and interventions).

Figure 1-1: Proposed North Northamptonshire Greenway





1.1.4 Stakeholder engagement workshops with the North Northamptonshire Greenway Board and wider stakeholders including Natural England and National Highways highlighted the strong local desire for routes to be as safe and attractive as possible with a clear preference for traffic-free routes. In addition, given the rural nature of much of North Northamptonshire and high existing levels of walking and cycling for leisure, creating routes that cater for leisure and tourism are a key priority for stakeholders. Stakeholders also demonstrated an appetite to improve existing, and create new Public Rights of Way where needed, to deliver a high-quality network though it was also accepted that improved ways of working would be needed to keep routes maintained to a good standard.

1.1.5 As a result, the agreed vision for the North Northamptonshire Greenway is:

The North Northamptonshire Greenway will be a strategic rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations across North Northamptonshire and beyond.

1.1.6 A prioritisation toolkit has been developed specifically for the Strategic Masterplan to reflect local needs with eight prioritisation criteria agreed with stakeholders including improving access to employment, education, leisure/tourism and green space. The prioritisation process informed the selection of four routes which will be further developed in a “design recommendations booklet” which will be adopted as a child document to this strategy. The prioritisation toolkit will help inform the delivery of the network including priority routes for further feasibility studies.

1.1.7 A draft development contributions formula has also been developed as part of the Strategic Masterplan to help inform future negotiations with developers. The formula has been informed by the cost of the proposed network, the forecast development-related active travel trips and the cost per active travel trip, resulting in the following developer contributions formula:

$$\textit{Developer contributions} = \textit{Active travel trips} \times \textit{cost per active travel trips}$$

1.1.8 It is intended that the strategy will be widely consulted on and refined as needed following feedback from stakeholders and residents. It will then be adopted to ensure it has weight in planning terms and can feed into other policies and strategies, including the emerging Strategic Plan for North Northamptonshire and future negotiations with developers regarding planning obligations.



2 Introduction

2.1.1 PJA has produced this Strategic Masterplan for the North Northamptonshire Greenway on behalf of North Northamptonshire Council. The study has followed the DfT approved LCWIP process an evidence-led approach to network planning that ensures future investment in cycling and walking infrastructure can be informed by a coherent vision of how these modes can contribute to the overall transport mix across North Northamptonshire.

2.1.2 The LCWIP process involves:

- Scoping
- Data collection and analysis
- Network development
- High-level cost estimates
- Route prioritisation
- Stakeholder engagement at various stages of the project to ‘sense check’ the analysis and ensure the plan is informed by local knowledge.

Report structure

2.1.3 The report reviews existing relevant policies and plans and details the comprehensive spatial analysis and audit work undertaken to develop the Strategic Masterplan. The report is structured as follows:

Chapter 3 – Study context

Chapter 4 – Vision and objectives

Chapter 5 – Baseline analysis

Chapter 6 – Network planning

Chapter 7 – Delivering the network

Chapter 8 – Prioritisation

Chapter 9 – Costings and delivery plan

Chapter 10 – Developer contributions and scheme funding

Chapter 11 – Conclusion and next steps.



3 Study context

3.1.1 This chapter summarises the context for this study, with particular focus on the policy framework and major developments proposed in the area.

3.2 National policy context

National Planning Policy Framework (2021)

3.2.1 The National Planning Policy Framework (NPPF) sets out the government’s planning policies for England and how these are expected to be applied. The NPPF’s chapter on promoting sustainable transport notes that “transport issues should be considered from the earliest strategies of plan-making so that opportunities to promote walking, cycling and public transport use are identified and pursued”. It states that planning policies should:

“provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”

3.2.2 The NPPF also notes that:

“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.”

Active Travel

3.2.3 The national policy context for active travel changed significantly in 2020 with the Department for Transport’s (DfT) publication of ‘Gear Change’ and Local Transport Note 1/20 ‘Cycle Infrastructure Design’. These two documents signify momentous change for the future of transport planning and design in the UK and the prioritisation of measures that enable increased levels of walking and cycling.

Cycling and Walking Investment Strategy

3.2.4 The Government’s Cycling and Walking Investment Strategy (CWIS1) was published in 2017 and contained the following objectives:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;



- double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and
- increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

3.2.5 CWIS2 (2023) articulated this ambition by incorporating Gear Change, which outlines four themes developed by the Government that need to be taken into consideration in order to achieve a modal shift towards walking and cycling. These themes are:

- Better streets for cycling and people;
- Cycling at the heart of decision-making;
- Empowering and encouraging Local Authorities; and
- Enabling people to cycle and protecting them when they do.

3.2.6 The policy document sets out the vision for England being a walking and cycling nation and explores the important benefits of increasing cycling and walking such as; challenging societal issues including air quality, combating climate change, improving health and wellbeing, addressing inequalities, and tackling congestion.

3.2.7 The policy stresses the need for high quality cycle infrastructure in order to encourage mode shift towards cycling. It emphasises the need for a connected cycle network, and for it to be easy to use for people of all ages and abilities.

Gear Change (2020)

3.2.8 The Cycling and Walking Plan for England, ‘Gear Change: a bold vision for cycling and walking’, was published on 27 July 2020. The plan sets out the government’s shift in transport policy: to prioritise active travel over single-occupancy private vehicles. The plan set the following vision:

“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

3.2.9 The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling. To receive government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards unless it can be shown that there is little or no need for cycling. Gear Change recognises that there can be no “one size fits all” approach and that inevitably rural areas have lower demand for active travel and therefore have different requirements in terms of the level of provision:



“This policy, and the standards, recognise that different levels of provision may be appropriate in different places, both within and between local authorities. For instance, in a shire county, the busy, densely-populated county town may be a higher priority for cycling intervention than a small village. We will require more from all local authorities, urban or rural.”

LTN 1/20 – Cycle Infrastructure Design (2020)

- 3.2.10 Cycle Infrastructure Design – Local Transport Note 1/20 (LTN 1/20) establishes much higher standards for cycling infrastructure, including geometric requirements. Rather than a strict set of standards, LTN 1/20 encourages designers to consider the context when designing cycling infrastructure. For example, it identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed. It also makes specific reference to physical and legal measures to control access and motor vehicles’ speeds, and notes that such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger.
- 3.2.11 LTN 1/20 provides guidance on a range of types of cycling infrastructure that are appropriate in different contexts including traffic-free routes, quiet mixed streets and lanes, and protected cycling infrastructure on main roads. It also sets out situations where shared use footways may be appropriate such as on inter-urban routes with low flows of pedestrians and cyclists.

Local Cycling and Walking Infrastructure Plans (LCWIPs) (2017)

- 3.2.12 LCWIPs were first set out in the government’s first Cycling and Walking Investment Strategy (CWIS1). LCWIPs are intended to provide local authorities with a long-term approach for developing walking and cycling networks, ideally over a ten-year period. The development of an LCWIP should include desktop analysis of existing and future behavioural trends, site auditing of existing conditions for walking and cycling, and prioritisation of recommended design measures. The key outputs from an LCWIP are:
- Network Plan for Walking and Cycling identifying preferred routes for development;
 - Programme of prioritised infrastructure improvements;
 - Report summarising the work undertaken to inform the LCWIP network development.
- 3.2.13 The DfT’s LCWIP guidance provides a recommended approach to developing LCWIPs, however, the intention is for LCWIPs to respond to local conditions and requirements to improve walking and cycling networks.

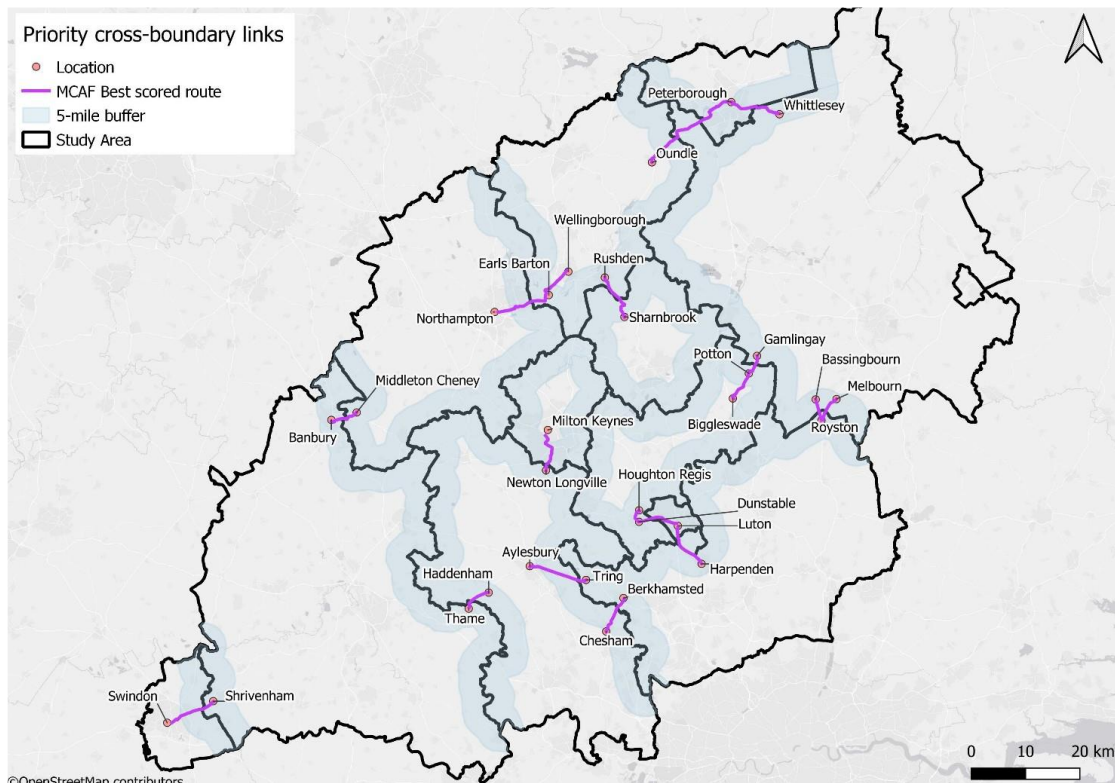
3.3 Regional policy context

England’s Economic Heartland Active Travel Strategy



- 3.3.1 England's Economic Heartland (EEH) is the sub-national transport body for the region stretching from Swindon across to Cambridgeshire and from Northamptonshire down to Hertfordshire. One of seven sub-national transport bodies, EEH is jointly funded by the Department for Transport and its local authority partners. It advises the government on the transport infrastructure, services and policy framework needed to realise the region's economic potential while supporting the journey to net zero.
- 3.3.2 The EEH Active Travel Strategy: Phase 1 (published in March 22) sets out the high-level ambition for active travel across the region based upon a review of European, national, regional and local policy, and the views of active travel officers across the region. The Phase 2 Active Travel Strategy is currently being developed and builds on the work undertaken during Phase 1 to set an ambitious yet achievable active travel strategy. The combined phases of work set a framework for active travel investment at a regional and cross boundary level, supporting EEH as a sub-national transport body to 'join the dots' between different policy objectives to achieve a clear policy direction for active travel in the region.

Figure 3-1: England's Economic Heartland priority cross-boundary links



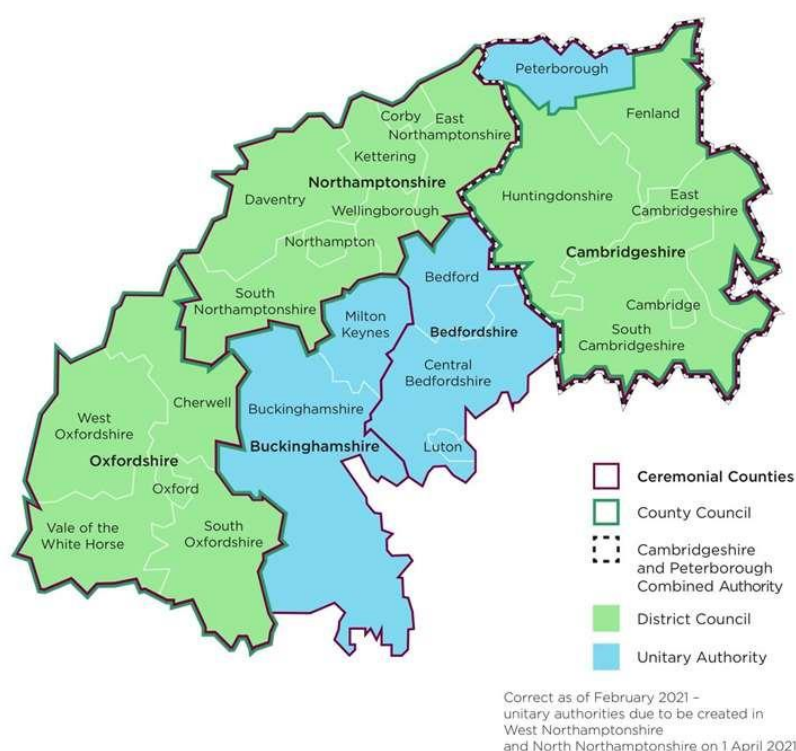
Oxford-Cambridge Arc Spatial Framework

- 3.3.3 In the 2020 budget, the government committed to developing, with local partners, a spatial framework for the Oxford-Cambridge Arc, an area that spans the five ceremonial counties of Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire. In February



2021 the Ministry of Housing, Communities & Local Government (MHCLG) published a policy paper “Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework” to set out the Government’s plan for developing the spatial framework. The policy paper states that it will enable a more integrated approach to planning for new transport infrastructure alongside new development to support better, more sustainable planning and growth at the local level. This includes promoting sustainable transport, improving first and last mile connectivity around transport hubs, and better connecting communities, employers, employees, businesses, cultural attractions, nature and universities, including through public transport, cycling and walking.

Figure 3-2: Map of the Oxford-Cambridge Arc. Source: MHCLG



3.4 Local policy context

North Northamptonshire Joint Core Strategy (2011-2031)

3.4.1 The North Northamptonshire Joint Core Strategy (JCS) 2011 – 2031 (Adopted 2016) sets out the long-term vision and objectives for the whole of North Northamptonshire for the plan period up to 2031. It includes strategic policies for steering and shaping development. These include identifying specific locations for strategic new housing and employment and changes to transport infrastructure and community facilities. It identifies the Green Infrastructure Corridors for North Northamptonshire and recognises the importance of landscape character, biodiversity and the historic environment by providing strategic policies to protect and enhance existing provision and,



where appropriate, lead to the creation of new provision. It provides policies relating to water quality and flood risk management, place shaping principles and well-connected towns, villages and neighbourhoods.

3.4.2 The JCS includes reference to improving walking, cycling and public transport throughout. Key policies in the JCS relevant to the North Northamptonshire Greenway include Policy 15: Well-Connected Towns, Villages and Neighbourhoods and Policy 19: The Delivery of Green Infrastructure and Policy 20: The Nene and Ise Valleys.

Figure 3-3: Green Infrastructure Corridors identified in the Joint Core Strategy

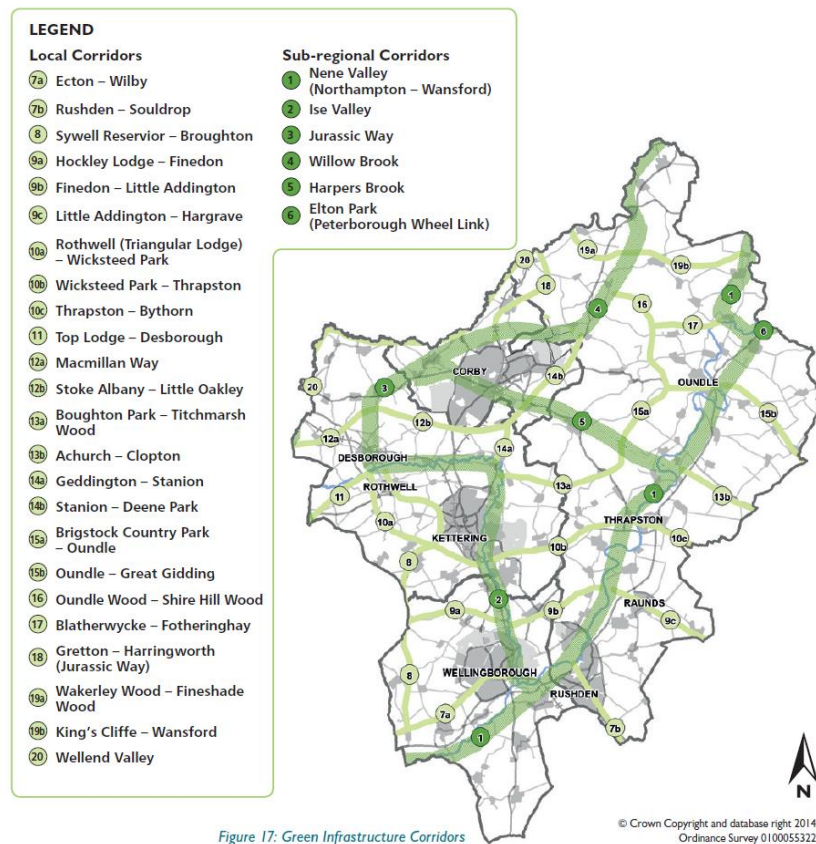


Figure 17: Green Infrastructure Corridors

North Northamptonshire Investment Framework (2019)

3.4.3 The North Northamptonshire Investment Framework focuses on the measures required to accelerate growth of both housing and employment. The framework includes targets and projects relevant to the North Northampton Greenway under the headings: health and wellbeing, environment, natural capital and green infrastructure and flood management. The green infrastructure projects have been further developed through the Green Infrastructure Delivery Plans.

North Northamptonshire Joint Core Strategy Infrastructure Delivery Plan (2014)



- 3.4.4 The North Northamptonshire Infrastructure Delivery Plan (2015) identifies the strategic priorities for infrastructure to support the Joint Core Strategy. The plan includes a number of relevant priorities including sections of the North Northamptonshire Greenway between Islip, Thrapston and Woodford and Irthlingborough.

North Northamptonshire Green Infrastructure Delivery Plan (2017)

- 3.4.5 The North Northamptonshire Green Infrastructure Delivery Plan (NNGIDP) (2014) was developed to set out how green infrastructure will be delivered in North Northamptonshire. It includes details of the North Northamptonshire Greenway and defines the vision as:

A network of safe, non-motorised green corridor routes between Rushden, Higham Ferrers, Irthlingborough, Irchester and Wellingborough, suitable for use by cyclists, walkers and wheelchair users

- 3.4.6 It identifies the project drivers as:
- Local access and transport policy, including the Rights of Way Improvements Plan and Local Transport Plan 3

Part 2 Local Plans

- 3.4.7 The Part 2 Local Plans prepared by each of the former District and Borough Councils (Corby, East Northamptonshire, Kettering and Wellingborough) provide further policy detail relevant to their local contexts. The key relevant policies from each of the local plans is set out below:
- **Corby:** refines the green infrastructure corridors identified in the JCS based on a number of studies including the Green Infrastructure Feasibility Report for the East Northamptonshire Greenway route between Oundle and Weldon, the Welland Valley Route Feasibility Study for a cycle route between Market Harborough and Peterborough and the Kettering Green Infrastructure Delivery Plan.
 - **East Northamptonshire:** outlines key information regarding relevant greenway projects that identifies the principal elements across East Northamptonshire, supported by the specific green infrastructure corridor guidance and greenway guidance.
 - **Kettering:** sets out key areas in Kettering with opportunities for greenway improvement and/development, with the Kettering Green Infrastructure Delivery Plan (2018) providing the key network information, existing green infrastructure plans and projects, as well as guidance for new development.
 - **Wellingborough:** outlines the guidance to the development and improvement of green infrastructure corridors, the importance of enhancing and providing open space between links and key opportunities in greenway improvement in Wellingborough East.



Transport Plans and Strategies

- 3.4.8 There is a suite of adopted transport strategies and plans at both regional and local scales. The Northamptonshire Transportation Plan is Northamptonshire's Local Transport Plan and sets out its transport policies, objectives and vision for the longer term. There are also a suite of thematic transport strategies including for cycling, walking, smarter travel choices and road safety, plus town transport strategies for Kettering, Corby and Wellingborough. The publication dates range from March 2012 to January 2015 meaning the plans are relatively dated. Nevertheless, alongside the JCS and Local Plans, they set the strategic context for transportation across North Northamptonshire.
- 3.4.9 The Northamptonshire Cycling Strategy aims to “increase the number of people choosing to travel by cycle for trips under 5 miles through a combination of improvements to the on and off-road cycling environment, promotion and training”. The Northamptonshire Walking and Cycling Strategies include key opportunities and guidance on enhancing relevant off-road links and providing new links between urban and rural settlements to increase connectivity to employment, education, amenities and leisure destinations.

Rights of Way Improvement Plan 2020 - 2030

- 3.4.10 The Rights of Way Improvement Plan notes that the rights of way network and other routes segregated from the main carriageway can provide for a range of users by cycle, including those undertaking mountain biking or ‘off-road’ cycling and also less confident users who would prefer not to cycle with motorised traffic. It further notes that local networks of off-road routes are often very important for families with children who are too young to cycle on roads and that there is a growing demand for off-road recreational cycling across North Northamptonshire as demonstrated by the popularity of cycling on routes such as the Brampton Valley Way, the East Northants Greenway and around Pitsford Reservoir and Salcey Forest. A key aim of the Rights of Way Improvement Plan is:

A safer, more connected and accessible network for all: As we hope to make walking and cycling the natural choices for shorter journeys in Northamptonshire we need to remove the barriers people may face to using the rights of way network. The speed and volume of motorised traffic on the rural road network can deter vulnerable users; there are not enough routes connecting the places people live with the services they need, and parts of the network are off-limits to those who find structures such as stiles and steps too challenging.

- 3.4.11 The Plan notes that incomplete linkages between routes and substandard maintenance are an issue for cycling facilities and identifies that maintaining the existing rights of way network to a standard where the network can safely be used by all users is a primary priority for NNC. It also notes the



need to balance maintenance, biodiversity and the needs of users in considering the design of routes, including choice of surfacing materials.

Ise Valley Strategic Plan and Ise Valley Greenway Strategy Document

- 3.4.12 The Ise Valley Greenway Strategic Plan, published in April 2022, is an initiative of the River Ise Partnership, a working group of the Nene Valley Catchment Partnership. The Plan “identifies opportunities to enhance the quality of the Ise Valley’s natural capital and promote access to it, mitigate against climate change and ensure the Ise Valley plays a central role in north Northamptonshire’s sustainable and economic growth while enhancing the landscape character and sense of place”.
- 3.4.13 The Ise Valley Greenway Strategy Document, published June 2022, sets out the feasibility of creating a traffic-free Greenway route between Corby and Wellingborough via Geddington, Weekley, Kettering and Burton Latimer suitable for pedestrians, cyclists, wheelchairs and pushchairs.

Nene Valley Sense of Place Toolkit

- 3.4.14 The River Nene flows out of the hills of West Northamptonshire through a long valley that stretches the length of the county to Peterborough. The Nene Valley Design Toolkit has been produced to engage people with the landscape through promotion and branding of the Nene Valley and outlines high-level guidance for placemaking and public realm improvements.

Local Cycling and Walking Infrastructure Plans (LCWIPs) and feasibility studies

- 3.4.15 A key consideration in the development of the North Northamptonshire Greenway network is the existing and emerging networks that are being developed through other work programmes, such as LCWIPs, feasibility studies, and the existing cycle network. Local Cycling and Walking Infrastructure Plans are in development for various towns across North Northamptonshire including:
- Wellingborough LCWIP (draft completed June 2021, currently under review)
 - Wellingborough to Northampton (draft completed)
 - Rushden and Higham Ferrers LCWIP (draft completed)
 - Corby LCWIP (under development)
- 3.4.16 Rutland also has a county-wide LCWIP in development which is relevant for cross boundary links. The majority of LCWIPs in development in Northamptonshire focus on urban areas and do not include significant sections of rural networks or inter-urban routes. The exception is the Wellingborough to Northampton LCWIP which identifies an inter-urban route linking Wellington and Northampton via Earls Barton.

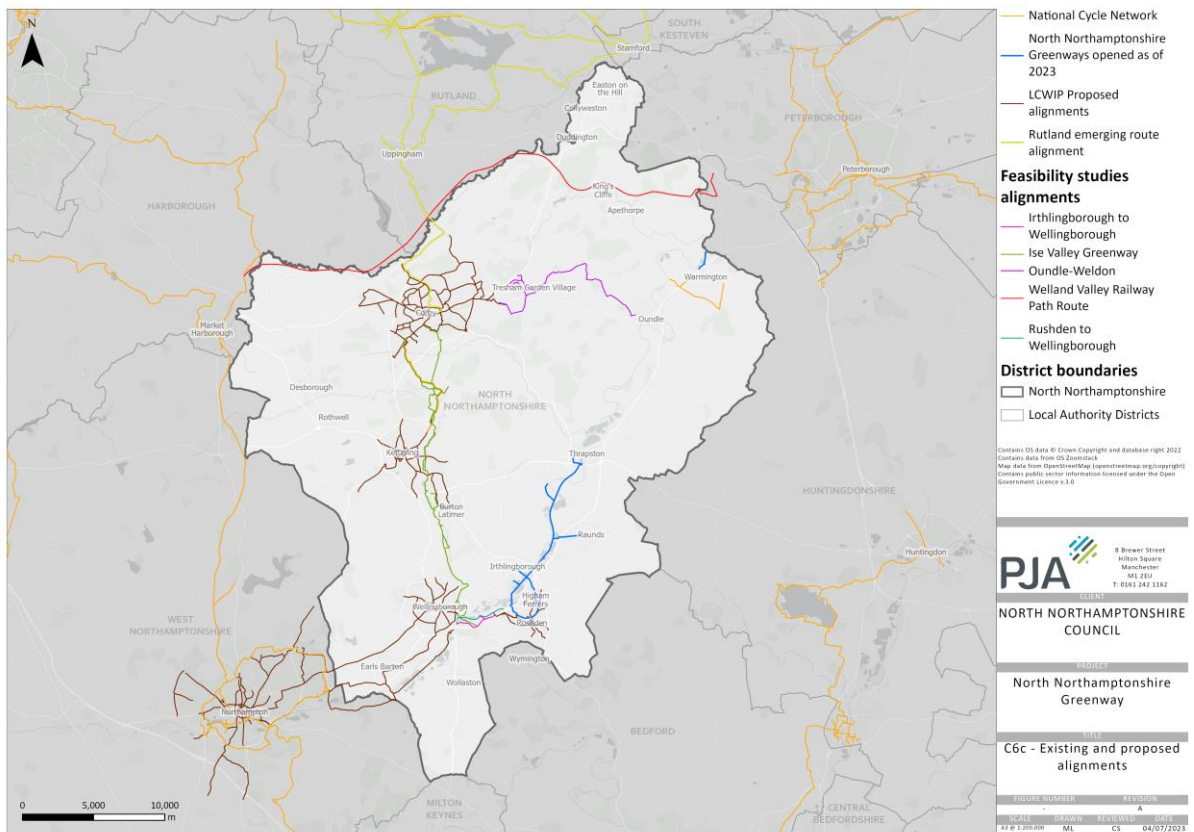


3.4.17 There are also several feasibility studies for routes including:

- Oundle to Weldon
- Market Harborough to Peterborough (Welland Valley Route)
- Oundle to Peterborough Green Wheel
- Irthlingborough to Wellingborough
- Rushden Lakes to Wellingborough
- Ise Valley Greenway

3.4.18 Figure 3-4 below shows the existing cycle routes and proposed alignments from feasibility studies and the emerging LCWIPs. Where practicable, the NNG route alignments will adopt/incorporate these existing and proposed routes.

Figure 3-4: Existing and proposed cycle route alignments



Neighbourhood Plans

3.4.19 Under the Localism Act in 2011, Parish Councils can shape and influence future developments by the preparation of Neighbourhood Development Plans (NDP). A number of Parish and Town Councils across North Northamptonshire have prepared or are preparing Neighbourhood Plans for their respective areas. The plans are all at varying stages with very few having been fully “made”



(adopted). A number of Neighbourhoods Plans explicitly reference supporting active travel and/or the Greenway including those for Rushden, King's Cliffe and Higham Ferrers.

3.5 Conclusion

- 3.5.1 The policy review demonstrates that there is significant policy support for a strategic active travel network at a national, regional and local level. Nationally, the CWIS sets the overarching targets for increasing active travel journeys while the NPPF and LCWIP guidance sets out how local authorities should plan for active travel and Gear Change and LTN1/20 set the design standards. At a regional level, the EEH Active Travel Strategy and Oxford-Cambridge Arc Spatial Framework show the importance of cross-boundary connections. There is a wealth of local policy supporting the development of active travel routes and green (and blue) infrastructure across North Northamptonshire generally and the North Northamptonshire Greenway specifically ranging from the North Northamptonshire JCS, JCS Infrastructure Delivery Plan, Investment Framework, Green Infrastructure Delivery Plan and Local Transport Plan at the most strategic level all the way down to Neighbourhood Plans, LCWIPs and feasibility studies which identify specific routes.
- 3.5.2 The NNG will align with, and build upon this wealth of supporting policy, incorporating existing proposals and routes within the strategic network and where possible, filling in gaps and developing cross boundary connections to provide a cohesive network of routes.



4 Vision and objectives

4.1.1 It is important to have a clear vision and objectives for the NNG to guide the development of the network including funding bids, discussions with developers, route prioritisation and scheme design and delivery.

4.2 Vision

The vision has been informed by discussions with a wide range of stakeholders (see list in Appendix A) as well as existing policy, particularly the North Northamptonshire Green Infrastructure Delivery Plan. The agreed vision for the NNG is:

The North Northamptonshire Greenway will be a strategic rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations across North Northamptonshire and beyond.

4.3 Objectives

Key objectives of the NNG are to:

- Enable people to choose to walk, wheel or cycle for a range of trip purposes including school, commuting, every day and leisure trips.
- Deliver an accessible, inclusive active travel network in line with current design standards in terms of coherence, directness, safety, comfort and attractiveness.
- Help to deliver North Northamptonshire's Green Infrastructure network including the Ise and Nene Valley Corridors, with a target of delivering at least 10% Biodiversity Net Gain.
- Improve the tourism offer across North Northamptonshire, with connected market towns, nature reserves and tourism sites and circular routes.
- Improve the vitality of North Northamptonshire's towns, aiding local businesses by improving access for commuters and shoppers.
- Provide safe routes to schools.
- Provide additional sustainable transport options for residents who don't own a car.



5 Baseline analysis

5.1 LCWIP process overview

- 5.1.1 As set out in Chapter 2, this Strategic Masterplan for the North Northampton Greenway follows the DfT guidance on preparing LCWIPs. A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term strategic programme which is part of the Government’s policy to have cohesive Active Travel (AT) networks established in order to meet the objectives set out by the Department for Transport’s (DfT) 2020 Gear Change ambition.
- 5.1.2 The aim of an LCWIP is to create a network of high-quality active travel routes that are direct, safe, accessible, coherent and comfortable for all potential user groups, ensuring active travel is the natural choice for short journeys. This provides the added benefits of improving mental and physical health, air quality and reducing congestion by encouraging people to leave their cars at home more often.
- 5.1.3 LCWIPs provide an evidence-based prioritised list of improvements which support funding applications. They can guide strategic funding decisions to ensure active travel investment unlocks the most benefits for local people. The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure. It breaks down the process into six steps which can be viewed in Table 5-1 below. Given the strategic nature of the North Northampton Greenway, LCWIP stage 4 – Network Planning for Walking is not appropriate and has been omitted from the study. Instead, walking will be considered in the design recommendation for the identified routes.

Table 5-1: LCWIP stages from DfT technical process guidance

LCWIP stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

- 5.1.4 LCWIPs should be evidence-led and comprehensive. An LCWIP should identify a pipeline of investment so that over time, a complete cycling network is delivered at an appropriate geography



(see step 1 – determining scope) and that walking and cycling improvements are delivered coherently. The goal of an LCWIP should be to grow cycling and walking mode share, which means looking at routes and areas where more people could choose these modes in preference to other means of travel. Therefore, an LCWIP should consider travel demand regardless of mode, rather than looking just at existing walking and cycling trips.

5.2 Stakeholder Engagement

5.2.1 Local Cycling and Walking Infrastructure Plans (LCWIPs) were introduced to support the Cycling and Walking Investment Strategy (CWIS) by enabling local stakeholders to identify and prioritise infrastructure improvements that will make walking and cycling the natural choices for shorter journeys or as part of a longer journey.

5.2.2 Realising the ambition of the CWIS will take sustained investment in cycling and walking infrastructure and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment to support this national Strategy. Stakeholders are therefore fundamental to the generation and delivery of the LCWIP.

5.2.3 Stakeholders were identified by officers at North Northamptonshire Council and included all members of the North Northamptonshire Greenway Board which includes councillors, officers from across the Council (including public rights of way, planning, highways etc), Sustrans, National Highways, Natural England, Nene Rivers Trust, Environment Agency, and the Wildlife Trust.

5.2.4 Stakeholder engagement has taken place throughout the development of this Strategic Masterplan with workshops at three key stages:

- 1 Early in the process to agree the geographic scope, establish the vision, sense check the baseline analysis, agree the draft straight-line network, and wider issues to address through the plan.
- 2 Mid-way through the project to agree the route alignments and identify prioritisation criteria.
- 3 Towards the end to sense check the final network and prioritised routes.

5.2.5 In addition to the three workshops, additional meetings (via Teams and on site) and email exchanges were undertaken as required to explore specific issues. The stakeholder workshops were particularly useful to confirm the geographic scope of the Strategic Masterplan including key cross boundary links and the overarching vision including the focus on traffic-free routes and leisure and tourism in more rural parts of North Northamptonshire.

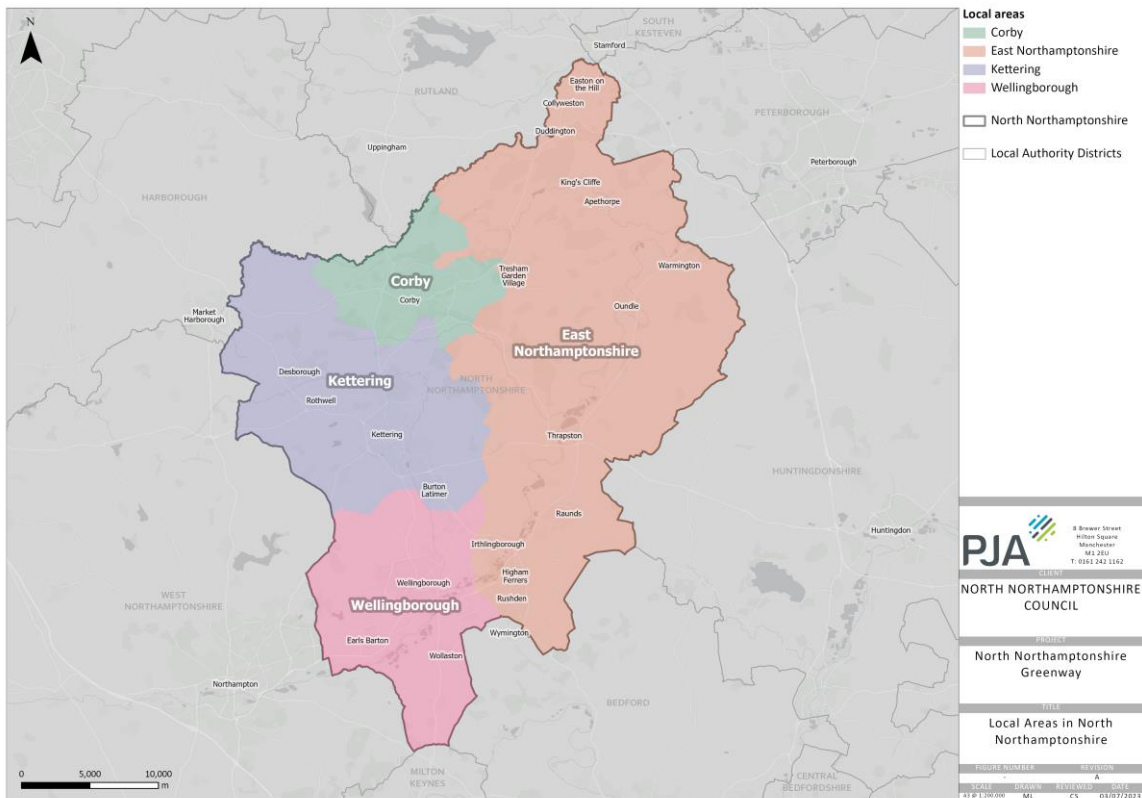
5.3 Local context

5.3.1 North Northamptonshire is a unitary authority which was created in 2021 along with West Northamptonshire Council. The two unity authorities replaced Northamptonshire County Council which was abolished in 2021. North Northamptonshire's principal towns are Kettering, Corby and



Wellingborough but there are a number of smaller town settlements such as Rushden, Raunds, Desborough, Rothwell, Irthlingborough, Thrapston and Oundle. The former East Northamptonshire area is predominantly rural, particularly when compared to other parts of North Northamptonshire (see Figure 5-1; a full set out plans is provided in Appendix B).

Figure 5-1: North Northamptonshire former area boundaries

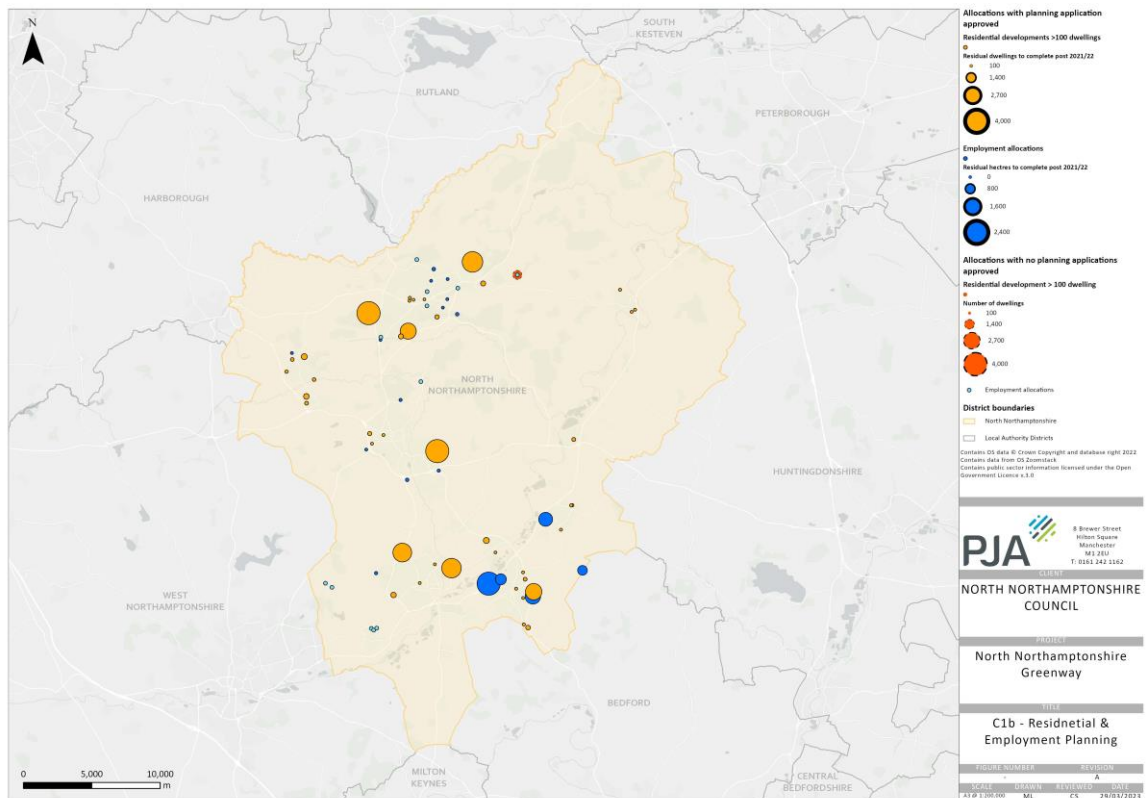


New development

- 5.3.2 There is significant new development planned across North Northamptonshire, particularly focussed on the principal towns of Corby, Kettering and Wellingborough (see Figure 5-2). Some of the major developments include Hanwood Park near Kettering, Wellingborough East (WEAST) near Wellingborough, Priors Hall Park and Tresham Garden Village near Corby, and Rushden Lakes and Rushden Sustainable East Urban Extension.



Figure 5-2: Planned new development

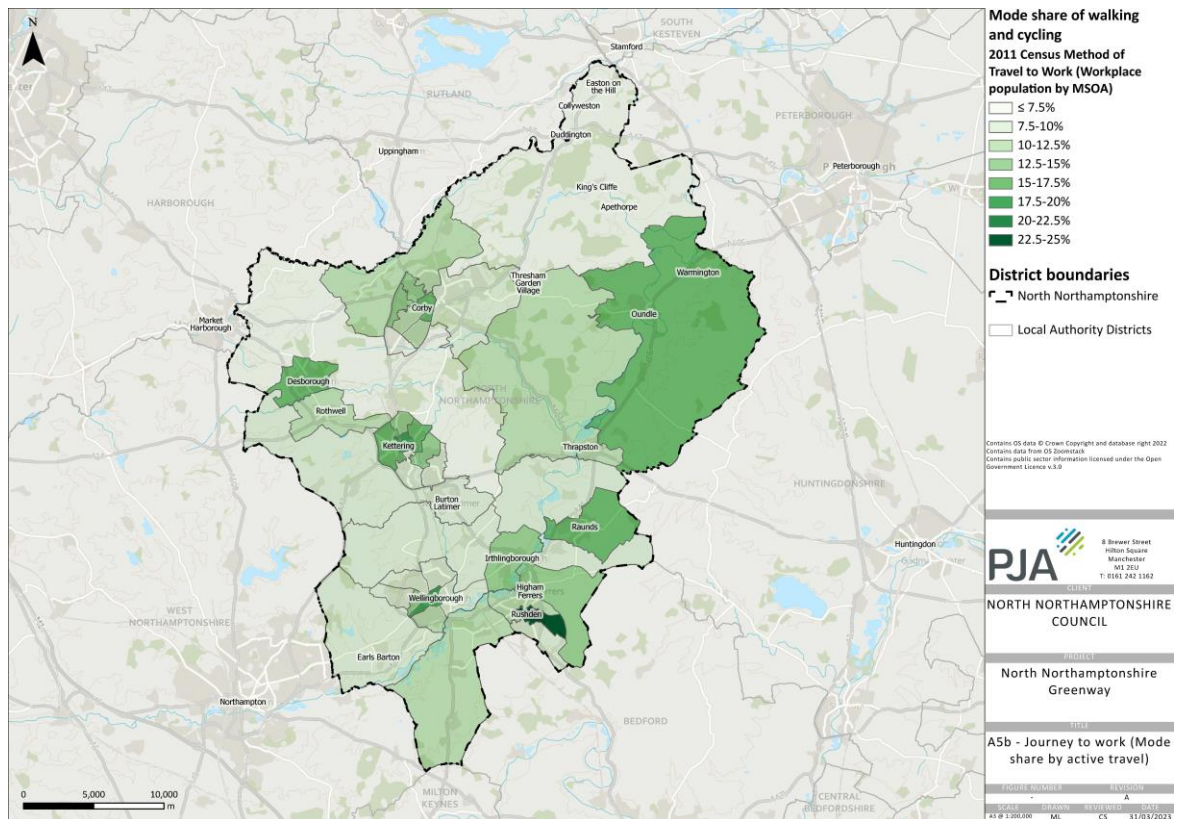


Census data

- 5.3.3 Census data has been used to understand the baseline for active travel across North Northamptonshire. In general, this study uses 2011 Census data as the 2021 Census was undertaken during the Covid-19 pandemic when the country was in lock-down and most people could not travel to work. Figure 5-3 illustrates the percentages of walking and cycling mode share for journeys to work by Middle Super Output Area (MSOA) in North Northamptonshire, as recorded in the 2011 Census.
- 5.3.4 As would be expected, urban areas present higher percentages of walking and cycling as a method of travel to work than rural areas in North Northamptonshire. Accordingly, the map shows that more rural areas have mode shares between 7.5% - 15% for walking and cycling, areas in and around North Northamptonshire's principal towns record higher percentages ranging between 20% - 25%. Smaller settlements and more rural areas such as Rushden, Raunds, and around Oundle and Warmington also show higher mode shares. MSOAs with relatively high percentages of walking and cycling may demonstrate proximity to employment sites. Conversely, those areas with lower percentages may reflect longer distances to employment sites, but also poor levels of active travel infrastructure provision.



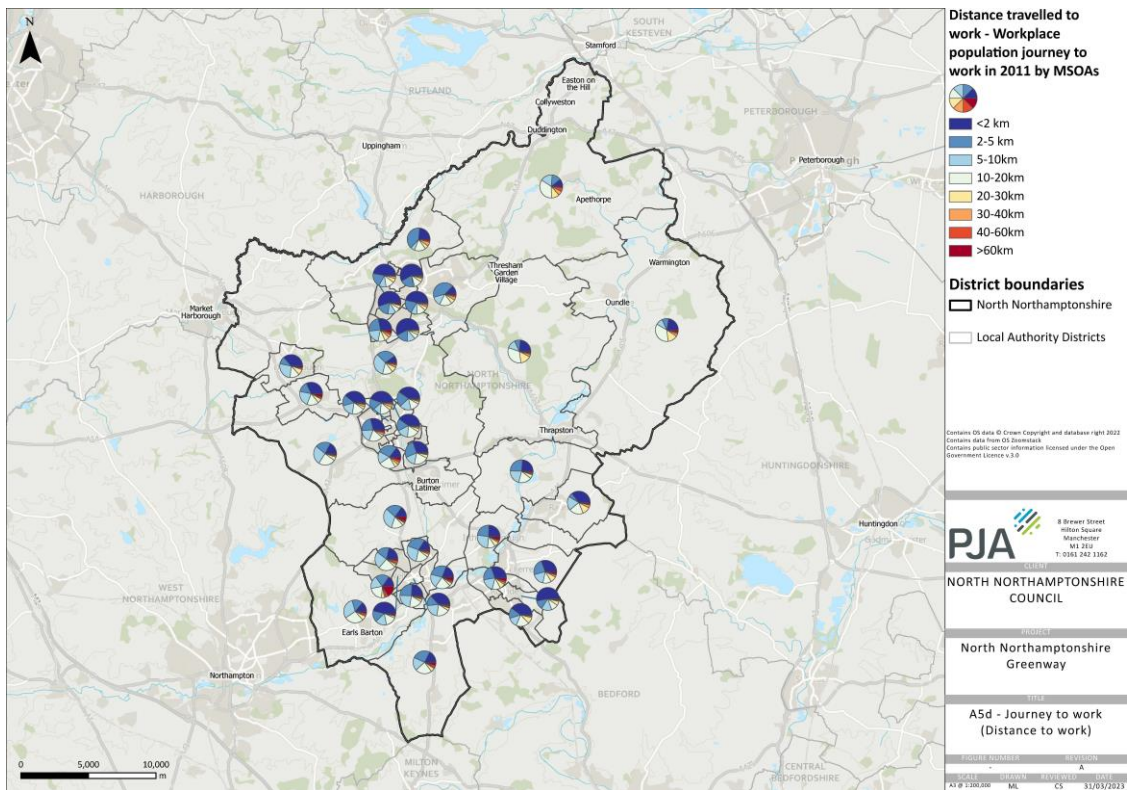
Figure 5-3: Journey to work mode share by walking and cycling



5.3.5 Census data on distance travelled to work shows that while there is a higher proportion of shorter commutes in larger towns such as Corby and Kettering, there is still a good proportion of commutes in the 0-5km range in the more rural parts of the North Northamptonshire that could be walked or cycled (approximately 30.6% in rural areas compared to 45.9% in urban areas).



Figure 5-4: Journey to work – distance to work

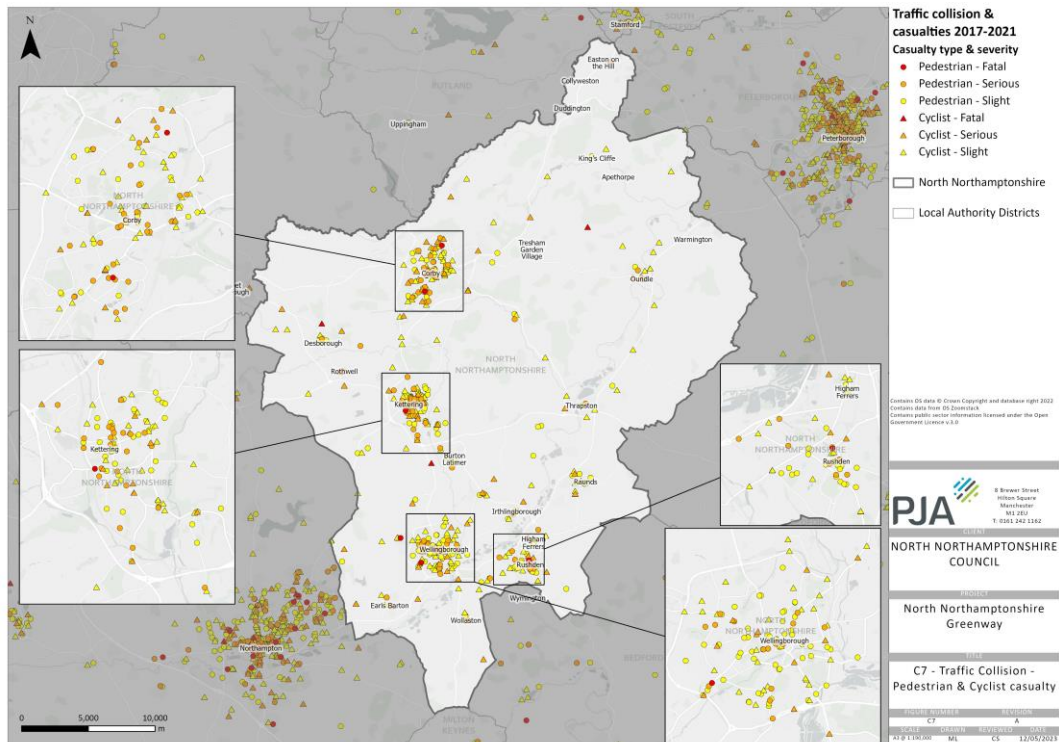


Collisions

- 5.3.6 Figure 5-5 shows collisions involving pedestrians and cyclists between 2017-2021. Unsurprisingly, there are clusters of collisions in the more urban areas where walking and cycling levels are highest but there are also collisions in more rural areas of North Northamptonshire where pedestrian and cycle flows are much lower, particularly along the main road corridors.



Figure 5-5: Collisions involving pedestrians and cyclists

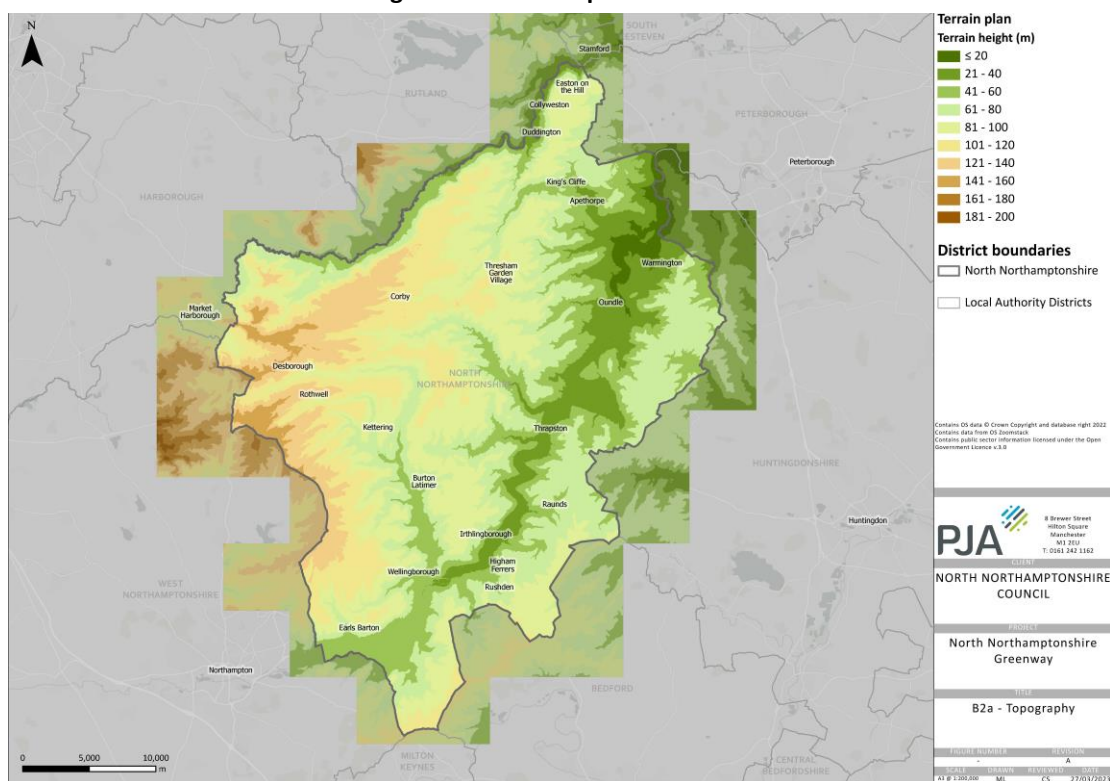


Cycling catchments

5.3.7 30-minute (9.65km) cycling isochrones from some of the key settlements (including settlements in neighbouring areas) were generated in ArcGIS. This shows lots of overlapping cycling catchments around the more urban part of the area such as around Kettering, Corby and Desborough whereas there are gaps between Thrapston and Corby and between Oundle and Stamford due to the more rural nature of these parts of North Northamptonshire.



Figure 5-7: Terrain plan

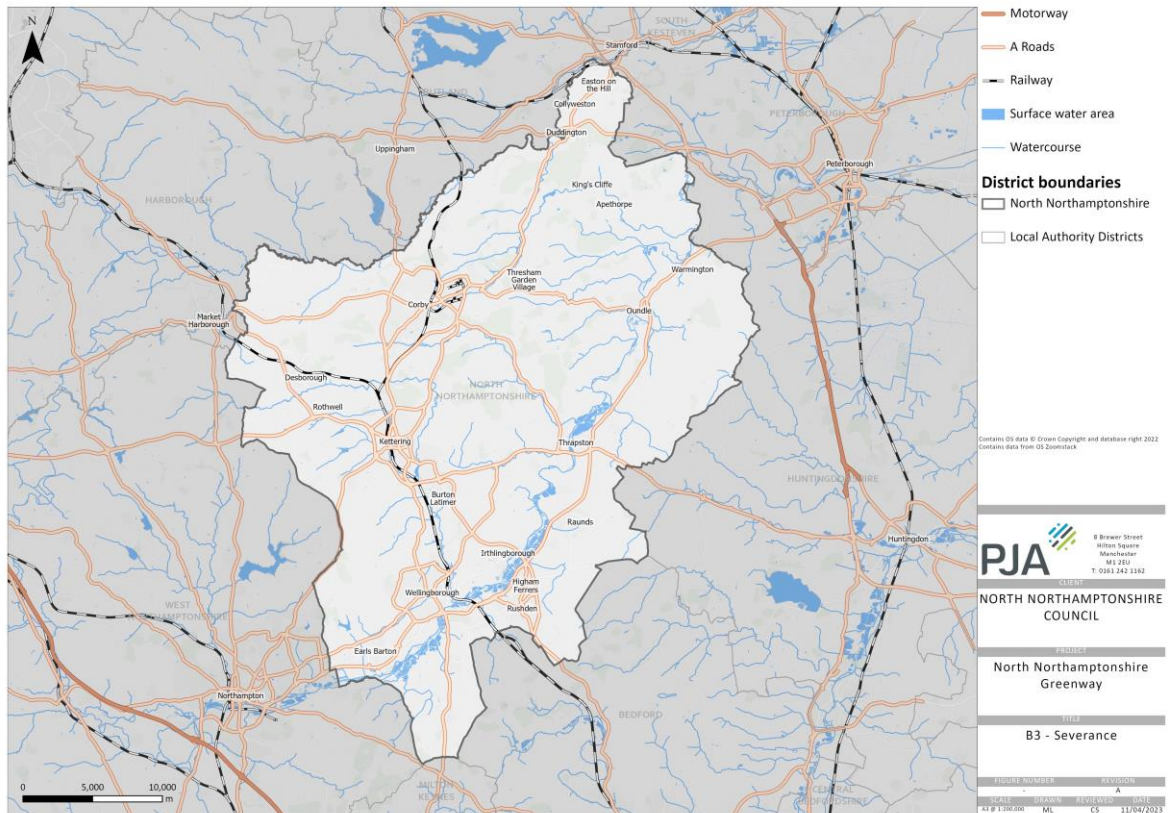


Severance

- 5.3.9 Understanding the impact of severance is critical for contextualising how walked, wheeled and cycled trips are currently made through North Northamptonshire, particularly in relation to key severance features including main roads, rivers, railway lines and other geographical features including steep topography.
- 5.3.10 Figure 5-8 below was developed to highlight the key ‘Severance’ features in the County: ‘Severance’ typically refers to barriers to movement, and we typically consider these as either ‘hard’ or ‘soft’ features. ‘Hard’ severance features tend to refer to features which are fixed and generally harder (although not impossible) to overcome through design (e.g. rivers and railways), whilst ‘Soft’ severance is more likely to refer to a feature which is easier to overcome/relocate (e.g. use of lower speed/ trafficked roads or relocating existing crossing points).
- 5.3.11 The plan highlights several key severance features including; various A roads, the Rivers Nene and Ise, and railway lines. The extent to which these features act as barriers to movement is very site specific however the purpose of this plan is to identify these features and consider them later in the project when developing ‘on the ground’ route alignments.



Figure 5-8: Severance



5.4 Demand analysis

5.4.1 The Propensity to Cycle Tool (PCT) (www.pct.bike) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses census travel to work data and school travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. The PCT is a critical tool in the development of the LCWIP cycling networks and provides a framework of demand for identifying the location of future desire lines for cycling. The PCT uses 2011 census data uplifted with current population estimates and consented and proposed development.

Propensity to Cycle Tool – Commuter Travel

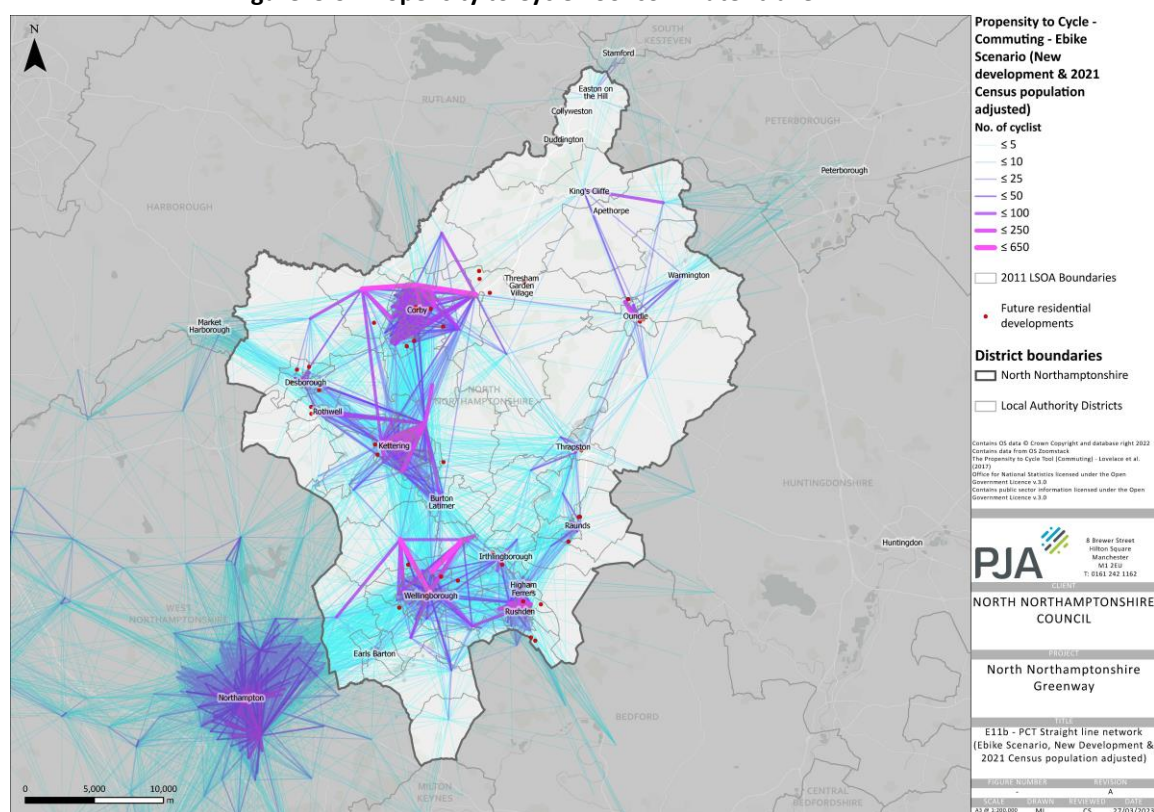
5.4.2 The PCT commute layer provides scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (based on doubling cycling set out in the 2014 draft Cycling Delivery Plan), 'Gender Equality' (where women are as likely as men to cycle), 'Go Dutch' (uses Dutch propensities to cycle) up to the 'E-Bike' scenario (builds on the 'Go Dutch' assumptions but also takes account of the role that electrically assisted cycles can play in facilitating longer distances and hillier routes). For the purposes of the North Northamptonshire Greenway, the e-bike scenario



has been used to reflect the rural nature of the area where e-bikes are likely to need to play an important role in enabling more cycling.

- 5.4.3 Figure 5-9 shows the straight-line network generated by the PCT analysis which shows direct paths between population centroids (origins) and destinations, giving an overview of the key desire lines for cycling flows. This suggests that the main demand for commuting is in the main towns but does show some demand between Oundle and King's Cliffe and Oundle and Warmington, for example.

Figure 5-9: Propensity to Cycle Tool commuter travel



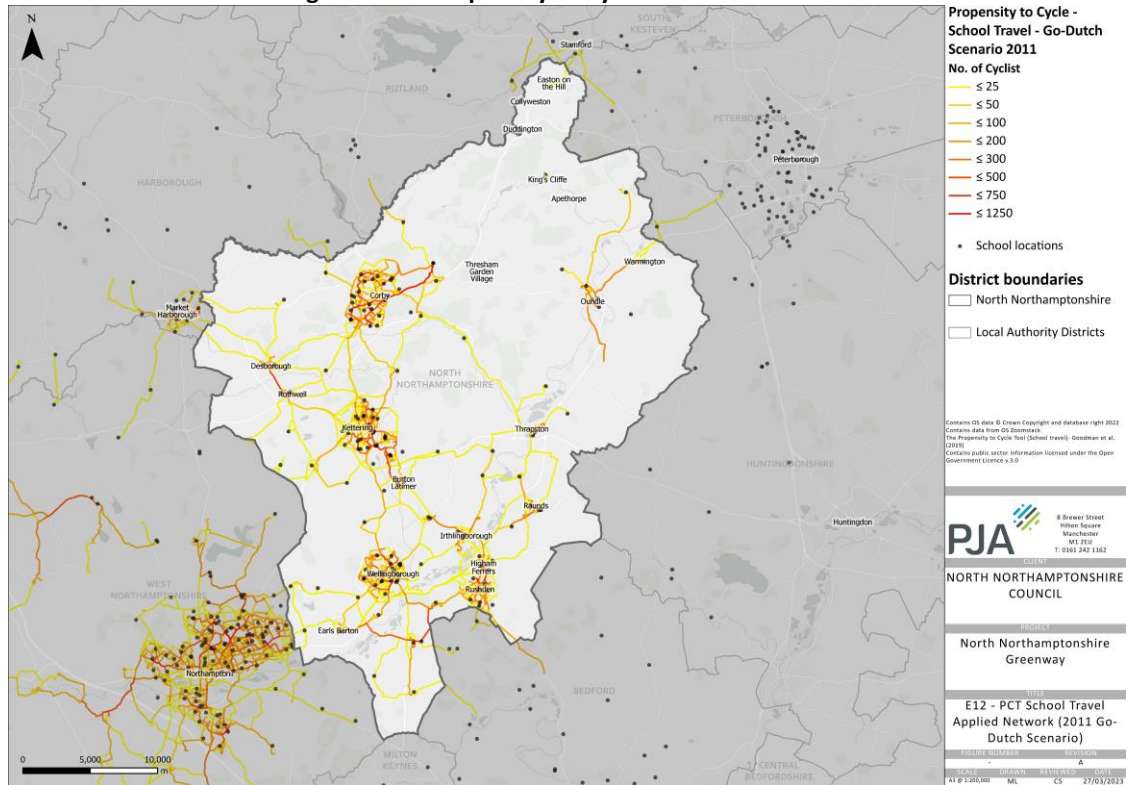
Propensity to Cycle Tool – School Travel

- 5.4.4 The PCT schools layer uses 2011 National School Census travel-to-school data. The schools layer extends and complements the Commute layer by putting a greater emphasis on local trips in residential areas as opposed to arterial routes into city centres. The schools layer can therefore help plan for cycling (and walking) at the neighbourhood level, and is often a better proxy for local trips than the Commute layer for 'everyday' trips.
- 5.4.5 As with the Commute layer, the schools layer has a range of scenarios for forecasting future levels of cycling, including the 'Government Target' (which represents a doubling of school cycling nationwide to 3.7%), 'Go Cambridge' (based on cycling levels among school children in Cambridge (21.5%)) and 'Go Dutch' (based on travel to school trips in the Dutch Travel Survey (41%)). The 'Go



Dutch' scenario has been selected for the North Northampton Greenway as it provides the most ambitious scenario. The analysis shows in Figure 5-10 shows demand between Earls Barton and Wollaston, between Desborough and Rothwell and around Oundle as well as in the major towns.

Figure 5-10: Propensity to Cycle Tool school travel

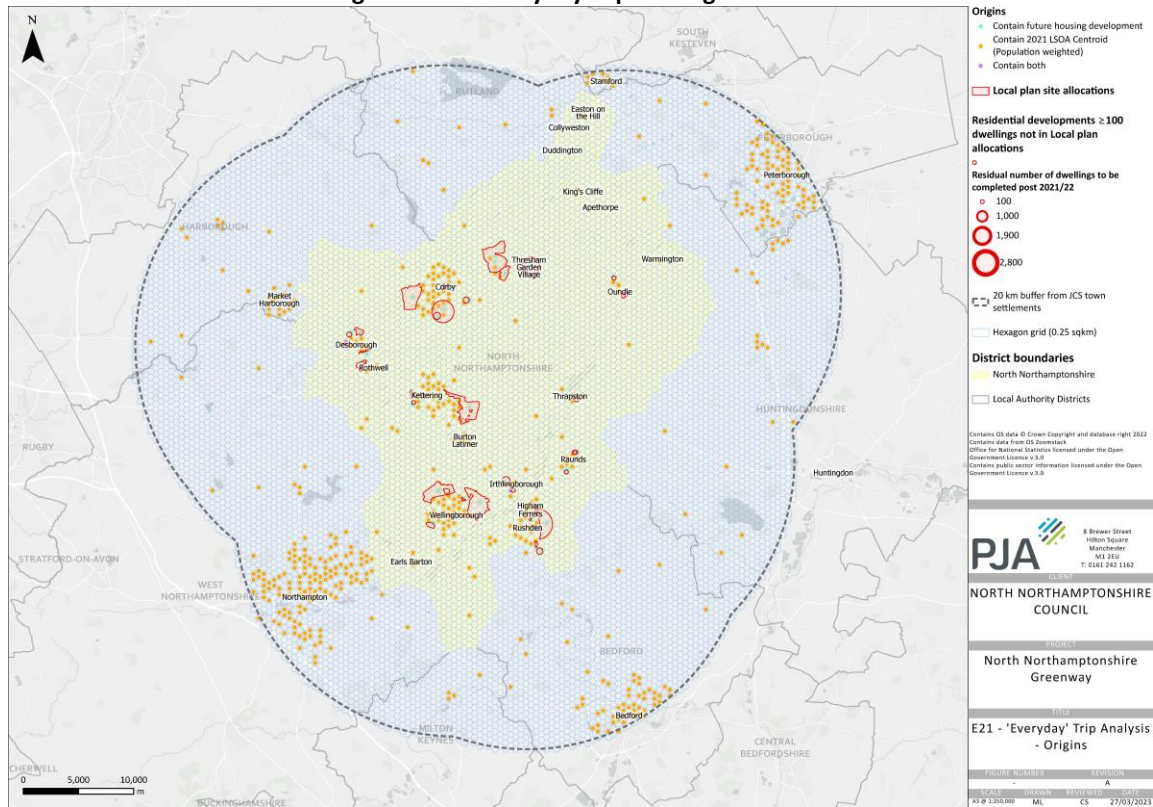


'Everyday' trips analysis

- 5.4.6 As noted above, one of the limitations of the PCT Commute layer is the lack of detail on short 'everyday' trips that account for around two-thirds of short journeys such as shopping, visiting friends or going to the doctor. While the PCT Schools layer addresses this lack of detail to a certain extent, PJA has developed an additional layer of analysis to further understand the potential for short journeys by cycling which is particularly useful in smaller towns and rural areas.
- 5.4.7 In order to determine the key desire lines for 'everyday' walking and cycling such as to work, school and the shops, the spatial relationship between key origin and destinations was analysed. First, a 0.5km² hexagon grid was applied and origin clusters of LSOA centroids and future housing development with 100 or more residential dwellings were identified (see Figure 5-11).



Figure 5-11: 'Everyday trips' – origin clusters

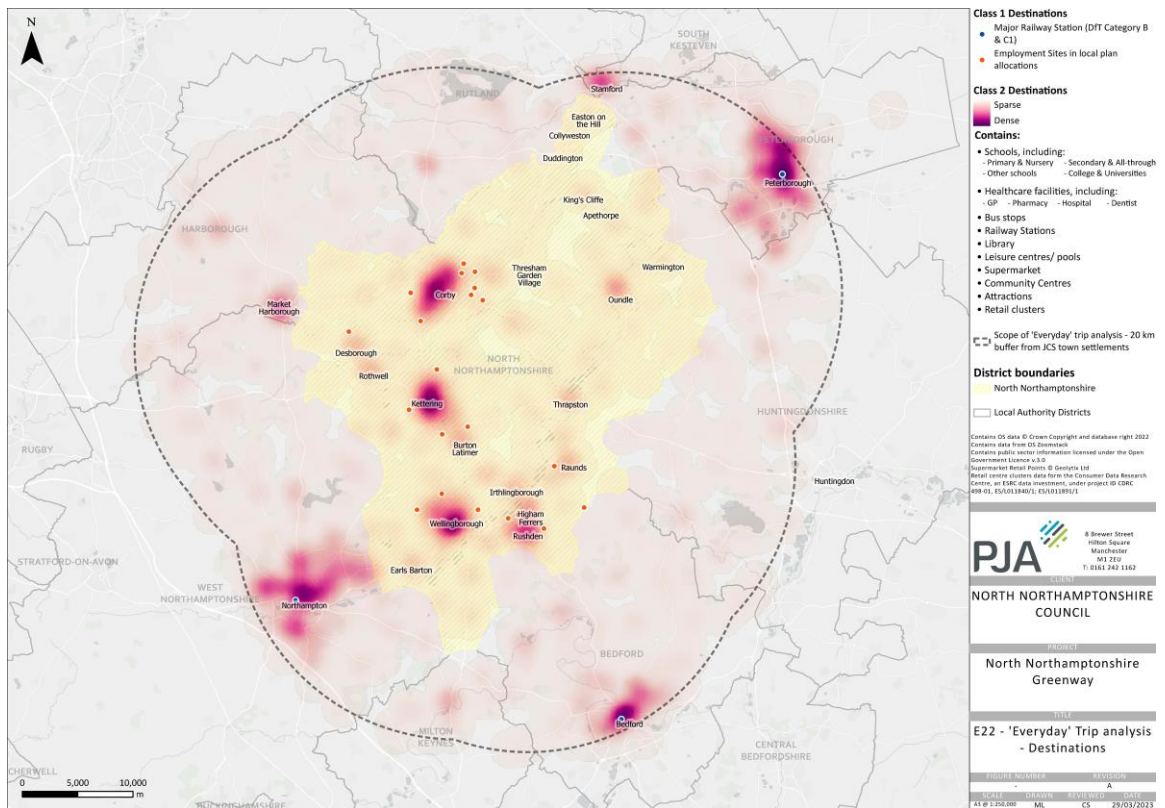


5.4.8 Second, two classes of destinations were identified (see Figure 5-12):

- Class 1: key employment sites, local, town and village centres
- Class 2: education (primary and secondary schools), healthcare facilities (hospitals, GP practices, dentists), community centres, leisure facilities, supermarkets etc.



Figure 5-12: 'Everyday trips' – destinations by class



5.4.9 Given the rural nature of the area and the potential for leisure trips, it is appropriate to look at longer distances than a standard LCWIP would use. Origin–destination desire lines were therefore created from each origin centroid to the nearest Class 2 destination, and to all Class 1 destinations between 5-10km and 10-20km. Clustering analysis was used to cluster desire lines together and identify the routes with the highest demand for 'everyday cycling' (Figures 5-13 and 5-14). The analysis demonstrates that for trips between 5-10km demand is mainly around the bigger settlements but does show some demand between Tresham Garden Village and Oundle, Oundle and King's Cliffe. At 10-20km, the analysis shows demand between Oundle and Peterborough, Corby and Stamford etc as well as within and between the more urban parts of North Northampton.



Figure 5-13: 'Everyday' cycling desire lines (5–10km)

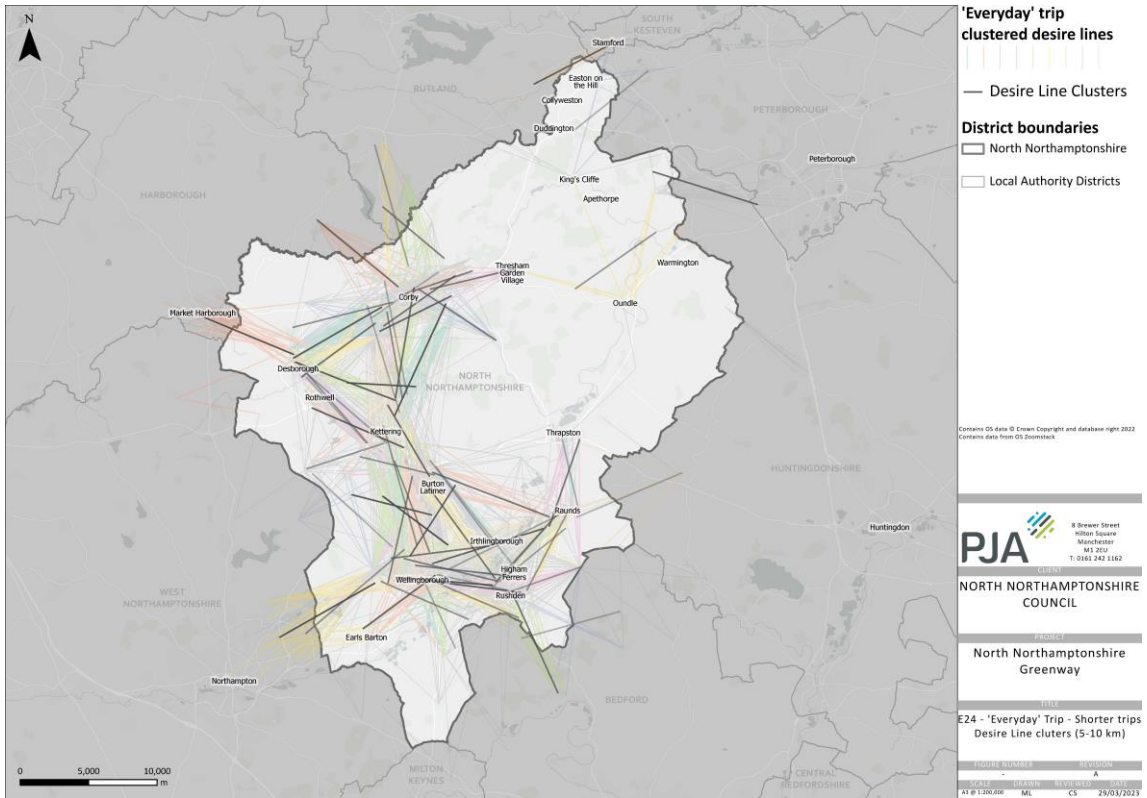
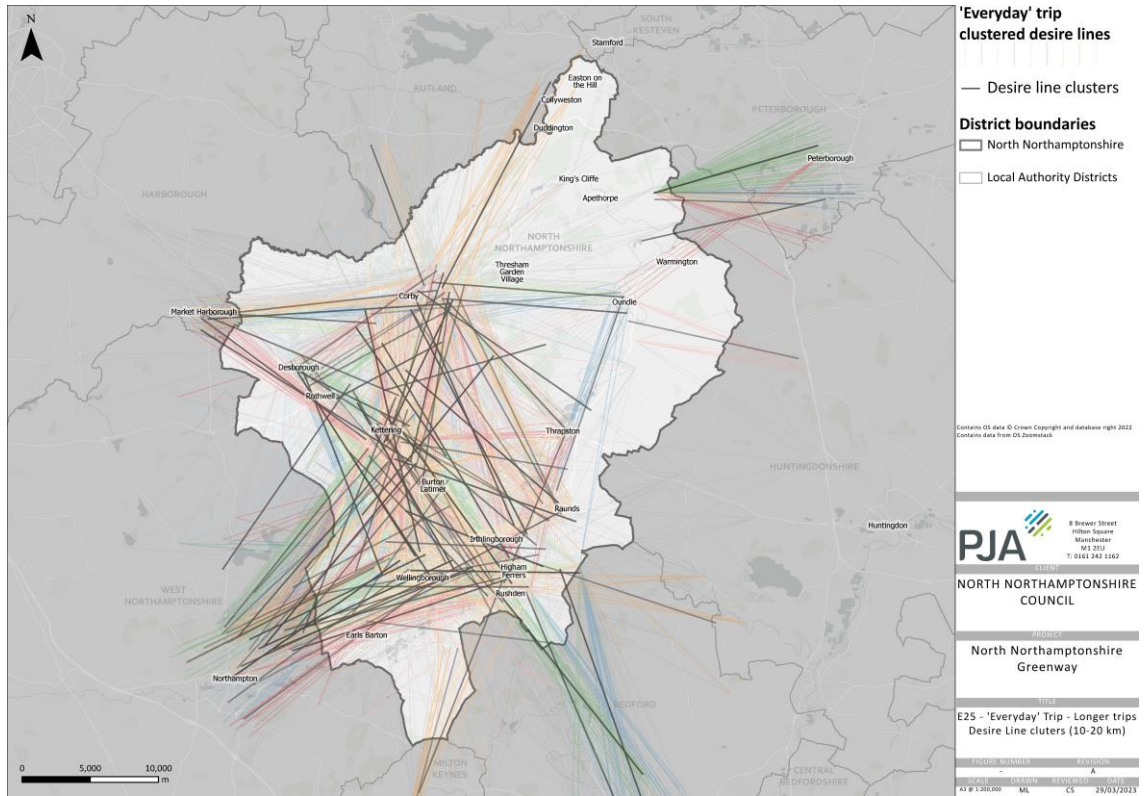


Figure 5-14: 'Everyday' cycling desire lines (10-20km)

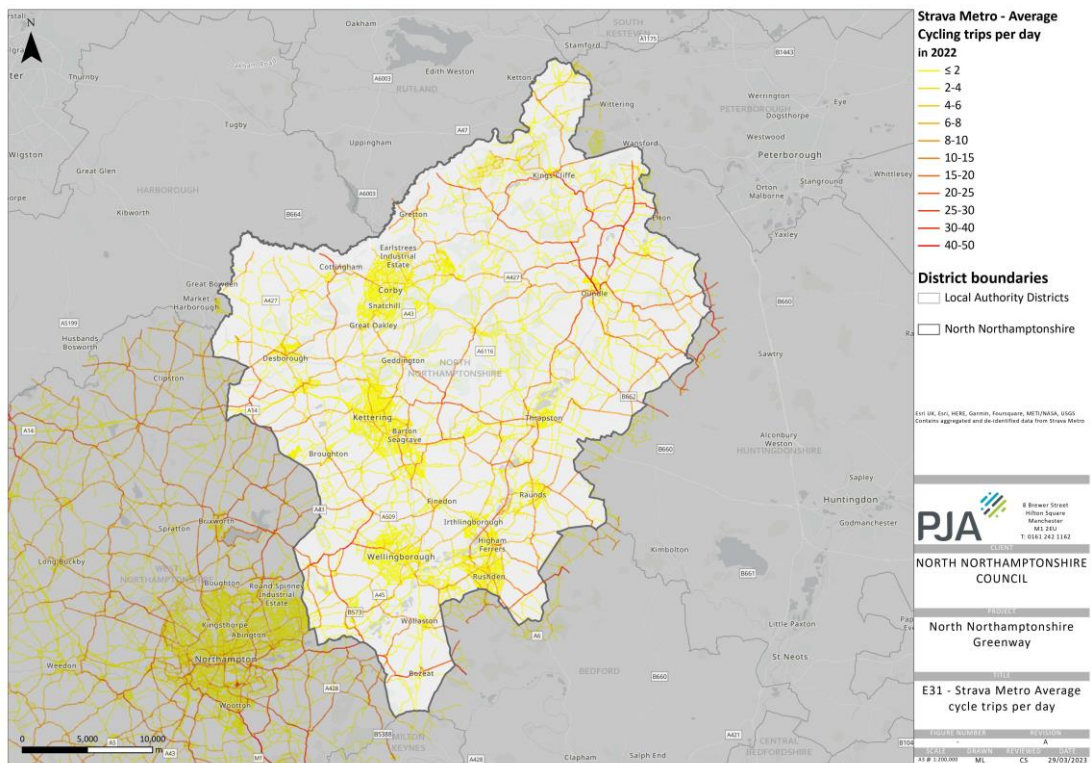




Strava Metro

- 5.4.10 Strava Metro provides the data collected by individuals using the Strava app to track their rides, runs and walks, to local authorities free of charge to help them understand mobility patterns and inform investment in infrastructure. By its nature, the dataset has limitations and should not be viewed as comprehensive in terms of the types of journey being undertaken or the absolute numbers. For example, it only represents people who use Strava and only rides that they choose to record; short trips or cycle trips to the shops are not likely to be recorded. While the data doesn't reliably indicate demand, it can highlight severance by showing routes and areas that cyclists avoid. It can also help build a wider picture of routes that are currently cycled, particularly leisure cycling which is not captured in the PCT.
- 5.4.11 The Strava Metro analysis relatively high existing cycling levels (given the rural context) around Oundle and King's Cliffe (see Figure 5-15). 73% of the Strava Metro trips in North Northamptonshire are for leisure purposes which helps justify an approach that considers leisure cycling and longer distances. In conjunction with the severance plan (see Figure 5-8) this can help identify key severance such as around the Corby, Kettering and Wellingborough where main roads create hostile conditions for cycling.

Figure 5-15: Strava cycle trips per day (2022)

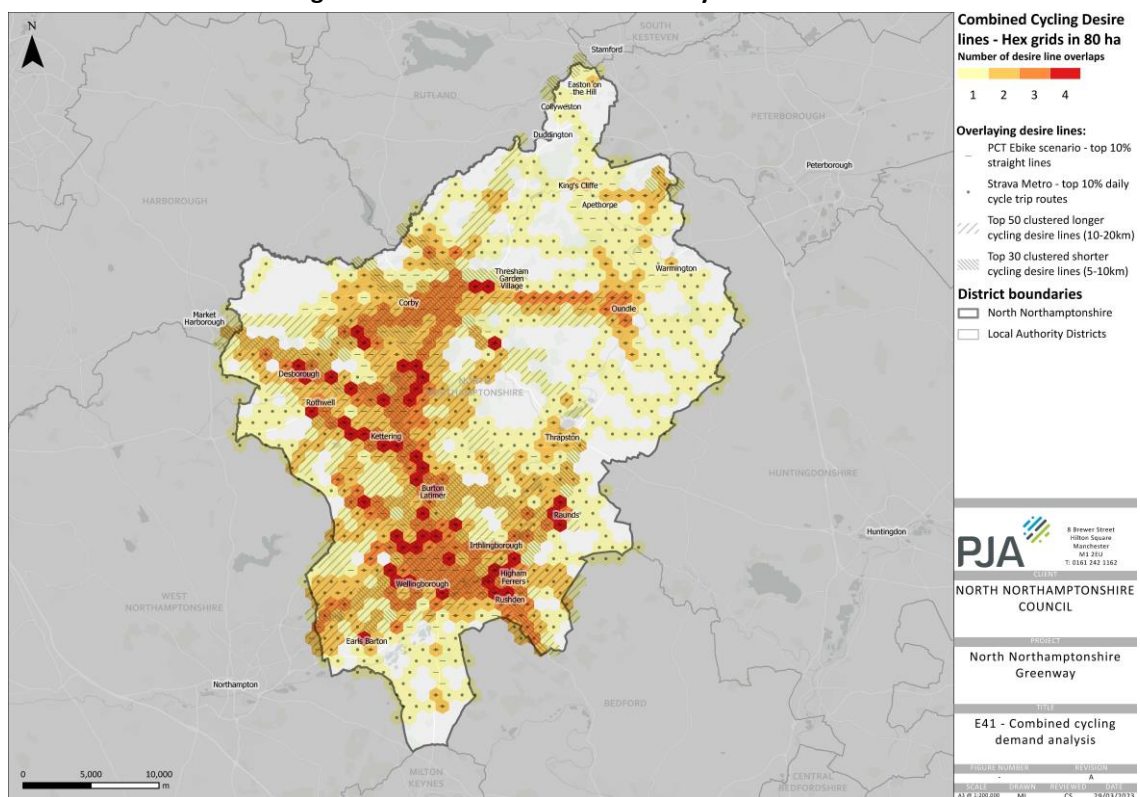




Combined demand analysis

- 1.1.1 Figure 5-16 combines the PCT commute layer, 'everyday trips' and Strava Metro data to show where the three types of analysis overlap in order to help identify where there is most demand/ propensity to cycle considering all journey types including commuting, school, everyday journeys such as to the shops, and leisure. The red hexagons are where the most types of analysis overlap and are, unsurprisingly, concentrated around the main towns but also demonstrate the value in providing routes around Earls Barton, Raunds, Tresham Garden Village, Rushden and Higham Ferrers (which already benefit from greenway routes).

Figure 5-16: Combined demand analysis





6 Network Planning

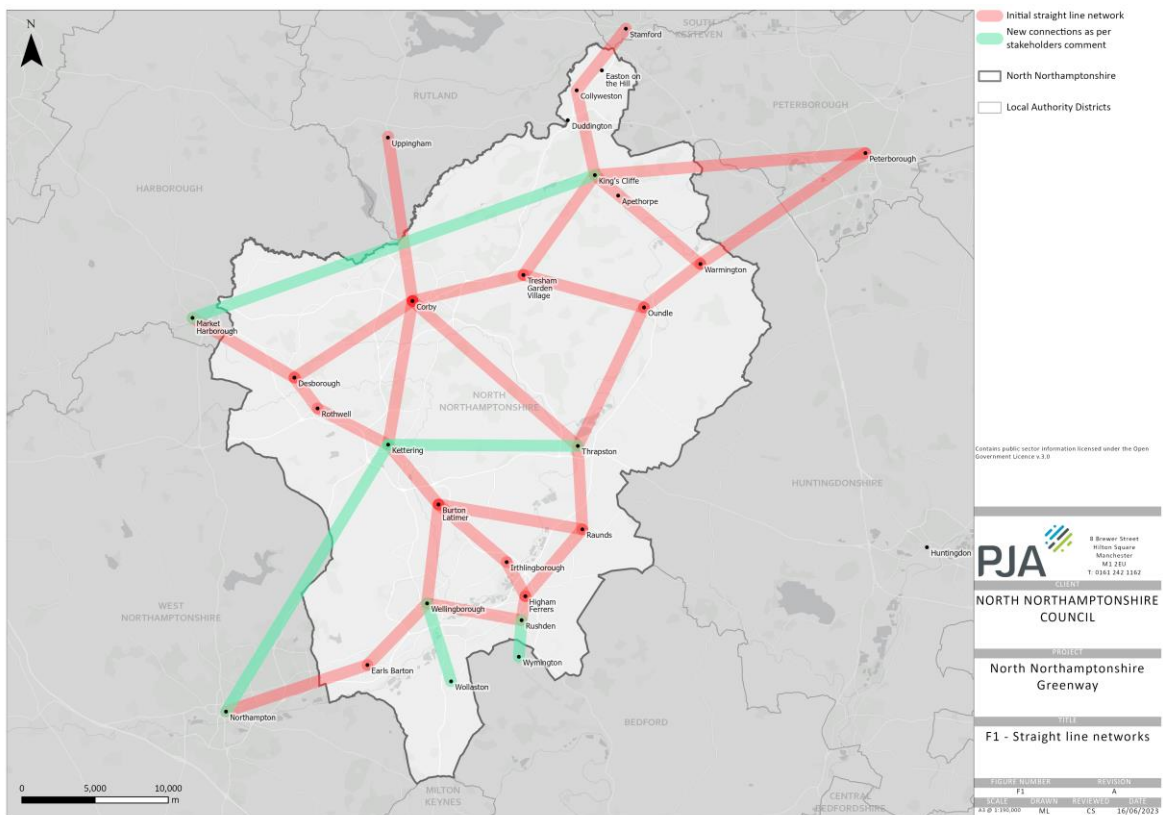
6.1.1 The outputs from the data analysis presented in Chapter 4 and stakeholder feedback were used to draft the network. Initially, a straight-line network was developed to agree the key connections. Following this high lever route alignments were identified in line with the vision and objectives set out in Chapter 5.

6.2 Straight-line Network

6.2.1 The outputs from the analysis presented in Chapter 4 were used to draft the proposed NNG 'straight-line' network connecting key settlements and destinations across North Northamptonshire (see Figure 6-1).

6.2.2 These desire lines reflect the outcomes from the baseline and demand analysis and incorporate feedback from officers and stakeholders. The green lines on the plan show the desire lines added to the straight-line network as a result of stakeholder feedback. With rural networks, the demand analysis is only as good as the available data which can be patchy and unreliable in rural areas. Therefore, local insights on key routes are important and are as valid as routes identified through the data to develop robust networks.

Figure 6-1: Straight line network following stakeholder feedback





6.3 Defining Route Alignments

6.3.1 Following agreement of the straight-line network, the route alignments were developed in line with the following considerations:

- Draft straight-line network;
- Stakeholder feedback on draft straight line network;
- Stakeholder feedback that the network should be traffic-free where possible;
- Topography and ‘severance’ e.g. main roads and watercourses;
- Align with existing proposed routes where possible e.g. existing LCWIP routes, feasibility studies;
- Align with Green Infrastructure corridors where possible;
- Following existing Public Rights of Way where possible (new sections proposed where required); and
- Routes aim to strike a balance of the five core design principles: coherent, direct, safe, comfortable and attractive.

6.3.2 Draft route alignments were developed and issued to stakeholders for comment. Following stakeholder feedback, the alignments were refined as shown in Figure 6-2 to create the finalised network that is approximately 356km long. Key changes included:

- Including an additional alignment between Corby and Thrapston via Sudborough and Brigstock.
- Amending the alignment between Kettering and Wellingborough to more closely follow the Ise Valley feasibility study route.
- Adding in the Welland Valley route between Market Harborough and Peterborough along the line of the former railway due to strong stakeholder support for it as a leisure route.
- Adding a direct route alignment between Kettering and Northampton.



Figure 6-2: Finalised route alignments

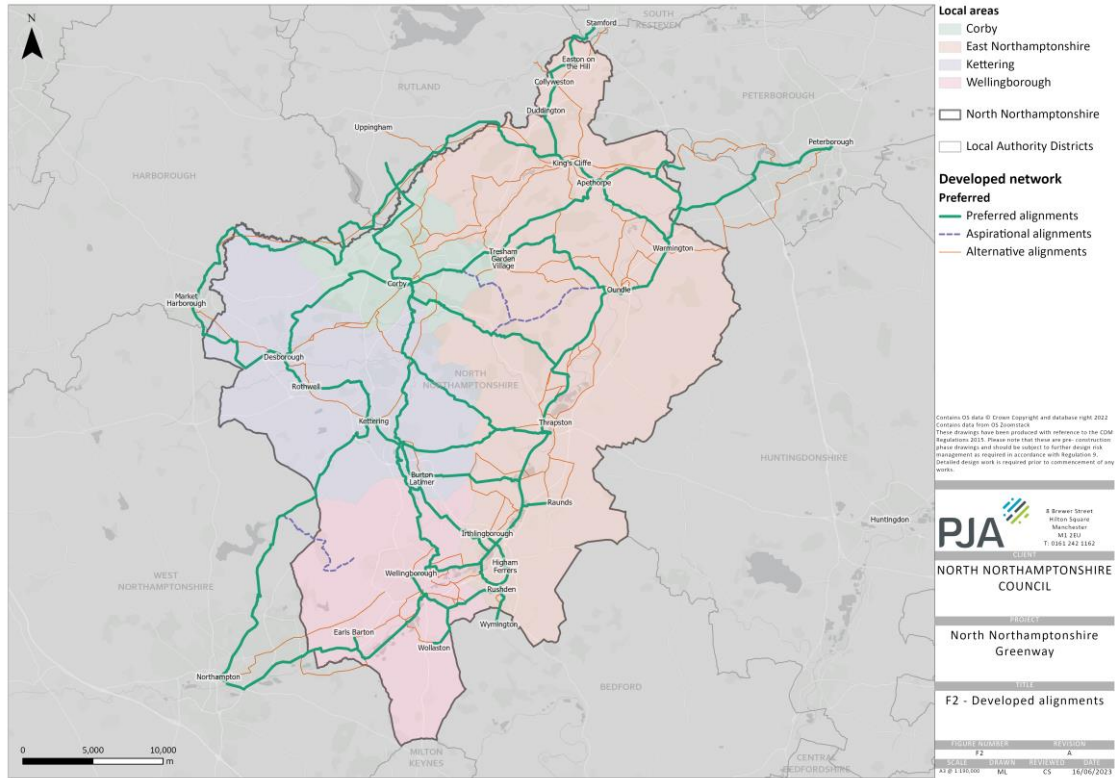


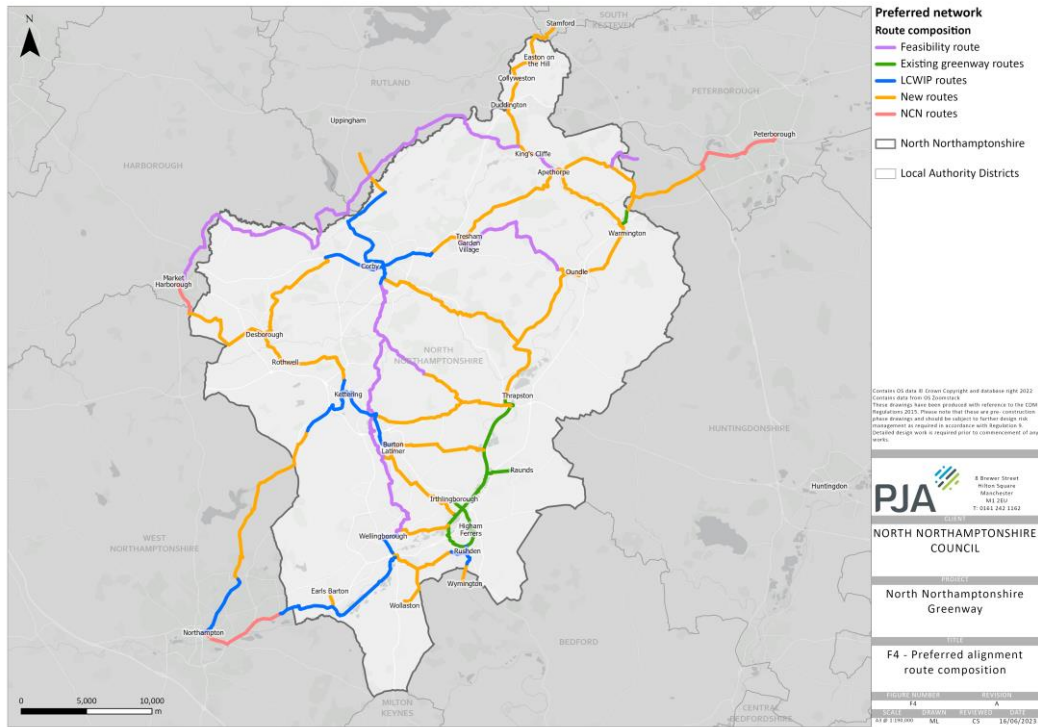
Figure6-



- 6.3.3 Figure 6-3 shows which elements of the network align with existing LCWIP proposals, feasibility studies and existing routes. Only the yellow lines are completely new routes.
- 6.3.4 In total, the proposed network is 356km and connects settlements within North Northamptonshire and in neighbouring authorities with a combined population of 600,000. The total network within North Northamptonshire is 275km comprising existing greenways, routes proposed in LCWIPs and new routes. Excluding the LCWIP routes, the proposed network within North Northamptonshire is 212km long demonstrating the scale of Greenway network.



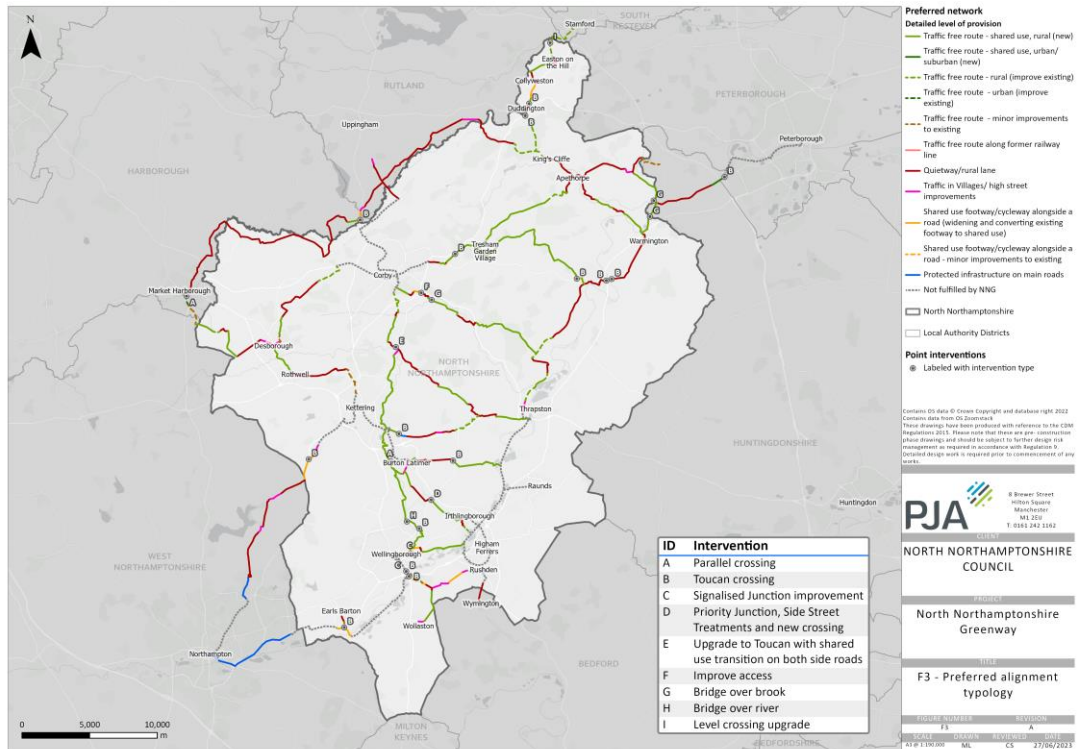
Figure 6-3: Route alignments by alignment with existing network and proposals



6.3.5 High level route typologies and key point interventions were also developed (Figure 6-4). The plan shows that, while much of the proposed network is traffic-free in line with stakeholders' aspirations but demonstrates that, to balance this with considerations such as directness, topography and the existing network of roads and Public Rights of Way, in some cases routes along quietways/ rural lanes are proposed as well as shared use footway/cycleways and protected cycling infrastructure in more urban parts of the network. The design considerations are explored further in Chapter 7.



Figure 6-4: Route typologies and key point interventions





7 Delivering the network

7.1 Creating new traffic-free routes

7.1.1 A large proportion of the proposed network is traffic-free, utilising mostly existing public rights of way including footpaths and bridleways but also, in some cases, proposing new routes. Therefore, a key element of future feasibility studies that will be required to progress the routes will be understanding the status of routes (variables listed below), refining alignments and identifying the most appropriate mechanism for changing the status of routes, where necessary.

7.1.2 There are a number of mechanisms for creating new traffic- free routes for walking, wheeling, cycling and, where relevant, horse riding, including:

- Public path creation agreements;
- Landowner dedication;
- Public path creation orders;
- Compulsory acquisition of land;
- Upgrading existing public footpaths;
- Creating high rights for a public footpath;
- Use of Traffic Regulation Orders;
- Highways maintainable at the public expense;
- Permissive access;
- New development; and
- The Environmental Land Management Scheme and Right to Roam

7.1.3 Further details about these options with relevant case studies are provided in Appendix C.

7.2 Route typologies

7.2.1 High level design proposals for the NNG fall into four main categories:

- **Greenway/ traffic-free:** These are routes that are separate to the highway. As noted above, this is a major proportion of the network and ranges from minor upgrades to existing traffic-free routes to upgrading existing bridleways to creating new Public Rights of Way where needed to create more direct routes. The design of traffic-free routes can vary depending on the context such as how rural or urban a route is, and forecast flows of pedestrians, cyclists and horse riders. Therefore, there is a large range of costs within this route typology.
- **Quietway/ rural lane:** These routes generally follow minor roads and lanes comprised mainly of B/ unclassified roads located in-between the main road network connecting smaller



villages and destinations but can also include quieter residential streets within towns and villages. For rural lanes, routes are normally national speed limit (60 mph) with no existing pedestrian or cycling provision. The design scope on some of these routes is limited due to constrained highways environments where reducing traffic speed and sometimes volume is the main approach. However, it is relatively common to have wide grass verges alongside rural lanes across North Northamptonshire meaning there is potential to create pedestrian and cycle infrastructure alongside some routes though at much greater cost than accommodating pedestrians and cyclists in the carriageway.

- **Shared use paths alongside main roads:** Where it is not feasible to deliver traffic-free routes or routes along quiet lanes, widening existing footways to create shared use paths alongside main roads outside built up areas where flows of both pedestrians and cyclists are relatively low can be a cost-effective option to deliver parts of the network.
- **Routes on main roads:** In more built-up areas where pedestrian and cycle flows are too high for shared use footpaths, protected cycling infrastructure should be provided within the carriageway. These routes are focussed on the existing main road network comprising of both A and B roads within towns. Most of these types of routes are covered in existing LCWIPs and are therefore not duplicated here but there are a small number of sections of route where this typology is appropriate.

7.3 Design interventions

- 7.3.1 This section is intended to provide a range of design approaches based on the typologies identified above. The toolkit uses a range of different scales and scenarios to inform the development of the NNG. It uses best practice examples to help illustrate typical approaches and includes examples of best practice from schemes elsewhere in the UK, internationally and, where possible, locally. There are many good examples nearby such as the Waddesdon Greenway in Buckinghamshire and Lias Line in Warwickshire which can be used as inspiration for future routes.
- 7.3.2 The intention is that the design toolkit is used to inform and provide a range of options which will need more detailed consideration including site audits and engagement with stakeholders and landowners (where applicable).



Link Interventions

- 7.3.3 Link interventions will represent a majority of the NNG and therefore are the most important area for design consideration. There are range of options, including traffic-free routes, shared use paths and quiet lanes.
- 7.3.4 Availability of route options, and any mixing with/exposure to vehicular traffic will be key considerations in the development of the linear sections of the network. The design of any protected facilities should consult the recent LTN 1/20 on 'Cycle Infrastructure Design' to ensure that any proposed facilities are appropriate for their design context. The below table from LTN 1/20 summarises the cycle infrastructure required relative to vehicle speeds and speed limits. The table highlights how many scenarios will require protected cycle facilities in some form unless vehicle speeds and traffic flows are particularly low (ideally below 20mph and 2,000 vehicles per day).
- 7.3.5 Some link intervention examples are shown in Figure 7-1 below and expanded upon in Appendix G.

Table 7-1: Appropriate protection from motor traffic on highways from LTN1/20

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 7-1: Link intervention examples



Area-Based Interventions

- 7.3.6 The predominant focus of the NNG is to provide linear routes for walking, wheeled and cycled trips but there are many locations which would benefit from more holistic street design changes to reduce the impact of vehicular traffic. There are also more discreet elements of street design and placemaking that could be incorporated on the minor roads within the network that would help calm traffic and generally make conditions more comfortable for on-street cycling.
- 7.3.7 Reducing the scope for conflict between cyclists and vehicular traffic is a critical consideration in the development of a comfortable network, particularly on narrow rural lanes where there is limited design scope for providing protected facilities. The ‘quiet lane’ approach is based upon the assumption of low volumes of vehicular traffic and can be further reinforced with modal filters to remove through traffic.
- 7.3.8 These measures therefore are generally more targeted measures for smaller locations - predominantly smaller settlements within the county. These include:
- Area-wide speed limit reductions
 - Traffic calming
 - “Traffic in Villages” type approaches.



7.3.9 Some area-based intervention examples are shown in Figure 7-2 below and expanded upon in Appendix G.

Figure 7-2: Area-based intervention examples



Spot Interventions

7.3.10 Spot Interventions are measures which are utilised on a site-specific application. They are particularly focused on crossings and junction improvements, as well as other complementary measures such as cycle parking, lighting, artwork and dedicated infrastructure such as ramps and bridges. This category can also include fencing, lighting, retaining structures and drainage. Table 7-2 below from LTN1/20 summarises the type of crossing relative to vehicle speeds and speed limits. In rural areas where routes often need to cross fast, busy A roads, this will often require crossings to be grade separated (e.g. bridges or subways) or speed limits to be reduced so that signalled crossings can be provided.

1.1.2 Some spot intervention examples are shown in Figure 7-3 below and expanded upon in Appendix G.



Table 7-2: Crossing design suitability table from LTN1/20

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	Green	Green	Green	Green	Green
40 mph and 50 mph	> 10000	Any	Green	Green	Green	Green	Green
	6000 to 10000	2 or more	Green	Green	Green	Green	Green
	0-6000	2	Green	Green	Green	Green	Green
	0-10000	1	Yellow	Green	Green	Green	Green
≤ 30mph	> 8000	> 2	Green	Green	Green	Green	Green
	> 8000	2	Green	Green	Yellow	Green	Green
	4000-8000	2	Green	Green	Green	Green	Green
	0-4000	2	Green	Green	Green	Green	Green
	0-4000	1	Green	Green	Green	Green	Green

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 7-3: Spot intervention examples





7.4 Other design considerations

Circular routes

7.4.1 Providing circular routes was identified as a priority by stakeholders but, by their nature, they do not in themselves deliver strategic connections or lend themselves to identification through demand analysis. Therefore, the development of circular routes will require a different approach to the strategic walking and cycling routes as they serve a very different purpose with key considerations including:

- Facilities at the start/end point, e.g. car parking, cycle hire, toilets, café;
- Accessibility including potential use by disability organisations and charities;
- Attractiveness;
- Thing to see and do along the way;
- Distance(s).

7.4.2 It is anticipated that key stakeholders such as tourism and leisure operators will have a large input into the identification of potential routes. However, where possible, it is recommended that these build on or overlap with existing and proposed routes in this strategy and existing public rights of way so that they can be created through signage and wayfinding rather than requiring additional investment in infrastructure.

Maintenance

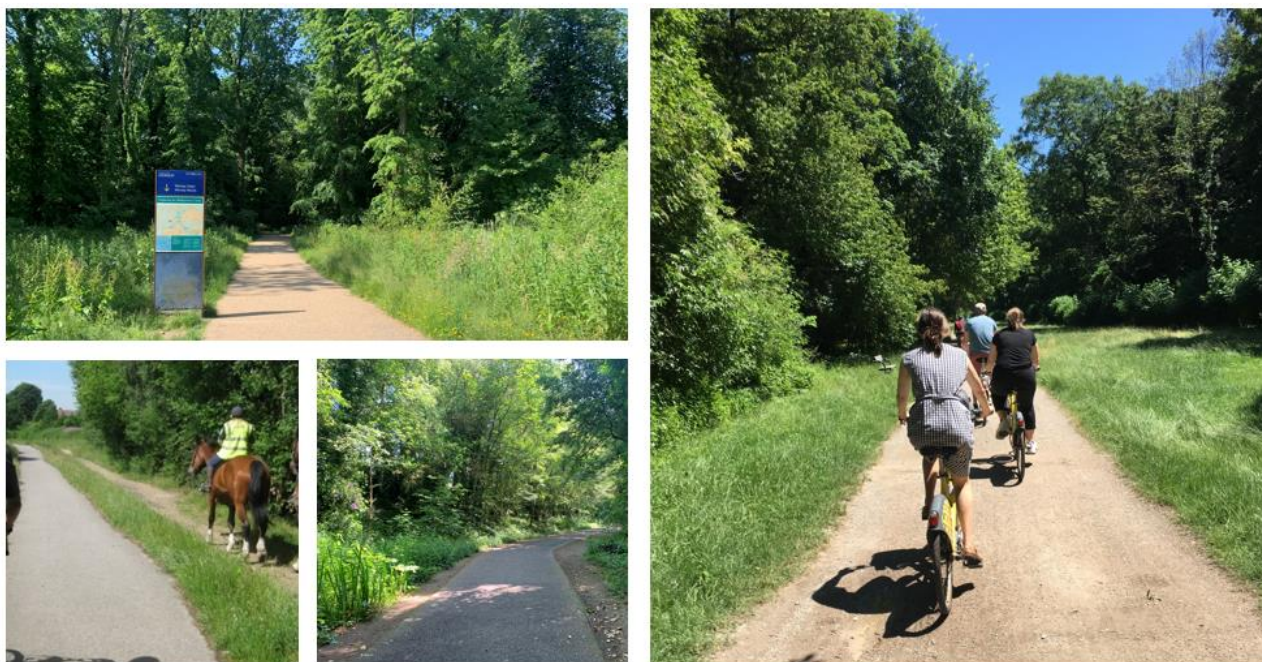
7.4.3 It is important that any infrastructure is maintained both in terms of day-to-day maintenance such as sweeping leaves, cutting back vegetation, gritting and addressing graffiti and vandalism as these can have a big impact on the attractiveness and utility of routes. Long term maintenance should also be considered in the design, particularly given the pressure on revenue budgets with higher quality, durable materials selected over cheaper products which are likely to need replacing more frequently. For example, although they are much more expensive to construct, bound surfaces such as bitmac or Flexipave¹ will have a much longer lifespan and require much less maintenance than crushed stone surfaces and are much more accessible and comfortable. Where routes bridleways or expected to be well-used by horse riders, Flexipave is preferred over bitmac as it is grippier and more forgiving. Where there is adequate width, a grass “trotting strip” adjacent to the main route could be considered (see Figure 7-4 for examples of different surface types).

7.4.4 Bespoke seating, signage and artwork can make nice additions to routes but the cost and ease of ongoing maintenance should always be factored in.

¹ Porous surfacing made from a mix of stone and recycled tyres

7.4.5 Spending more upfront in capital funding can reduce demands on revenue funding in the long term. It is important to engage with maintenance teams in the design of schemes to ensure they can efficiently maintain schemes in the long term and, where possible, to ringfence revenue budgets for maintaining routes.

Figure 7-4: Surfacing types (clockwise from top left: bitmac with tar and chip dressing, self-binding gravel, Flexipave, bitmac with an adjacent unbound trotting strip for horse riders)



Branding and wayfinding

7.4.6 While there are a number of key, discreet routes within the proposed network which are likely to attract visitors in their own right such as the Welland Valley, Ise Valley and Nene Valley routes, the network would benefit from an overarching approach to branding and wayfinding. This would support cyclists undertaking longer rides as well as encouraging people to explore more of the network. It is therefore recommended that the overall network is branded as the North Northampton Greenway with individual routes given their own name but sharing the overarching branding in terms of typeface, logo etc.

7.4.7 Individuality can be brought to individual routes through the use of bespoke artwork, street furniture and signage materials. For example, signage could be affixed to recycled railway sleepers on the Welland Valley route to reflect its former use.



Figure 7-5: Old railway sleepers incorporated into signage and artwork reflected railway heritage, Salford



7.4.8 Given the rural nature of much of the network, one option to consider for wayfinding, is the approach taken in some European countries including the Netherlands, Belgium and parts of France and Germany. They use a numbered node or junction wayfinding system for rural cycle networks. Each junction is given a number and the numbers are signposted (see Figure 7-6). Cyclists can plot routes in advance by simply writing down the numbers of the nodes along their route. Paper maps are also normally available from tourist offices.

Figure 7-6: Numbered junction sign in The Netherlands



Biodiversity Net Gain

- 7.4.9 As explored in Chapter 3, the NNG and North Northamptonshire’s green (and blue) infrastructure network are inextricably linked and one of the key objectives of the NNG is to enhance the green corridors and deliver biodiversity net gain, for example through enhancing verges along new and improved traffic-free routes with trees, grassland and wildflower planting or even swales (see section below).
- 7.4.10 It is recommended that proposals should aim to go above and beyond the minimum 10% biodiversity net gain where possible and that Natural England’s Green Infrastructure Planning and Design Guide is referred to in the development of designs for traffic-free sections of routes particularly where these follow identified Green Infrastructure Corridors, are close to water or Special Protection Areas. Natural England should also be treated as a key stakeholder throughout the design process.
- 7.4.11 It is also possible to enhance cycle routes along rural lanes through enhancing hedgerows, planting wildlife corridors on existing wide verges and adjusting mowing regimes. This approach can also help encourage slower vehicle speeds.

Figure 7-7: Illustrative traffic-free corridor with space for biodiversity



Figure 7-8: Illustrative wildlife corridor along a rural lane/quietway





Mitigating flood risk

7.4.12 Much of the proposed network follows the Nene and Ise Valley Corridors which are Environment Agency Main Rivers and it is important that a balanced approach is taken to the design of these sections of the network which:

- Accepts that there may be times of the year when the routes are inaccessible for short time due to flooding;
- Is resilient so that the Greenway can be used the majority of the time and can be back in use as quickly as possible following a flood event; and
- Delivers additional flood storage attenuation.

7.4.13 Where possible it is recommended that Sustainable Drainage Systems (SuDS) such as swales and rain gardens are incorporated into the design of the route, particularly in areas at risk of flood. SuDS and tree planting have the dual benefit of reducing flooding and contributing to biodiversity.

Figure 7-9: Swales adjacent to traffic-free routes, Salford



20mph Speed limits

7.4.14 Several rural areas have rolled out 20mph initiatives to improve road safety including Oxfordshire, Surrey, Scottish Borders and the Highland Council. Benefits of 20mph speed limits include:

- **Safer roads** - Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a six percent fall in the number of casualties.
- **Reduced congestion** - Research shows that slower speeds encourage a smoother driving style with less stopping and starting which helps traffic to flow. Slower speeds also encourage more people to walk and cycle.
- **Reduced air pollution** - Driving at 20mph causes some vehicular emissions to rise slightly (mainly Heavy Goods Vehicles) and some (car) to fall. Reduced acceleration and braking can

help to reduce fuel consumption and the associated particulate emissions from items such as tyres and brakes.

- 7.4.15 In Oxfordshire, the County Council is providing funding of up to £8,000,000 to deliver 20mph areas where requested by local communities, at no cost to town or parish councils. In the Scottish Borders a 20mph trial was introduced across 90 towns in villages in 2020 in order to encourage more active travel and improve safety. An independent evaluation by experts from Edinburgh Napier University found speed reductions in most areas with average speeds across all settlements reducing by 3mph and by as much as 6mph in some locations. As a result of the successful trial, a permanent 20mph speed limit is being introduced across all Borders' towns and villages.

Figure 7-10: Examples of signed 20mph speed limits



Maximising the value of the network

- 7.4.16 Opportunities should be taken where possible to maximise the value of the network, for example by establishing cycle hire and café facilities at key locations along routes. Facilities such as these can help attract families and new cyclists.



Figure 7-11: Bike hub and café on the Great Western Greenway, County Mayo, Ireland



7.4.17 In addition to standard bike hire, opportunities to establish community initiatives such as those organised by Brightwayz (see Case Study 4) should be considered to enable and encourage as many people to use the network as possible, particularly people from deprived communities who may struggle to access or afford bikes. Inclusive cycling hubs with a range of bikes and non-standard cycles suitable for all abilities disabled people should also be considered as the network has huge potential to provide safe and attractive routes for disabled cyclists.

Figure 7-12: Non-standard cycles





7.5 Case studies

7.5.1 The first three case studies below illustrate how many of the design considerations detailed above including for wayfinding and signage, biodiversity net gain and maintenance have been used in the delivery of best practice schemes elsewhere in the country. The final case study showcases some of the local initiatives run by Brightwayz which enable people to become more active across North Northamptonshire and should be considered a key partner in promoting the network.

Case Study 1: National Cycle Network (Sustrans)

7.5.2 The most established cycle route brand at a national level is the National Cycle Network (NCN), established by Sustrans in 1995. NCN routes are divided into national and regional routes (although the branding and signing of regional routes is less consistent).

7.5.3 The main branding element that is visible to users is a red route number patch on direction signs (blue on regional routes). This is supplemented in many places by sculptures and public art, and a sponsored programme of 'millennium mile markers' was available for the first 1,000 miles of the network completed by the year 2000. These help to provide landmarks along the route, often celebrating local heritage or a wildlife site.

7.5.4 Many routes that make up the NCN have their own identity, e.g. The North Sea Route, the C2C (coast to coast), Way of the Roses etc. This identity is used for route-specific mapping and booklets. Further information about routes or local sites of interest is also included on interpretation boards along each route.

Figure 7-13: Roadside mapping and signing, NCN routes 68 and 2





Case Study 2: Aylesbury Gemstone Routes

- 7.5.5 Following a successful branding and marketing exercise using colour coding for promoting public transport, Aylesbury adopted a similar approach for its cycle route network. To differentiate from on-street marketing for bus routes, the cycle routes were given a gemstone name that was associated with a particular colour. For example, the Emerald Route features green patches on the direction signs.
- 7.5.6 The branding was supported by Cycling England funding as part of Aylesbury's designation as a "Cycling Demonstration Town". As a new town, Aylesbury has extensive provision of off-highway cycle routes built alongside post-war housing, but they had never been signed as a network. Funding was used to sign the network and to provide additional infrastructure for cyclists at road crossings and along on-road sections.
- 7.5.7 One innovative measure that was adopted in the project was the use of thermoplastic markings to create a 'sign' on the ground. This was to avoid clutter and reduce the chance of vandalism but keep continuity of signs, particularly on the off-street network. Thermoplastic sign markings have also been used in Swindon, Wiltshire.

Figure 7-14: Left: Signing in Aylesbury showing route branding and local destination off the main route. Right: Thermoplastic marking used only off-highway



Case study 3: Lias Line, Warwickshire

- 7.5.8 The Lias Line is a section of National Cycle Network Route 41 in Warwickshire. The greenway connects Rugby, Long Itchington and Leamington Spa, with part of the route taking users along the Grand Union Canal. It passes pretty villages, wildlife reserves, reservoirs and canals.



Enhancing Biodiversity

- 7.5.9 Enhancing biodiversity and delivering biodiversity net gain was at the heart of the design of the greenway which was completed in autumn 2022. The Lias Line offers a valuable habitat for local species and many ecological enhancements have been undertaken with the help of local volunteers including creating four ponds for Great Crested Newts and grassland habitats for the rare butterfly Cupido Minimus.
- 7.5.10 Creating bug and insect ‘hotels’, bat and bird boxes and an artificial badger sett during construction helped create both temporary and permanent large and micro-habitats and woodland management is part of this. Pallets used to bring materials in have been reused and gaps filled with locally cut branches creating homes for ‘mini-beasts’ which in turn support other species such as birds, hedgehogs and frogs.

Maintenance

- 7.5.11 Removing vegetation periodically and restricting growth is a routine part of the maintenance regime for the Lias Line with each area having a clear plan for the appropriate levels of clearance or planting. Volunteers planted over 200 native trees and shrubs alongside the new branch line route in winter 2022 with matting and tree guards helping the whips get established.
- 7.5.12 A specialist mower to maintain the grassland habitats and create space for wildflowers has already started to show benefits with cowslips starting to appear alongside the route. Offering different habitats and maintaining them appropriately is at the heart of delivering a really ‘green’ greenway.

Wayfinding and artwork

- 7.5.13 Users of active travel networks like the Lias Line need to be able to both orientate themselves and enjoy the experience of using the routes.
- 7.5.14 New benches were installed along the route offering views and rest points. Information boards and artwork were added providing both a distinctive identity for the route and reflecting the local environment and helping people connect with the natural world.



Figure 7-15: Photos of the Lias Line. Clockwise from top left: specialist mower, bug hotel, bespoke signage, bespoke benches and artwork



Case study 4: Brightwayz

7.5.15 Local organisations and social enterprises such as Brightwayz should be considered as key partners in maximising the potential of the network. Initiatives such as active travel hubs, road safety and active travel programmes with schools, community cycle clubs, cycle training, events offering bike repairs, led bike rides, social prescribing and bike recycling projects can all be used to target those who would benefit most from the Greenway. Below are a few examples of Brightwayz’ projects and how they could help promote and increase use of the proposed network.

Kettering Community Cycle Club

Brightwayz set up Kettering Community Cycle Club in 2022 with support from Cycling UK and Sport England. The club organises and promotes monthly ‘Tour Your Town’ short rides within the urban area of Kettering and Burton Latimer for all ages and abilities to enable new riders and those lacking confidence to join a friendly, social ride. Throughout the summer they also offer ‘Visit Your Villages’ rides which are longer but still leisurely and social, to provide led rides in the local countryside. The delivery of the Greenway network will benefit these established groups and enable them to expand across North Northamptonshire.

Kettering Town Active Travel Hub

7.5.16 For example, Brightwayz has been running an active travel hub in Kettering one day a month since June 2022. The hub is manned by volunteers and managed by Brightwayz social enterprise. Services

provided include free indoor, manned cycle parking, free cycle maps, free cycle security marking, information on current local active travel plans and consultations and occasional free cycle service (when funding is available). The hub attracts local residents who want to talk about their active travel needs such as concerns about cycle security, need a contact who can help their child learn to ride, want to know about social rides for mobility scooter users etc and therefore has an important part to play in promoting new routes and giving people the confidence to start cycling.

The Green Patch, Brightwayz active travel centre

7.5.17 Building on the successful Kettering Active Travel Hub, it is understood that Brightwayz are in talks with the Green Patch a community garden based on the Grange estate close to the proposed NNG in Kettering, to establish a storage facility for specialist and recycled cycles which can be lent out to the community and used for engagement events. Brightwayz aim to establish this facility in 2023 and use it to trial a range of projects such as ‘try an electric bike’ as well as linking to existing Brightwayz community cycle rides and training opportunities.

Figure 7-16: Example Brightwayz initiatives in North Northamptonshire





8 Prioritisation

- 8.1.1 This study makes recommendations on the emerging network of cycle routes across North Northamptonshire. To make the implementation of a comprehensive network manageable, it is necessary to prioritise schemes so funding and construction timescales can be placed in a logical order. To do this, a prioritisation toolkit has been developed. The purpose of the prioritisation is not to decide which schemes are worth constructing and which should not be, but simply to establish an order and where to start. As some funding opportunities may be opportunistic, such as Section 106 agreements with property developers, the prioritisation scale does not necessarily preclude lower-priority schemes being implemented early.
- 8.1.2 In the prioritisation toolkit, schemes are broken down by nodes within the network so that the longer corridors can have internal break points to allow a phased implementation.

8.2 Prioritisation Criteria

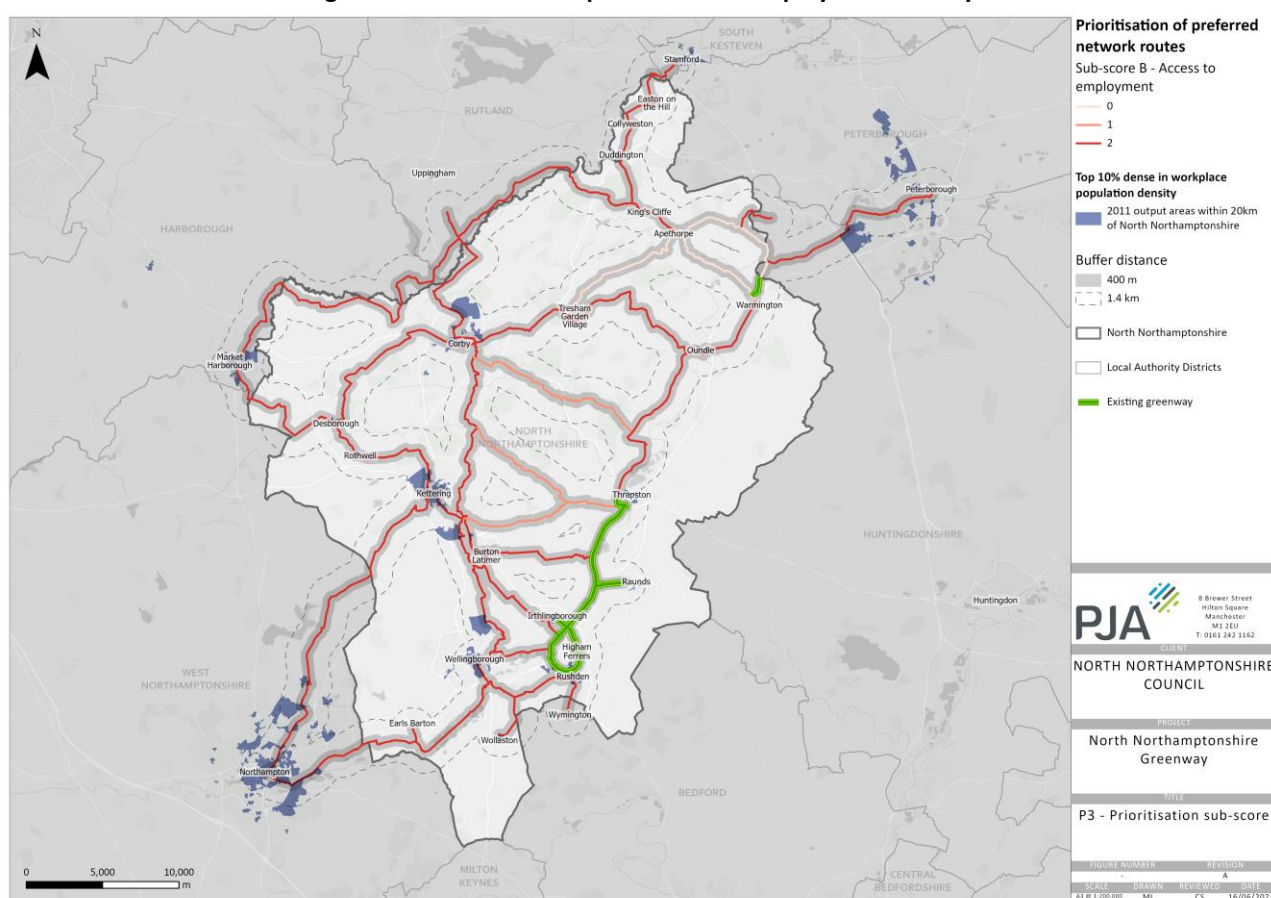
- 8.2.1 A prioritisation toolkit has been developed specifically for the NNG to reflect local needs. Eight prioritisation criteria were agreed with stakeholders. These are each explained in more detail below.
- 8.2.2 The agreed prioritisation criteria are:
- 1 Access to employment
 - 2 Access to education/ training
 - 3 Access to leisure/ tourism
 - 4 Access to growth
 - 5 Access to green space
 - 6 Value to network
 - 7 Improving road safety
 - 8 Cost
- 8.2.3 Criteria 1-7 are scored (0, 1 or 2) based on the data source, such that there is a gradient of ranking across the county, with values of 2 representing high scores (highest priority) and 0 representing low scores (lowest priority). Cost is scored 0-4.
- 8.2.4 Criteria 1-4 consider proximity to respective destinations. A route would score 2 if any one of the destinations are within a 400m buffer of the route, and score 1 for destinations beyond 400m but within 1,400m. These thresholds have been informed by the LTN1/20 and the LCWIP guidance around cycling network density and acceptable cycling distances.

Access to employment



8.2.5 The purpose of this criteria is to assess how well a cycle route provides access to employment. Data is taken from the 2011 census, where employment distribution data were not skewed by the impact of the pandemic and working from home practices, to identify output areas with the highest workplace density (top 10%) within 20km reach of North Northamptonshire. Buffers were then established with scores from 0-2 with 2 being the highest proximity to jobs and therefore the highest priority. The data set includes workplaces outside North Northamptonshire, to reflect the proximity of major employment sites over the border with neighbouring authorities.

Figure 8-1: Prioritisation plan based on employment density

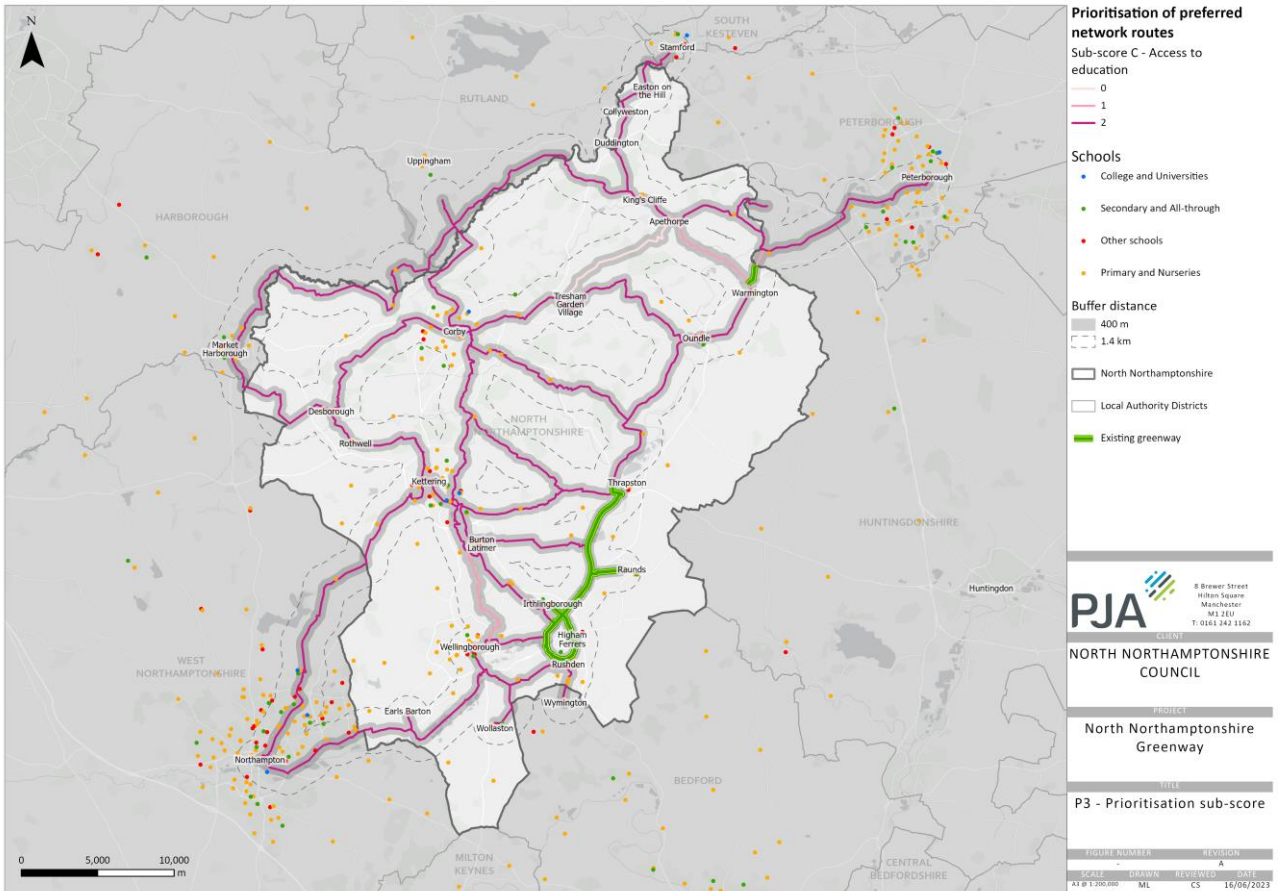


Access to education/ training

8.2.6 This criterion assesses how well a cycle route provides access to education and training including nursery, primary and secondary schools, colleges and universities. As with the access to employment criterion educational institutions in adjacent areas were included and buffers were established with scores from 0-2 with 2 being the highest proximity to education and training establishments, and therefore the highest priority.



Figure 8-2: Prioritisation plan based on education and training

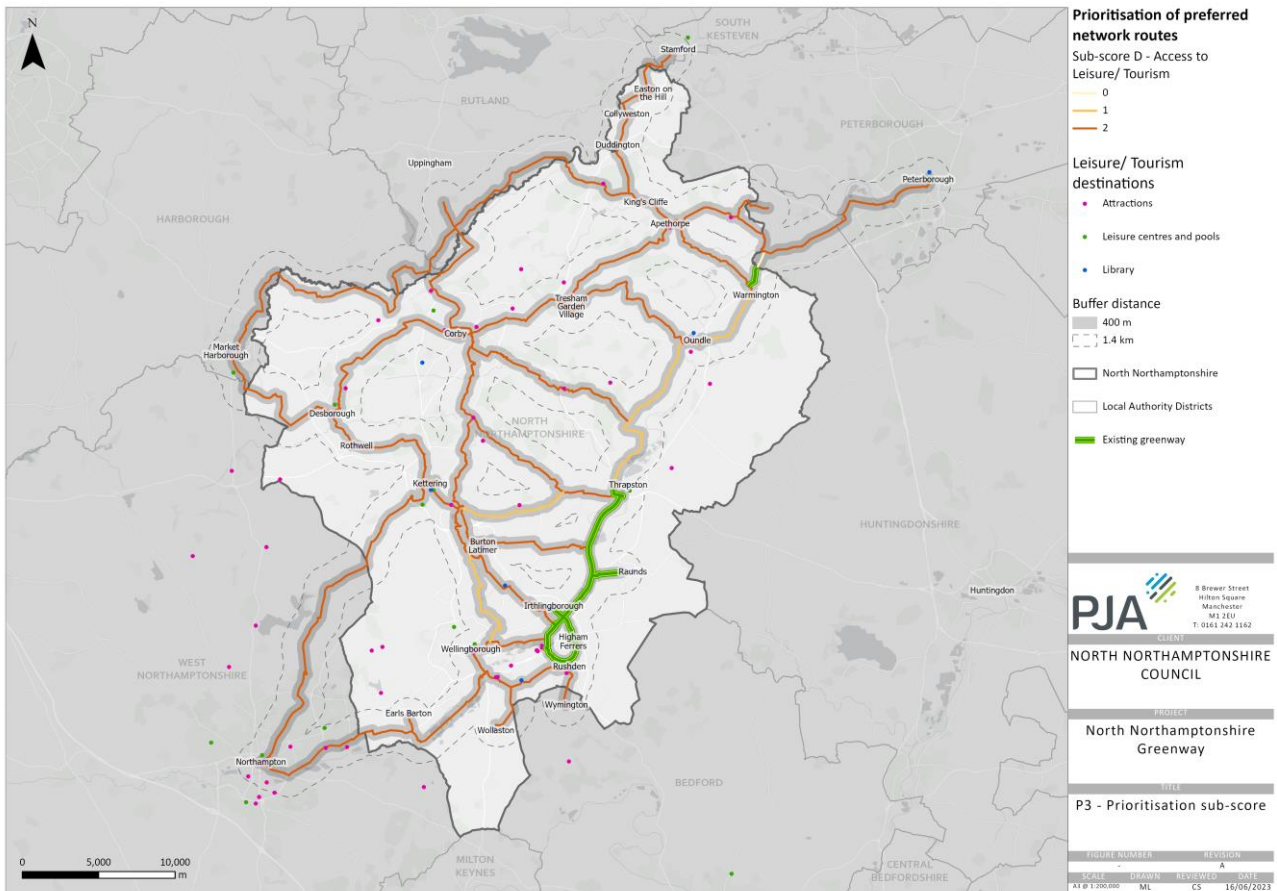


Access to leisure/ tourism

8.2.7 The purpose of this criteria is to assess how well a cycle route provides access to leisure and tourism destinations including tourist attractions, leisure centres and libraries. Routes with the highest proximity to leisure and tourism destinations scored 2.



Figure 8-3: Prioritisation plan based on access to leisure/ tourism

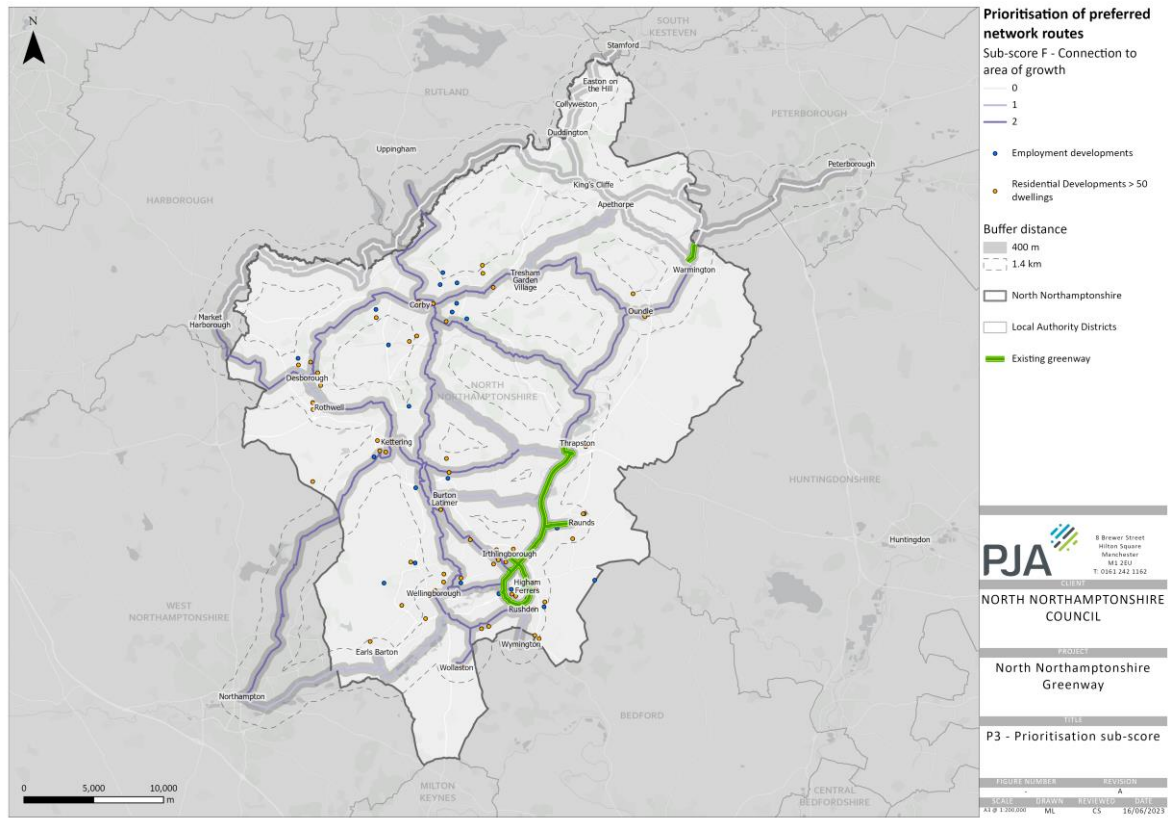


Access to new development

North Northamptonshire Council has a number of growth areas and development sites identified in its Joint Core Strategy and Part 2 Local Plans for Wellingborough, Corby, Kettering and East Northamptonshire. NNC is keen to ensure the NNG is well placed to serve these areas, not only to contribute toward their success but as this may also unlock developer contributions towards delivering the network.



Figure 8-4: Prioritisation plan based on access to growth

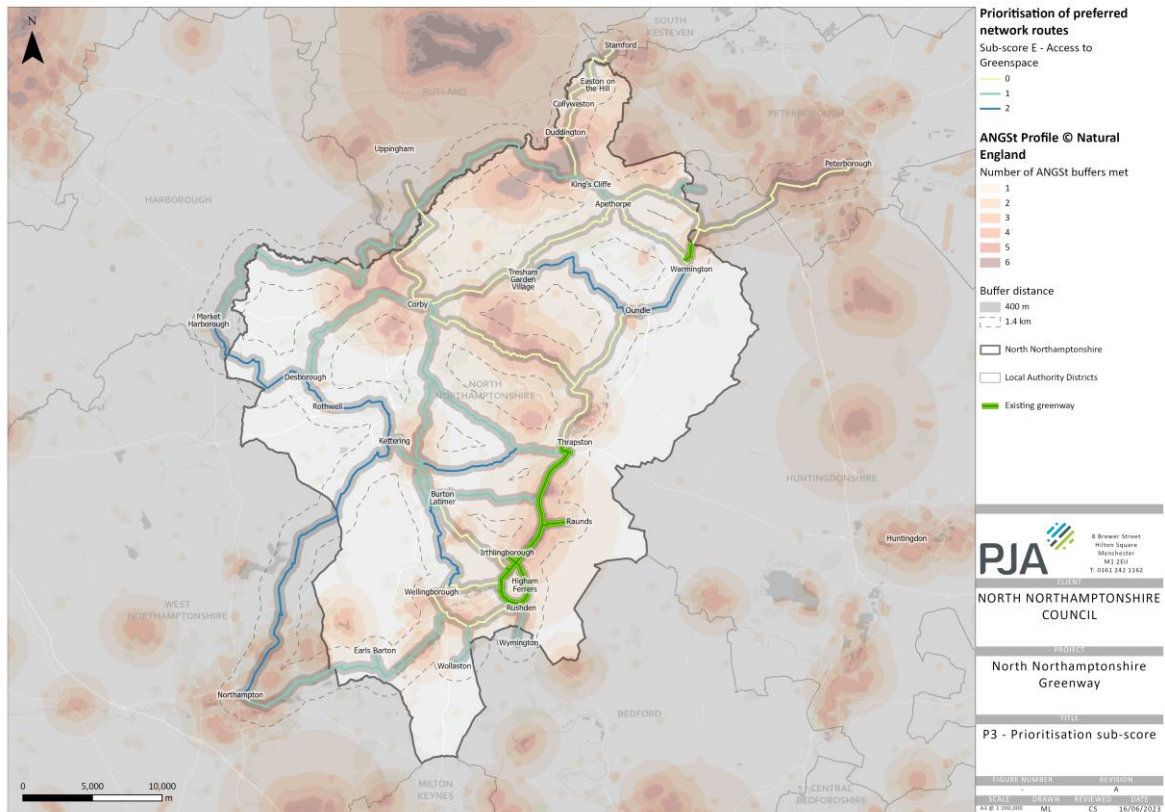


Access to green space

8.2.8 For access to greenspace, we used data from Natural England’s Accessible Natural Green Space Standards (ANGSt), which is a research-based set of buffers on minimum distance people would travel respectively to access greenspace of respective scales. Routes that were less covered by the ANGSt buffers are prioritised to increase access to residents who currently have the least access to greenspace. The bottom 25% of routes with ANGSt coverage were scored 2, while below average scores 1, any routes that have above average ANGSt coverage scores 0.



Figure 8-5: Prioritisation plan based on access to green space

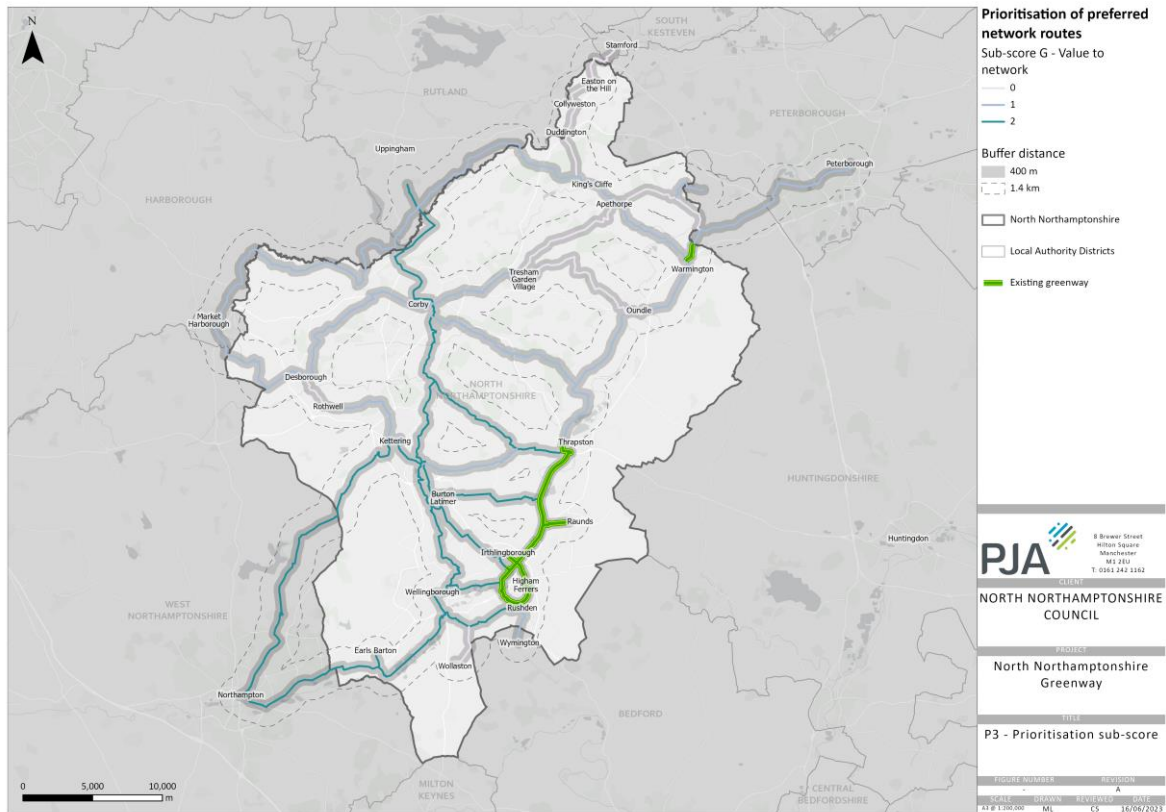


Value to network

- 8.2.9 The NNG aims to build on existing routes such as the existing sections of the East Northamptonshire Greenway as well as existing National Cycle Network NCN (routes) and routes identified in LCWIPs. Routes have therefore been prioritised based on their proximity and strategic connection to these. Routes that fill the gap between the existing routes stated above scores 2, while routes that connect onto the existing routes on one end scores 1.



Figure 8-6: Prioritisation plan based on value to network

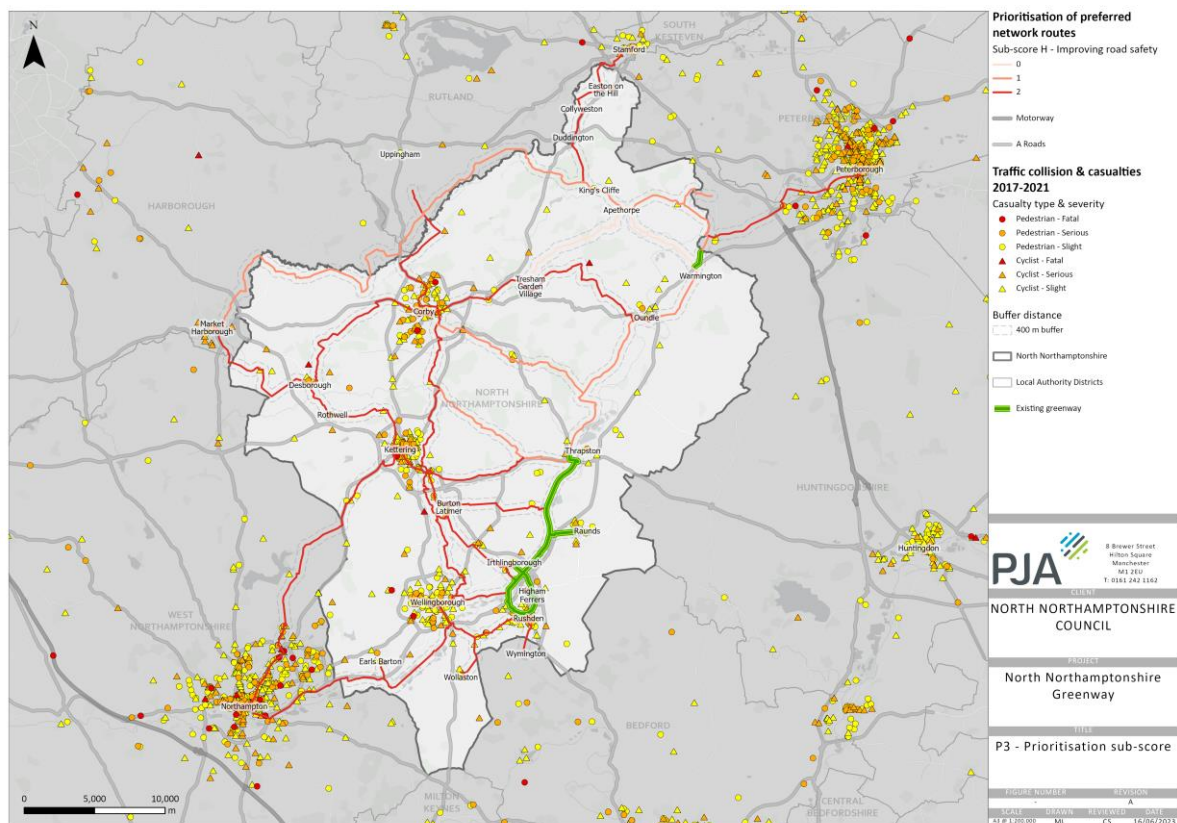


Improving road safety

- 8.2.10 Personal collision data, collected by the police using the STATS19 system, can be used to identify corridors and areas with high numbers of injury collisions involving pedestrians and cyclists. This can be a useful indicator of where investment in infrastructure would have personal safety benefits. Routes proposed close to clusters of collisions involving casualties to pedestrians and cyclists were given the highest priority score. However, considering collisions alone can be misleading as the absence of collisions on a route may be a sign that few cyclists feel comfortable using a route. Similarly, a high number of cycle collisions may reflect that a route is very well-used by cyclists.
- 8.2.11 Therefore, our analysis of collision risk has considered the type of route currently available to undertake a journey with routes that are currently served by busy/high speed routes prioritised, as these routes will have the most benefit in road safety terms. Links that are already served by traffic-free/ low traffic routes are therefore the lowest priority.



Figure 8-7: Prioritisation plan based on improving road safety



Cost

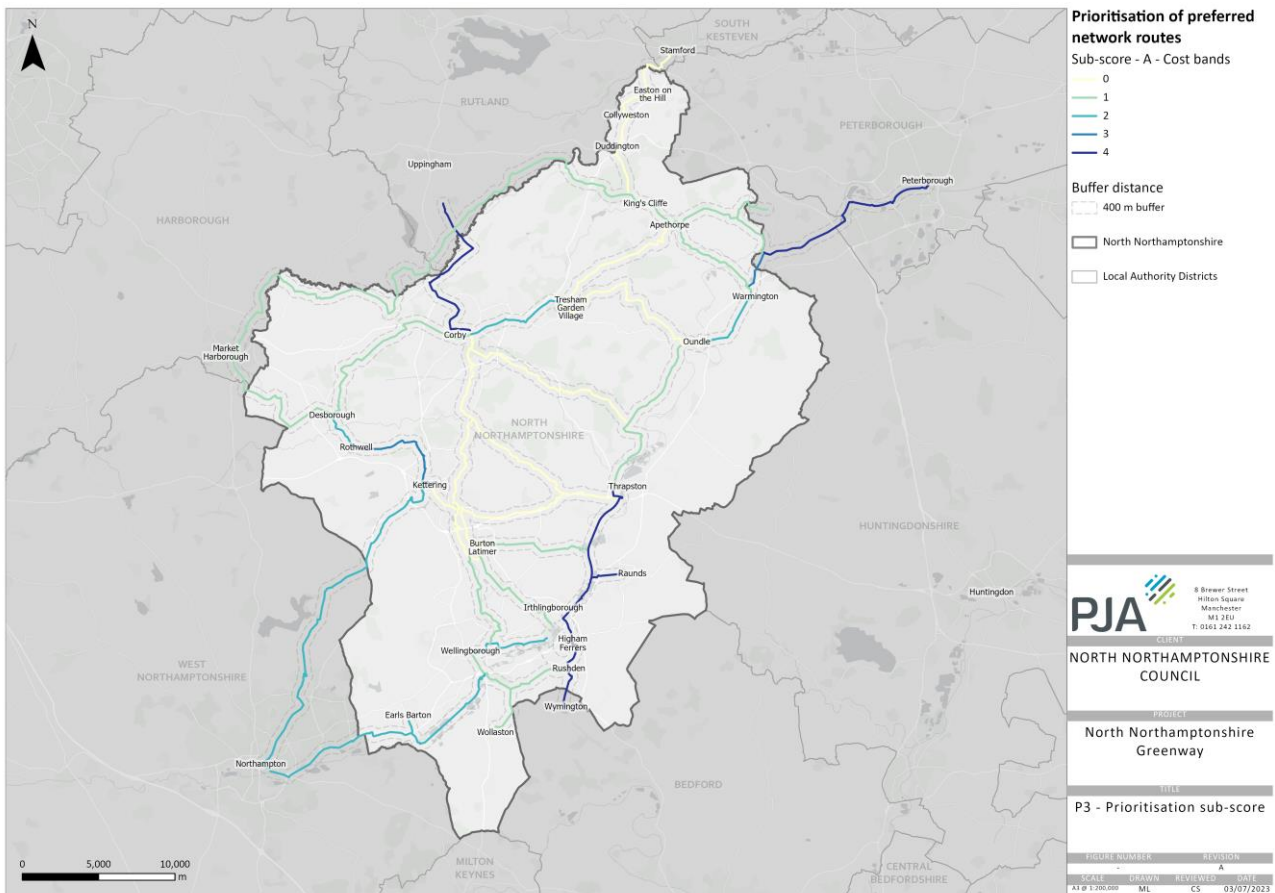
8.2.12 The final prioritisation criterion is cost with the lowest cost routes (up to £250,000) prioritised over more expensive routes on the basis that cheaper links could be delivered using local funding as quick wins whereas more expensive routes are likely to require grant funding and/or developer contributions. The high-level cost calculations are outlined in Chapter 9. The cost bands are set out in Table 8-1 below.

Table 8-1: Cost bands

Cost band	Cost
4	<£250,000
3	£250,000 - £500,000
2	£500,000 - £1,000,000
1	£1,000,000 - £2,000,000
0	>£2,000,000



Figure 8-8: Prioritisation plan based on cost bands



8.3 Prioritisation Toolkit

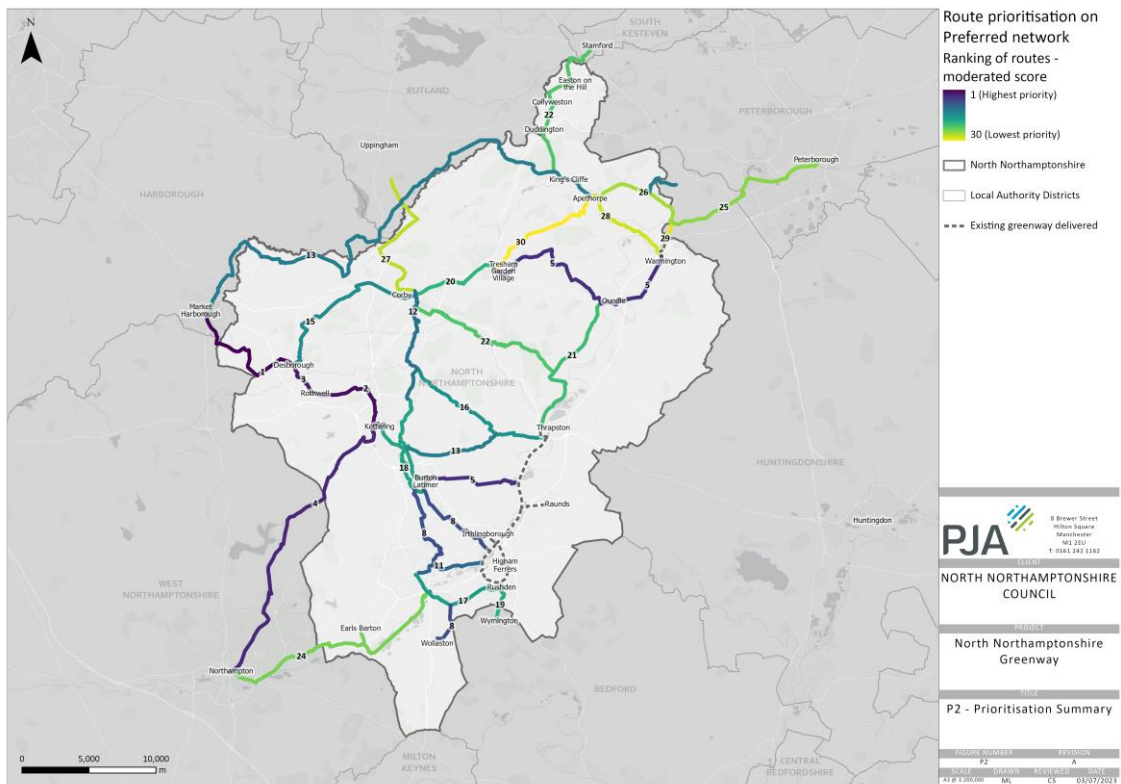
8.3.1 The scores from each of the above eight criteria were combined into a prioritisation toolkit. Scores for each route were then moderated to marginally discount routes that are a combination of NNG and existing or proposed routes (e.g. NCN or LCWIPs), by using a logarithmic scale. In addition, based on stakeholder feedback, four prioritisation criteria were given higher weightings:

- Access to employment
- Access to education/ training
- Access to leisure
- Access to green space.

8.3.2 The resulting prioritised routes are showing in Figure 8-9 below and the prioritisation toolkit is at Appendix F. The prioritisation scores are intended to be a guide when deciding which routes to commission feasibility studies or develop funding bids for but is not intended to be set in stone or worked through in a rigorous order. If a route is in the plan, it means there is demand data and/or stakeholder support for the route. The prioritisation toolkit is intended to be reviewed and updated as priorities change, or as new datasets emerge.



Figure 8-9: Prioritised network



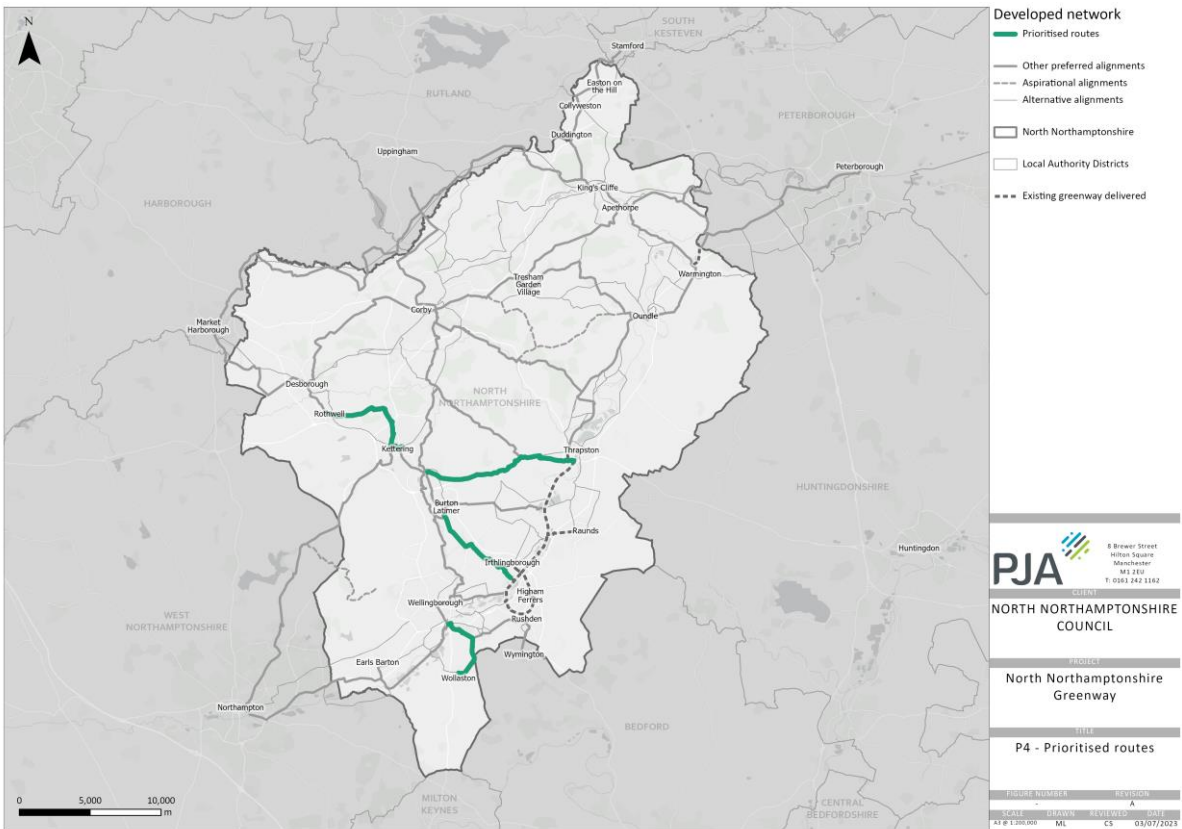
8.4 Routes selected for the design recommendations child document

8.4.1 Four routes have been identified to include in the design recommendations booklet which will accompany this Strategic Masterplan (see Appendix G). These have been informed by the prioritisation scores, which routes have existing feasibility studies, and stakeholder feedback. On this basis the following four routes have been selected (also see Figure 8-10):

- Rothwell – Kettering
- Wellingborough - Wollaston via Irchester
- Burton Latimer - Irthlingborough
- Kettering – Thrapston.



Figure 8-10: Routes prioritised for the design recommendations booklet





9 Costings and Delivery Plan

9.1.1 Alongside a link-based priority for each scheme in the network, a high-level cost has also been assigned to each route section. The LCWIP guidance provides high-level costings which are recommended to generate initial costings for walking and cycling measures, but these include a fairly limited suite of interventions and are from 2017. PJA has therefore developed a costing tool for rural cycling networks with benchmarked costings from recent schemes that has been endorsed by Active Travel England, examples of which are in Tables 9-1 and 9-2 below.

Table 9-1: High level link typology costs

Link typology	Cost per km
Traffic free route - shared use, rural (new)	£255,000
Traffic free route - urban/suburban (new)	£340,000
Traffic free route - urban/rural (improve existing)	£205,000
Traffic free route - minor improvements to existing	£50,000
Quietway/rural lane	£55,000
Traffic in Villages/ high street improvements	£150,000
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	£305,000
Shared use footway/cycleway alongside a road - minor improvements to existing	£60,000
Protected infrastructure on main roads	£1,115,000

Table 9-2: High level point intervention costs

Point interventions	Cost per intervention
Parallel crossing	£30,000
Toucan crossing	£70,000
New bridge over minor watercourse	£100,000
New bridge over river	£500,000
Level crossing upgrade	£140,000
Upgrade existing crossing to Toucan crossing	£120,000
Priority junction treatment and crossing	£100,000
Signalised junction improvements	£250,000

9.1.2 The high-level cost excludes elements of the network already included in LCWIPs. Several routes cross boundaries into adjacent local authorities. Where this is the case, the full route has been costed (as there is no point in a route stopping at the border) but the costs have been disaggregated by local authority.

9.1.3 The proposed NNG would cost in the region of £38,085,999 (see Table 9-3). Due to the high-level nature of this strategy, the costs do not include programme management, design or consultation costs and excludes preliminaries, traffic management, contingency/ optimism bias etc. Further investigation should be carried out to determine the acceptability of these pricing assumptions.



Table 9-3: High-level route costings

Route No	Point A	Point B	Intermediate Point	Total Length (Km)	Total Cost
1	Market Harborough	Desborough		8.05	£1,321,197
2	Desborough	Rothwell		3.01	£703,924
3	Rothwell	Kettering		8.17	£411,716
4	Desborough	Corby		14.36	£1,188,479
5	Corby	Oundle	Tresham Garden Village	6.99	£912,717
6	Tresham Garden Village	King's Cliffe		10.15	£2,318,190
7	King's Cliffe	Elton		7.62	£1,218,879
7 & 18	Elton	Peterborough		0.00	£0
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	£2,261,542
9	Corby	Lyddington		10.45	£61,601
10	Corby	Kettering	Geddington	10.06	£1,701,540
11a	Corby	Thrapston	Brigstock	13.62	£2,965,019
11b	Corby	Thrapston	Geddington	12.46	£1,729,230
12	Kettering	Burton Latimer		17.47	£2,645,194
13	Burton Latimer	Raunds	Great Addington	7.80	£1,430,275
14	Thrapston	Raunds		9.22	£0
15	Oundle	Thrapston		12.78	£1,564,822
16	Tresham Garden Village	Oundle		14.00	£3,250,417
17	Oundle	Warmington		5.13	£579,450
18	Warmington	Peterborough	Eaglethorpe, Elton	1.50	£481,343
19	King's Cliffe	Warmington	Apethorpe	8.22	£1,170,146
20 & 21	Burton Latimer	Irthlingborough	Higham Ferrers	7.34	£1,385,459
22	Higham Ferrers	Rushden		1.71	£0
23a	Wellingborough	Rushden		3.04	£812,650
23b	Wellingborough	Rushden	Little Irchester, Irchester, Route X	8.20	£1,289,015
24	Burton Latimer	Wellingborough		4.38	£1,117,654
25	Raunds	Higham Ferrers		5.30	£0
26 & 27	Wellingborough	Northampton	Earls Barton	12.04	£652,756
28	Wellingborough	Wollaston	Irchester	3.15	£705,361
29	Rushden	Wymington		2.03	£24,777
KT	Kettering	Thrapston		7.52	£2,547,086
FR	Market Harborough	Wansford		20.87	£1,586,198
KN	Kettering	Northampton		8.07	£798,891
			Total	275.48	£38,835,525

9.1.4 For detailed costings for each route see Appendix E.



9.2 Delivery plan

Short term

9.2.1 It is recommended that the short-term delivery plan focuses on quick wins and undertaking feasibility studies on some of the higher priority routes such as the four routes included in the design recommendations booklet. Quick wins could include strengthening existing routes such as:

- Developing the overarching wayfinding and branding strategy and implementing it on existing routes.
- Undertaking maintenance of routes and developing a long-term maintenance plan for existing and proposed routes.

9.2.2 In addition, quick wins could be themed, such as county-wide improvements to cycle parking. It is recommended that an audit is undertaken to identify poorly sited cycle parking such as where stands were too close to each other and/or walls which would make using the parking difficult, particularly for people with heavier or non-standard cycles. As well as obvious locations such as trip attractors and town and village centres, suggestions for new cycle parking locations could also be “crowdsourced” through local active travel forums, social media or an online survey.

Medium term

9.2.3 In the medium term, the focus should be on securing funding to deliver the prioritised cycle routes, following the successful completion of feasibility studies.

9.2.4 Medium term improvements could also include county-wide themed interventions which would bring safety improvements such as implementing a 20mph limit on rural lanes or upgrading key crossings across North Northamptonshire in line with the point interventions identified for the network.

Longer term

9.2.5 Given the scale of the proposed network it is recommended that the network and priorities are reviewed periodically. There should be an ongoing programme to develop feasibility studies for routes so that as routes secure funding and are delivered, work is already underway to develop the next tranche of schemes.



10 Developer Contributions and Scheme Funding

10.1 Approach

- 10.1.1 This section sets out the draft development contributions formula for the proposed North Northamptonshire Greenway network. A detailed description of the methodology used to inform the developer contributions formula is provided in Appendix D and summarised below.
- 10.1.2 The formula is underpinned by the fundamental principle of planning obligations; namely, that they should not be used to ‘buy’ planning permission, nor used as a means of taxing developers. Hence, a development which is unsuitable in planning terms cannot be made acceptable by applying developer contributions to the scheme, and contributions can only be sought against a future need that would be created by the proposed development².

10.2 Methodology

- 10.2.1 The Greenway network was first divided into four ‘Greenway areas’ based on the former council areas of Corby, East Northamptonshire, Kettering and Wellingborough; as set out in Chapter 6, a cost for each Greenway was then estimated. The creation of the Greenway areas enabled ‘in-scope’ developments, from which contributions can reasonably be sought, to be identified. Only developments that proposed more than 50 residential dwellings or 1,000 sqm of employment floor space were considered as being in-scope³.
- 10.2.2 Secondly, the existing level of active travel trip-making in each Greenway area was estimated. Here, travel to work data from the 2011 Census was extracted. To convert these commuting trips to all trips, an uplift (of x6) for cycling and (x32) for walking was applied based on the information set out in the Department for Transport’s Capital Fund Guidance⁴.
- 10.2.3 Next, the potential number of active travel trips associated with the proposed or allocated development was estimated. Here, representative trip rates for walking and cycling, derived from the TRICS database, were applied to the proposed development quantum.
- 10.2.4 New sites are likely to generate a higher proportion of sustainable transport trips than existing ones; therefore, the modal share target of reducing single occupancy car journeys to work from new developments by 20%, set out in the Northamptonshire Transport Plan⁵, was applied to the TRICS-derived trip forecast.

² Department for Levelling Up, Housing and Communities (2016). Planning obligations. Use of planning obligations and process for changing obligations.

³ Both thresholds were derived from the North Northamptonshire Council’s Transport Assessment Guidance.

⁴ Department for Transport. (2021). 2021/22 Capital Fund Value for Money Guidance.

⁵ Northamptonshire County Council (2012) Northamptonshire Transportation Plan. [Link to document.](#)



10.2.5 Once the cost of the Greenway and the number of baseline and development-related active trips were established, the ‘cost per active trip’ was calculated for each sub-area by dividing (a) the cost of the Greenway area, by (b) the baseline number of active travel trips (plus) development-related active travel trips in the Greenway area.

10.2.6 The following table summarises the forecast development-related active travel trips and the cost per active travel trip.

Table 10-1: North Northamptonshire Greenway Network Information

Greenway Area	Network Cost (£)	Proposed Employment Space (Hectares)	Proposed Dwellings	Baseline Active Travel Trips	Development Related Active Travel Trips	Cost Per Active Travel Trip ⁶
Corby	£2,605,725	58	8,880	84,916	18,638	£25.16
East Northamptonshire	£19,411,743	26	6,249	116,834	11,497	£151.26
Wellingborough	£4,841,607	25	609	106,226	3,437	£44.15
Kettering	£11,226,026	80	2,555	155,806	11,914	£66.93
Combined	£38,085,101	189	18,293	463,782	45,485	£78.85

10.2.7 The cost per active travel trip in each Greenway area, was then multiplied by the forecast number of development-related active travel trips to give an estimate of the potential total developer contribution to each Greenway area; the table below summarises these numbers.

Table 10-2: Potential Total Developer Contribution by Greenway Area

Greenway Area	Potential Developer Contributions to the Greenway
Corby	£468,982
East Northamptonshire	£1,739,027
Kettering	£797,432
Wellingborough	£2,008,161
Total	£5,013,601
Developer Contribution (%)	12.49%

10.3 The Formula

10.3.1 Based on the steps above, the proposed developer contributions formula is as follows:

$$\text{Developer contributions} = \text{Active travel trips} \times \text{cost per active travel trips}$$

10.3.2 The developer contributions formula could be applied on a site-by-site basis in one of two ways:

⁶ Please note that the current ‘cost per active travel trip’ will need to be updated and refined as the quantum of proposed development changes in each area.



Using Active Travel Trips

- 1 Establish the estimated active travel trip generation of the development; and then,
- 2 Multiply this number by the cost per trip of the appropriate Greenway.

Using Contributions Per Dwelling/Hectare

- 1 Identify the contribution per dwelling/hectare rate for the relevant Greenway area; and then,
- 2 Multiply the contribution rate by the number of dwellings / hectares.



II Conclusion and Next Steps

II.1 Conclusion

- 11.1.1 This study has identified a 356km long network of active travel spanning North Northamptonshire and linking to key settlements in neighbouring local authorities with a combined population of 600,000. The total network within North Northamptonshire is 275km comprising existing greenways, routes proposed in LCWIPs and new routes. Excluding the LCWIP routes, the proposed network within North Northamptonshire is 212km long and will cost approximately £38.1m to build. In conjunction with active travel networks proposed for the key settlements in existing and emerging LCWIPs, the NNG will create a comprehensive network of safe and attractive, largely traffic-free and quiet routes across the county linking key settlements and trip attractors to deliver the vision set out in this Strategic Masterplan.
- 11.1.2 It is intended that the strategy will be widely consulted on and refined as needed following feedback from stakeholders and residents. It will then be adopted to ensure it has weight in planning terms and can feed into other policies and strategies, including the emerging Strategic Plan for North Northamptonshire and future negotiations with developers regarding planning obligations.

II.2 Next Steps

- 11.2.1 Route alignments and intervention types have been informed by stakeholder feedback but are necessarily high level and are suggested for costing and feasibility purposes only. Further feasibility studies are required to confirm route choices and typologies, informed by detailed site visits and further stakeholder engagement.
- 11.2.2 A template “design recommendations booklet” child document for four routes has been developed a key next step is to complete the document and produce further booklets for the remaining priority routes.



Appendix A Key stakeholder list



Appendix B Plans



Appendix C Technical Note: Creating New Traffic-Free Routes



Appendix D Technical Note: Developer Contributions and Scheme Funding



Appendix E Costings



Appendix F Prioritisation toolkit



Appendix G Template Design Recommendations Booklet

North Northamptonshire Greenway – Key Stakeholders

Name	Title	Organisation
Amanda Johnson	Project Manager	Nene Rivers Trust
Andra Stopforth	Principal Planning Policy Officer	NNC
Ben Wright	Delivery Manager	Kier
Clive Hallam	NNC Councillor and Area Lead for Wellingborough	NNC
David Brackenbury	Executive Member for Growth and Regeneration	NNC
Graham Lawman	Executive Member for Highways, Growth and Assets	NNC
Emily Butterwick	Sustainable Development Lead Adviser	Natural England
Emma Arklay	Senior Development Officer	NNC
Geoff Shacklock	NNC Councillor and Area Lead for East Northamptonshire	NNC
Graeme Kane	Assistant Director Highways	NNC
Harriet Pentland	Executive Member Climate and Green Environment	NNC
Heather Webb	Principal Project Officer Environment	NNC
Helen Howell	Executive Member Sport, Leisure, Culture and Tourism and Deputy Lead	NNC
Ian Achurch	Head of Economy and Strategy	NNC
Jack Pishhorn	Interim Culture, Heritage and Tourism Lead	NNC
John Minney	Lead Advisor	Natural England
Kerry Purnell	Assistant Director of Communities	NNC
Kevin Watt	Councillor and Area Lead for Corby	NNC
David Prior	Senior Transport Planner	NNC
Martin Phillpott	Head of Design and Engineering	Sustrans
Martyn Brawn	Definitive Map Officer	NNC
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Technical Note

Project: North Northamptonshire Greenway

Subject: Creating new traffic-free routes

Client:	North Northamptonshire Council	Version:	A
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1.1 Introduction

1.1.1 The North Northamptonshire Greenway (NNG) will be a network of connected routes developed for the public to use predominantly for walking, wheeling, cycling and horse riding. It is intended to be a traffic-free Network for the most part. When developing a network of traffic-free routes for these users it will be necessary to (1) create new paths where none exist at present, with public legal rights or permissive access and/or (2) use the existing path network, often by introducing 'higher rights' along existing public footpaths but also potentially restricting motorised vehicular traffic along other public paths; and sometimes utilising/upgrading existing permissive routes. A focus on creating public legal rights of access and ensuring the long-term public maintenance of routes is recommended when seeking to create a traffic-free Network. Where this is not possible, permissive route options are likely to be a pragmatic way of maximising opportunities in this regard.

1.2 Types of public legal rights of access

1.2.1 A Public Right of Way ('PROW') included on Definitive Maps in England can be (1) a public footpath (2) a public bridleway (3) a restricted byway or (4) a Byway Open to All Traffic (BOAT¹). PROWs which carry a legal right for the public to walk, wheel, cycle and ride horses along a traffic-free path include a public bridleway and a restricted byway. The public right to cycle along a bridleway is subject to giving way to pedestrians and persons on horseback. It is also subject to any orders made by a local authority, and to any byelaws. The rights conferred do not affect the obligations of the highway authority, or of any other person, as respects the maintenance

¹ A BOAT is 'a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used', see s.66(1) of the Wildlife and Countryside Act 1980 (as amended).

of the bridleway, and there is no obligation to do anything to facilitate the use of the bridleway by people who are cycling.² A key difference between bridleways and restricted byways is that restricted byways are generally open to horse-drawn vehicles as well as people on foot, cycling and horse riders. In addition to being used mainly for the purpose for which footpaths and bridleways are used, there is a right of way for vehicular and all other kinds of traffic on BOATs (see Table 1 at the end of the note for more information on maintenance and liability obligations for different public rights of way).

- 1.2.2 Bridleways and restricted byways can be created through common law dedication; public path creation agreement; or by public path creation order or some other form of compulsory acquisition. If creating a public bridleway or restricted byway to facilitate horse riding and/or the use of horse drawn vehicles is not appropriate, a walking/cycling hybrid solution may be more practical. This can be achieved in various ways including (1) at common law (by dedication), (2) creating a cycle track using the Highways Act 1980 or Cycle Tracks Act 1984 or (3) combining permissive cycling with a public legal right to pass and repass on foot (see further below).

1.3 Public path creation agreement

- 1.3.1 Section 25 of the 1980 Act provides for the creation of a bridleway or restricted byway either as a new path or to create ‘higher rights’ on an existing public footpath, by agreement between a local authority and a landowner. Such agreements are simply drawn up and signed, and the upgraded right of way would come into existence on the date given in the agreement. The Definitive Map would need to be modified but this would not impact upon the timing of delivery.
- 1.3.2 Notice of the agreement must be given in at least one local newspaper circulating in the area. While an authority must consult other local authorities if the land affected lies within the authority’s area, there is no requirement to consult users before entering into an agreement. There is no legal requirement for wider consultation and no mechanism for public objections, although it is good practice to notify Parish Councils and user organisations about the way that has been created. Where a bridleway or restricted byway is dedicated in pursuance of a public path creation agreement, it becomes a highway maintainable at the public expense.³
- 1.3.3 The advantage of converting a footpath to a bridleway or restricted byway using a public path creation agreement is that there is no formal order process and uncertainty of outcome is not a risk here. This is in contrast with cases of footpath conversion using a public path creation order

² See section 30 of the Countryside Act 1968.

³ See section 36(2)(d) of the Highways Act 1980.

– or a cycle track order - where there are opportunities for third parties to object and a proposed order might be successfully opposed at public inquiry. Furthermore, although a public path creation agreement shall be on such terms as to payment or otherwise as may be specified in the agreement, no compensation is payable when a public path creation agreement is used. This is also in contrast with the order making procedure, which could be a more expensive procedure with the payment of compensation.

Case Study 1 - North Somerset District Council creation agreement

An example of a public path creation agreement notice for bridleways by North Somerset District Council can be seen [here](#). The agreement was made under section 25 of the Highways Act 1980 and had the effect of creating two public bridleways by agreement with the landowners, as shown on the accompanying map. The two new bridleways connected to existing bridleways and their widths were specified. The notice confirmed that under section 25 there was no right of objection and so the Agreement took immediate effect.

Case study 2 – Rochdale Council bridleway

In another example, Rochdale Metropolitan Borough Council sought to upgrade the status of a public footpath to that of a bridleway by agreement with the landowners under section 25 of the Highways Act 1980. The route in question was identified as an important means of non-vehicular access to the Kingsway Business Park and also formed part of proposals for a cycling network linking Rochdale and Oldham. The purpose of upgrading to bridleway status was to enable equestrian use, mainly for recreational purposes, and use by cyclists to reach the Business Park. As part of its Rights of Way Improvement Plan (ROWIP) the Council had sought to identify where the use of definitive routes could be improved by upgrading their status. The financial implications were identified as (i) amending the Definitive map and (2) the cost of erecting signposts and maintenance required to be commensurate with the greater volume and type of use. See [here](#).

1.4 Landowner dedication

- 1.4.1 For a new route, or a route which is already a public right of way, rights for different types of public legal access can be dedicated by the landowner(s), such as creating a public bridleway or upgrading a public footpath to that of a restricted byway or public bridleway.. Again, modification of the Definitive Map through a Definitive Map Modification Order (DMMO) process would be needed to reflect this change in highway status but, again, this could follow dedication and need not cause any delay in the delivery of the traffic-free route.

1.4.2 A landowner (and this would include a local authority, see section 1 of the Localism Act 2011) may expressly dedicate new rights or higher rights for the public. The landowner must be the owner of the freehold to be able to dedicate expressly⁴ and the dedication is known as ‘express dedication at common law’. The legal basis upon which a highway comes into existence at common law is dedication by the landowner and acceptance by the public, in the following way:

- the landowner lays out the route or causes the route to be laid out and open for public use;
- the dedication process is complete when the public uses the route sufficiently to demonstrate acceptance of the dedicated right;
- the creation of the new right is then deemed to have occurred.

1.4.3 Some landowners may find granting a dedication more agreeable than allowing a permissive route because it removes much of their legal liability for the route. This is because of the rule⁵ which states that if a claimant suffers an injury due to the presence of a dangerous defect on a highway not maintainable at public expense (which could include a public right of way) and the defect arises from a lack of action as opposed to a positive act, then no liability attaches, and there is no duty under the Occupier’s Liability Act either.

1.5 Public path creation order

1.5.1 A public path creation order can create a new public right of way or establish 'higher' rights over an existing right of way (turning a footpath into a bridleway, for example). Under section 26 of the Highways Act 1980 local authorities can make orders creating bridleways and restricted byways where it appears to the authority that there is a need for them. A bridleway or restricted byway created by way of a public path creation order becomes a highway maintainable at the public expense.⁶ In terms of demonstrating need, the Council would require evidence of demand for the public path through ROWIP or other assessments; the potential to connect to existing routes and networks, and safety concerns which would be avoided by the creation of the new traffic route for example. Designation of the NNG and references to this Network within development plan documents would also be important.

1.5.2 Before making an order, a local authority must also be satisfied – and be able to evidence - that it is ‘expedient’ that a way should be created, having regard to:

⁴ The landowner must be able to dedicate the land forever, so a lessee (ie with a leasehold interest) cannot dedicate.

⁵ In McGeown v Northern Ireland Housing Executive [1995] 1 AC 233.

⁶ See section 36(2)(d) of the Highways Act 1980.

- (1) the extent to which it would add to the convenience or enjoyment of a substantial section of the public, or to the convenience of persons resident in the area, and
- (2) the effect that the creation would have on the rights of persons interested in the land, account being taken of the Act's provisions as to compensation.

1.5.3 There is a right to object to a proposed public path creation order and the procedure laid down in the Public Path Order Regulations 1993 must be followed. Authorities may confirm orders which are unopposed or to which all duly made representations and objections have been withdrawn. Authorities have the discretion not to proceed with orders which have led to objections or may withdraw an order for other reasons, such as external factors making a scheme no longer appropriate. Although there is no certainty that a public path creation order would be confirmed, this risk would be significantly mitigated by gauging the level of objection (if any) at an early stage through widespread public consultation. This course of action is strongly recommended.

1.5.4 In the case of an order to which there are duly made representations or objections, an Inspector appointed by the Secretary of State will determine whether to confirm it. Once an order is submitted to the Secretary of State the power of decision passes to them, or their appointed Inspector, although if all the representations and objections to the order are subsequently withdrawn, the authority will be asked whether it wants to confirm the order itself. When considering whether to confirm a creation order, the Secretary of State or the order making authority, must consider any material provision within a ROWIP for the relevant area.

1.1.1 Compensation is payable to the landowner for the depreciation in the value of their land due to the creation of the path, or where a person has suffered damage by being disturbed in their enjoyment of land in consequence of the making of an order.⁷ The prospect of compensation can often be daunting, as high value compensation can sometimes be demanded early on as a means of discouraging local authorities from proceeding any further. But the actual amount of compensation may turn out to be quite modest as a proportion of the total project cost. Where landowners are thought to have an unrealistic concept of the value of their land, the early involvement of an independent valuer can be worthwhile. District Valuers can be asked to advise and give an opinion of value prior to the start of the process to give local authorities the confidence to proceed.

1.5.5 Consultation and involvement of landowners and occupiers as early as possible is recommended. This is not always easy, as often schemes need to be developed before this is

⁷ Section 28 of the Highways Act 1980.

feasible. But a local authority's position can be weakened and credibility damaged if landowners hear about a project from another source. Support from elected members is key, as they may be unwilling to support the use of a compulsory power without very good reason. The scheme must be fully justified, have good public support, have some landowner support (preferably) and fit with the Council's corporate policies and priorities. It should also be shown wherever possible on policy documents such as ROWIPs and in development plan policies. Being able to demonstrate the scheme will attract external funding (and possibly support local jobs and businesses in the current economic climate) will also be favourable to members.

- 1.5.6 Allowing some scope for negotiation with landowners regarding precise routing, widths, limitations and conditions is also recommended. Although there are limitations as to what can be negotiated, some flexibility such as moving the route further from buildings for example, may help landowners to feel that their needs have been taken into account from an early stage. Similarly, accommodation works such as fencing or buffer zone planting may help to reduce the impact on landowners. Generally, the more a landowner can feel involved in the development of the project the less likely they are to feel it is being imposed on them and the less likely to object.

Case study 3 – Nidderdale Greenway creation order

Sustrans, in partnership with the local authority, developed the Nidderdale Greenway, a traffic-free path from the centre of Harrogate to Bilton and onto Ripley. This project required the making and confirmation of a bridleway creation order. The creation order was opposed and was ultimately determined by the Secretary of State through the Planning Inspectorate (PINS). Evidence in support of the public path creation order was given at the public inquiry. The creation order was confirmed and route has now been constructed. It supports the cycle network in Harrogate, providing vital links to the National Cycle Network. Sustrans also worked on a successful bridleway and footpath creation order between Headley Lane and Cockin Lane, Clayton, Bradford, West Yorkshire to develop a section of the Great Northern Railway Trail. Evidence was given in support of the public path creation order at this public inquiry as well.

1.6 Compulsory acquisition of land

- 1.6.1 Local authorities have powers to create or upgrade public rights of way by compulsorily acquiring land if needed, under the Highways Act 1980. Where a local authority considers that there is a compelling case in the public interest, a compulsory purchase order can be used to acquire land required to deliver the scheme. Compulsory purchase is a last resort but can significantly delay a scheme if the process is begun only after the breakdown of negotiations.

Where it is considered likely that compulsory purchase order (CPO) may be required, an authority can initiate formal procedures. This can have the effect of communicating the seriousness of an authority's intentions and may in turn enable meaningful negotiation with those whose land is affected.

1.7 Upgrading existing public footpaths

1.7.1 If cycling along a public footpath were desired, it is advisable to upgrade that footpath to allow for this by creating a public right to cycle or granting a permissive use for cycling. This is because uncertainty exists regarding the appropriateness and/or legality of cycling on a public footpath. If allowing cycle use along a public footpath which had been upgraded to facilitate this was required, but the route is not suitable for use by horses or horse-drawn vehicles, it would be possible for the landowner to dedicate only public cycling rights⁸ over that public footpath. A route of this status would still be shown on the Definitive Map as a public footpath and the cycling rights would have to be clearly signposted on the ground and shown on a Council's GIS system of interactive maps and on Ordnance Survey Explorer maps.⁹ But if public legal rights to cycle were sought, different legal procedures would apply depending on whether the proposal affected an existing footway¹⁰ or an existing public footpath.¹¹

1.8 Creating higher rights for a public footpath

1.8.1 The use of public path creation agreements and public path creation orders have already been addressed in this regard (see above).

Footpath to cycle track

1.8.2 Section 3(1) of the Cycle Tracks Act 1984 gives a highway authority the power to make an order to convert all or part of a footpath into a cycle track, providing a right of way for cycling and on foot. The resulting cycle track would be maintainable at the public expense. The accompanying Cycle Tracks Regulations 1984 specify the detail to be followed for orders made under section

⁸ In addition to the existing pedestrian rights.

⁹ Section 25 of the Highways Act 1980 creates only public footpaths, bridleways and restricted byways and does not, on the face of it, accommodate this type of 'hybrid' solution although conditions and limitations affecting a public bridleway could be imposed. NB the Cycle Tracks Act 1984 also provides a legislative mechanism for creating, by legal order, rights on foot and to cycle only.

¹⁰ A "Footway" is defined as a way comprised in a highway, which also comprises a carriageway, being a way over which the public have a right of way on foot only - section 329(1) Highways Act 1980. A footway is often referred to as the pavement.

¹¹ A "Footpath" is defined as a highway over which the public have a right of way on foot only, not being a footway' - section 329(1) Highways Act 1980.

3. Public consultation is a mandatory requirement for conversions carried out under the 1984 Act.¹² Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm, who would then decide whether to:

- call a public inquiry so an inspector can hear the objections and then report back before a decision is made
- not call a public inquiry and make a decision based on the submitted order and its objections.

1.8.3 No order can be made in respect of a footpath or the parts of a footpath that cross agricultural land if the consent(s) required by section 3(2) are withheld. In section 3(2) of the 1984 Act, “agricultural land” has the meaning given by section 1(4) of the Agricultural Holdings Act 1986 (see Annex 1).

1.8.4 A cycle track is not legally required to be shown on the Definitive Map and Statement and a modification order would be required to remove a converted public footpath from the record following confirmation of an order. This is often why the Ramblers object to cycle track order proposals. In some circumstances segregation by some form of physical delineation can overcome objections, including where a cycle track is created and the public footpath is retained alongside - or if only part of the width of the footpath is converted. As such, the public footpath would remain on the Definitive Map although the Definitive Statement may need to be amended to reflect any reduction in width of the footpath.

1.8.5 Under section 5 of the 1984 Act, compensation is payable. Where any person suffers damage by reason of the execution by a highway authority of any works under section 3(10) or section 4, they shall be entitled to recover compensation in respect of that damage from the authority. Where in consequence of the coming into operation of an order under section 3 any person suffers damage by the depreciation in value of any interest in land to which they are entitled, they shall be entitled to recover compensation in respect of that damage from the local highway authority which made the order.¹³ If agreement over the compensation to landowners cannot be reached then the matter is placed before the Lands Tribunal, (s.5(3)).

1.8.6 There is no certainty that the Secretary of State (Inspector) would confirm the cycle track order however. This may depend on nature and extent of any objections to the making of the order

¹² By way of illustration, see for example LB Hounslow’s notice (in 2016) of conversion of a footpath into a cycle track at <https://bit.ly/3acXZbR> and by Surrey County Council (in 2018) at: <https://bit.ly/3bhYuDO>.

¹³ But a person shall not be entitled to recover any compensation under this subsection in respect of any depreciation—

(a) in respect of which compensation is recoverable by him under subsection (1) above; or

(b) which is attributable to the prospect of the execution of any such works as are referred to in that subsection.

by the County Council. As referenced above, in relation to public path creation orders, the level of objection (or no objection) may be ascertained with wide consultation prior to the making of any order, to mitigate against this risk.

Footway to cycle track

- 1.8.7 The recommended way of converting all or part of a footway to a cycle track is through the Highways Act 1980. The relevant part of the footway is 'removed' under section 66(4) and a cycle track constructed under section 65(1). Consultation is recommended but is not a statutory requirement. There would need to be clear evidence that a local authority had properly exercised its powers in this regard with a visible audit trail (such as the resolution of an appropriate committee). The creation of a cycle track in this way would create a right to cycle and could include a right of way on foot. A "Cycle track" is defined in the Highways Act 1980 as "a way constituting or comprised in a highway, being a way over which the public have the following but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot".¹⁴

Widening an existing public footpath path to facilitate cycling

- 1.8.8 Certain public paths have a specific width prescribed by the Definitive Statement (which accompanies the Definitive Map), which may be wider than is currently experienced on the ground. It would therefore be advisable to check if the width of a public footpath is referred to in the Definitive Statement and, if so, whether it reflects the width of the public footpath currently used. Any land lying outside the boundary of the existing public footpath (as described in the Definitive Statement or otherwise) would need to be dedicated (either at common law or under section 25) or acquired by the highway authority to enable widening to take place. If the owner of the land needed for path widening is unwilling to provide this, then the local authority would have to acquire the land compulsorily.

1.9 Use of Traffic Regulation Orders to facilitate a traffic-free route

- 1.9.1 A Traffic Regulation Order (TRO) is a legal tool which allows a local authority, or a national park authority, to restrict, regulate or prevent the use of any named road. This would include a byway open to all traffic (BOAT) which would otherwise be used by people driving motor vehicles. A TRO does not extinguish rights, whether public or private, over a road, but may make it an offence to exercise such rights. A person who disobeys a TRO commits a criminal offence. There

¹⁴ Section 329(1) Highways Act 1980.

are currently motor vehicle restrictions in place due to permanent TROs on a number of routes in the Yorkshire Dales National Park. Maintaining and managing ‘green lanes’ in the National Park is one of the objectives agreed by the Authority and a wide range of local partner organisations in the [National Park Management Plan 2019-24](#).

1.10 Highways maintainable at the public expense

1.10.1 It is the legal duty of a highway authority to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority, which would include a PROW, irrespective of whether it is a HMPE.¹⁵ But local highway authorities are under a separate and additional duty to maintain highways maintainable at the public expense (HMPE), together with statutory powers to improve them, so HMPEs can play an important role in seeking to achieve the long term public maintenance of traffic-free routes. Cycle Tracks created under the Highways Act 1980 or the Cycle Tracks Act 1984 will always be HMPE. Bridleways and restricted byways may be created as highways maintainable at the public expense (HMPE) but not necessarily. A HMPE for the purposes of the Highways Act 1980 means that the surface is vested¹⁶ in the highway authority as per section 263 of the Highways Act 1980¹⁷. In the absence of freehold ownership, vesting takes away from private ownership only those rights in the vertical plane of the highway which are necessary to enable the highway authority to perform its statutory functions of operation, maintenance and repair.¹⁸

¹⁵ Section 130(1) of the Highways Act 1980 as amended.

¹⁶ Section 41(1) of the Highways Act 1980 (as amended) (‘the 1980 Act’) extends to both England and Wales. It places a statutory duty on highway authorities to maintain all highways maintainable at the public expense. This is an absolute duty on the part of highway authorities to keep the fabric of a highway, which would include any public bridleway or restricted byway or BOAT that is maintainable at the public expense, together with cycle tracks and unclassified county roads, in such good repair as to render their physical condition safe for ordinary traffic to pass at all seasons of the year.

¹⁷ It provides, so far as is relevant, as follows: “Vesting of highways maintainable at public expense. S.263(1) Subject to the provisions of this section, every highway maintainable at the public expense together with the materials and scrapings of it, vests in the authority who are for the time being the highway authority for the highway.....”.

¹⁸ The automatic vesting of proprietary interests in highways (in the bodies responsible for their maintenance and repair) operates in a more limited way than would a simple conveyance (or transfer) of the freehold for the following reasons:

- (1) it is a determinable, rather than absolute, fee simple, which would end automatically if the body responsible for its repair ceases to be so responsible (eg if the road ceased to be a public highway)
- (2) it is inalienable (can’t be taken away) for so long as that responsibility lasts.
- (3) statutory vesting confers ownership only of that slice of the land over which the highway runs, viewed in the vertical plane, as is necessary for its ordinary use, including its repair and maintenance. The zone of ordinary use is a flexible concept, the application of which may lead to different depths of subsoil and heights of airspace being vested in a highway authority, both as between different highways and even, over time, as affects a particular highway,

I.11 Creating permissive access

- 1.11.1 Permissive rights can be useful, particularly where landowners are willing to allow public use but do not want a permanent legal right of way to be created. Wholly permissive sections of traffic-free route are those which carry no public legal rights to walk, wheel, cycle or ride a horse, with permission to do so granted by the landowner. Permissive use can be achieved through leasehold and licence agreements which will terminate at some point, potentially at short notice in the case of licence agreements. Dual public/permissive routes are included in this ‘permissive’ category because although these carry a public legal right to pass and repass on foot (by virtue of their status as a public footpath) this is coupled only with permission granted by the landowner to cycle or horse ride on – or alongside - that footpath.
- 1.11.2 Even if landowners are willing to consider permissive use, they can impose conditions on their use including restrictions on when the public can use them and how the paths are used. An additional point to note is that permissive paths are always not ‘visible’ in the same way as PROWs which are shown on Definitive Maps and other public paths (eg HMPEs under the Highways Act 1980 are listed on local highway authorities’ statutory Lists of Streets for HMPEs). Permissive paths are also often not recorded in a Council’s GIS system. A licence agreement is not an agreement to own land: it is an agreement to use land in a certain way. As a licence is neither a legal estate nor a legal interest, it cannot be registered at the Land Registry. This means that they can be overlooked including where new development or other works might adversely affect them (eg by blocking or narrowing routes).
- 1.11.3 There is a risk with permissive routes that landowners will withdraw permission for their land to be used for walking and cycling when leasehold and licence agreements expire and/or they sell the licensed land to new owners who are not willing for the licence to continue. But if the land is owned by a local authority or a public/quasi- public body, this risk is likely to be significantly lower. Permissive sections of route on land owned by local authorities and public/quasi-public stakeholder partners such as Network Rail, Canal and River Trust, the National Trust, the Environment Agency, the Forestry Commission and some statutory utilities for example, are generally likely to be less vulnerable to permanent closure, at least without an acceptable realignment, than those on privately owned land. These paths are generally less exposed to

according to differences or changes in the nature and intensity of its public use A footpath or bridleway might only require shallow foundations, and airspace necessary to accommodate someone riding a horse. By contrast a busy London street might require deep foundations to support intensive use, and airspace sufficient to accommodate double-decker buses, and even the overhead electric power cables needed by urban trams.

changes in circumstance including land disposal, new development and financial pressures, despite no public legal right to use them.

Case Study 4 - New Malden to Raynes Park Link

Sustrans was involved in a project with the Royal Borough of Kingston and Thames Water to deliver a 1.2km traffic-free walking and cycling path linking New Malden Railway Station and Raynes Park in South West London, on previously inaccessible land owned by Thames Water. A permissive cycle path (licence) agreement was entered into between the Royal Borough of Kingston Upon Thames and Thames Water Utilities Ltd to deliver the new path. The project was part of Kingston Council's £30m mini-Holland programme, funded by the Mayor of London. The path has now been constructed and makes the journey between New Malden and Raynes Park safer, convenient and more attractive for people walking and on cycles, avoiding busy roads and a dual carriageway. It also opened up an area of public space providing a 'green corridor' with natural habitats for badgers, bats and other wildlife, creating a valuable new community asset. Further information about the project is [here](#).

Case Study 5 - Millwall Quietway

The Millwall Quietway is a traffic-free route forming a key part of the London Cycleway Network between Waterloo and Greenwich. It follows the alignment of an existing railway corridor which links South Bermondsey railway station with the new East London Line Extension shared walking/cycling path. The Millwall Quietway also links to a pedestrian/cycle bridge constructed (as part of the Connect2 project) over Rotherhithe New Road in 2013 linking Gainsborough Court to South Bermondsey station. It was not possible to deliver this project through a public path creation agreement or order because it required Network Rail's operational land. Sustrans worked to deliver a permissive shared use traffic-free route, mitigating risk by brokering and helping to facilitate a leasehold agreement between the London borough of Lewisham and Network Rail to develop this new route and secure its use for walking, wheeling and cycling for at least 25 years. It also involved the signing of an agreement for lease between the London borough of Lewisham and Network Rail and the creation of a sub-lease because of the desire of Millwall Football Club to retain its away fans path over a section of the Millwall Quietway to connect to South Bermondsey railway station, which is in use on match days.

I.12 Securing public access more generally

New development

- 1.12.1 New traffic-free routes can also be created and/or funded through new development identified in Local Plan site allocations. By way of example, a very large and complex site allocation in South West Rugby comprising various different land ownerships will deliver phased development of around 5,000 homes and 35 ha B8 employment land over a significant period of time. Included within Appendix K of the adopted South West Rugby Masterplan Supplementary Planning Document (SPD) is a figure of £900,000 for future development of the traffic-free Lias Line Greenway adjacent to the boundary of the site allocation, plus an additional £2,826m identified in the SPD for other active travel measures. This funding will be provided through section 106 developer contributions and planning applications are in the process of being submitted.

ELMS and Right to Roam

- 1.12.2 Little progress has been made in securing greater public access through the Environmental Land Management Scheme (ELMS). In some ways, this has gone backwards in so far as the existing system has recently been extended with regard to access but without any root and branch reform of subsidies. It is relevant to note, however, that the UK Labour party are interested in ELMS and public access reform linked to their right to roam work. A House of Commons debate recently gave an indication of Labour's intentions towards the future of right to roam legislation, should the party form the next government. Shadow Nature Minister Alex Sobel MP stated that:

"We will introduce a right to roam Act, a new law allowing national parks to adopt the right to wild camp, as well as expanding public access to woodlands and waterways."

"Like in Scotland, Labour's approach will be that our right to roam will offer access to high- quality green and blue spaces for the rest of Britain. We will replace the default of exclusion with a default of access and ensure the restoration and protection of our natural environment."

- 1.12.3 The detail of this is yet to be articulated but the Land Reform (Scotland) Act 2003 introduced extensive new rights of public access to land and the countryside. There is now a right of responsible non-motorised access for recreational and other purposes to land and inland water throughout Scotland, with a few exceptions. In addition, the public has a right to pass and repass along core paths or other public routes. The core path designation gives anyone the right to walk, cycle or ride a horse¹⁹ rather than focus on specific types of access. Core paths can be

¹⁹ And paddle/canoe on inland waterways.

anything from a faint line across a field to a fully constructed path, track or pavement but the key feature of core paths is their legal status, once adopted; this gives them certainty, preventing them from being diverted or removed without due process, although they are not automatically maintainable at the public expense. There are also public rights of way in Scotland although these are not marked on Definitive Maps because these maps do not exist in Scotland.

Table 1: Path creation - Maintenance/Liability obligations

	Procedure	Maintenance/liability obligation	Source
1	Public bridleway or restricted bvw way created through a section 25 public path creation agreement	Highway maintainable at the public expense (HMPE)	Section 36(2)(d) of the Highways Act 1980
		Local highway authority has a legal duty to maintain and statutory powers to improve	Legal duty to maintain: section 41 of the Highways Act 1980 General power of improvement: section 62 of the Highways Act 1980 (plus specific powers in Part V)
		With respect to maintenance of a bridleway, there is no specific obligation to do anything to facilitate its use by cyclists	Section 30(3) of the Countryside Act 1968
2	Public bridleway or restricted bvw way created through a section 26 public path creation order	Highway maintainable at the public expense (HMPE)	Section 36(2)(d) of the Highways Act 1980
		Local highway authority has a legal duty to maintain and statutory powers to improve	Legal duty to maintain: section 41 of the Highways Act 1980 General power of improvement: section 62 of the Highways Act 1980 (plus specific powers in Part V)
		With respect to maintenance of a bridleway, there is no specific obligation to do anything to facilitate its use by cyclists	Section 30(3) of the Countryside Act 1968
3	Cycle track created through a Cycle Track Order	Highway maintainable at the public expense (HMPE) Local highway authority has a legal duty to maintain and statutory powers to improve	Section 3(1) of the Cycle Tracks Act 1984
4	Cycle track created under the Highways Act 1980	Highway maintainable at the public expense (HMPE) Local highway authority has a legal duty to maintain and statutory powers to improve	Section 36(2)(a) of the Highways Act 1980
5	Public bridleway or restricted bvw way (PROWs) created through	Local highway authority has a legal duty to assert and protect the rights of the public to the use and enjoyment of any highway	Section 130(1) of the Highways Act 1980

	landowner dedication at common law	for which they are the highway authority	
		The landowner or occupier of land with a public right of way across it must keep the route visible and not obstruct or endanger users	Defra Guidance Note: Public rights of way: landowner responsibilities
6	Permissive path – no legal agreement (eg if already owned by a local authority)	A landowner owes a duty of care to visitors on their property and is liable for the maintenance of the path The landowner is liable for the maintenance of the path	Section 2 of the Occupiers Liability Act 1957
7	Permissive path – leasehold agreement	Maintenance and liability obligations will be set out in the leasehold agreement A landowner owes a duty of care to visitors on their property and is liable for the maintenance of the path	Section 2 of the Occupiers Liability Act 1957

Technical Note

Project: North Northamptonshire Greenway

Subject: Developer Contributions and Scheme Funding Note

Client:	North Northamptonshire Council	Version:	A
Project No:	06859	Author:	Jack Gray
Date:	30/06/23	Approved:	Mike Salter

I Introduction

I.1 Overview

- 1.1.1 The purpose of this note is to set out the potential development contributions formula for the proposed North Northamptonshire Greenway (NNG) network.
- 1.1.2 The note provides context to how developer contributions should be sought fairly and reasonably via the planning obligation process and explains the steps taken, and evidence used, to reach the final formula.
- 1.1.3 The work presented in this note follows the fundamental principle of planning obligations; namely, that they should not be used to 'buy' planning permission, nor used as a means of taxing developers. Hence, a development which is unsuitable in planning terms cannot be made acceptable by applying developer contributions to the scheme.
- 1.1.4 It should also be noted that planning obligations cannot be sought or used to mitigate an existing problem in an area; rather, they can only be sought against a future need that would be created by the proposed development.

I.2 Developer Contributions

- 1.2.1 This sub-section defines, contextualises and sets out the pathway of developer contributions.
- The Need to Manage Growth Sustainably*
- 1.2.2 New developments are essential to driving the delivery of new homes, jobs and economic growth in North Northamptonshire. However, development can also place additional pressure on existing infrastructure and services, including highways and transport infrastructure.

1.2.3 Therefore, it is often necessary for developers to contribute towards the provision of new or expanded infrastructure to mitigate the impacts of development and enable Council services to continue to run effectively.

Planning Obligations

1.2.4 Planning obligations are one such mechanism (in conjunction with highways agreements and planning conditions) through which developers contribute to the provision of facilities and infrastructure. Planning obligations are typically formed of financial contributions towards facilities and services, or in some cases directly delivering such infrastructure through physical works.

Section 106

1.2.5 Planning obligations can be secured through a *Section 106 Agreement*; this is a legal agreement between Local Authorities and developers that are linked to planning applications. Section 106 Agreements bind developers to ensure the impact of their development on local infrastructure can be effectively mitigated.

1.2.6 All Agreements must be supported by a robust local policy framework, the National Policy Planning Framework (NPPF) and an up to date evidence base; this is essential to ensuring that, in accordance with Community Infrastructure Levy (CIL) Regulations, requirements are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Contributions Pathway – Highways and Transport

1.2.7 To determine whether a contribution towards improving the highway network, local public transport services or the active travel network is required, each proposed development needs to undergo an individual assessment. The assessment takes into account the findings of transport planning and highways documents, including Transport Assessments (or Statements), and Travel Plans, and the associated recommendations of Local Authority Officers.

- 1.2.8 If the individualised assessment demonstrates that a contribution is required in accordance with CIL regulations, this can be provided through a Section 106 agreement and/or a Section 278 agreement¹.

North Northamptonshire Core Strategy

- 1.2.9 North Northamptonshire Council commenced the preparation of a new district-wide Local Plan in January 2017; however, the Joint Core Strategy remains the currently adopted Local Development Plan at the time of writing (June 2023).
- 1.2.10 The North Northamptonshire Joint Core Strategy is an overarching document that outlines the strategic plans of Corby, Kettering, Wellingborough and East Northamptonshire, including the identification of policies, existing development and key areas that will support the development of greenway and green infrastructure in North Northamptonshire.
- 1.2.11 Section 106 Agreements need to be developed in accordance with the Northamptonshire Planning Obligations Framework and Guidance² and the policies of the North Northamptonshire Joint Core Strategy 2011-2031, which include, but are not limited to, the following:
- *Policy 1 – Presumption in Favour of Sustainable Development*
 - *Policy 10 – Provision of Infrastructure*
 - *Policy 15 – Well-connected Towns, Villages and Neighbourhoods*
 - *Policy 16 – Connecting the Network of Settlements*
 - *Policy 19 The Delivery of Green Infrastructure*

1.3 Policy Review

- 1.3.1 This section provides a summary of currently adopted, emerging and proposed policy documents that will need to be considered in any future discussions around planning obligations (developer contributions). A wider and more detailed policy review is contained within the Strategic Masterplan report.

¹ A voluntary agreement between the housebuilder and the Council to ensure the adoption and completion of new roads on a development Section 278 agreement, a legal agreement that allows developers to make alterations of improvements to the public highways as part of a planning approval.

² The Northamptonshire Planning Obligations Framework and Guidance was updated on 26 August 2021 to set out technical updates to the North Northamptonshire Council’s adopted “Planning Obligations Framework – Creating Sustainable Communities (Jan 2015)”

North Northamptonshire Development Framework

1.3.2 The North Northamptonshire Development Framework currently comprises the following:

Development Plan documents

- North Northamptonshire Joint Core Strategy (JCS) (Part 1 Local Plan) - adopted July 2016
- Part 2 Plan for the Borough Council of Wellingborough - adopted February 2019
- Part 2 Local Plan for Corby - adopted September 2021
- Site Specific Part 2 Local Plan for Kettering Borough - planned for adoption December 2021
- Kettering Town Centre Area Action Plan - adopted July 2011
- Rural North, Oundle and Thrapston Plan - adopted July 2011
- Northamptonshire Minerals and Waste Local Plan Update - adopted July 2017
- Saved Policies from the East Northamptonshire District Local Plan - adopted 1996
- Northamptonshire Minerals and Waste Local Plan Update - adopted July 2017

Other Development Framework documents

- North Northamptonshire Statement of Community Involvement
- North Northamptonshire Annual Monitoring Report – published annually
- Local Development Scheme

Development Plan Documents

North Northamptonshire Joint Core Strategy

1.3.3 The North Northamptonshire Joint Core Strategy (JCS) was adopted in July 2016 and covers the period from 2011 to 2031. It was prepared by the North Northamptonshire Joint Planning Unit and adopted by the North Northamptonshire Joint Planning Committee.

1.3.4 The JCS is the strategic section (Part 1) of the Local Plan for the North Northamptonshire area. The JCS includes strategic allocations and sets out the strategic direction for development across the area.

Northamptonshire Strategic Plan

1.3.5 The Joint Core Strategy will be reviewed/updated through the preparation of the North Northamptonshire Strategic Plan.

1.3.6 The Strategic Plan will focus on strategic matters which will, as a minimum, meet the requirement set out in the National Planning Policy Framework, to have a plan that addresses the strategic priorities for the area.

1.3.7 It is proposed that the statutory plan period should be 2021 to 2041, with the vision extended to 2050 to align with the Oxford-Cambridge Arc Spatial Framework.

East Northamptonshire District Wide Local Plan Part 2

1.3.8 The East Northamptonshire District Wide Local Plan Part 2, as with the Part 2 Local Plans for Corby (adopted 2021) and for Kettering Borough (adopted 2021), is a legacy document in its final stages of preparation, planned for adoption by North Northamptonshire Council. All the Part 2 Local Plans for the North Northamptonshire area will be intrinsically linked with the North Northamptonshire Joint Core Strategy, to read as one Local Plan.

1.3.9 The Part 2 Local Plan for East Northamptonshire was Submitted to the Secretary of State in March 2021. The Examination hearing sessions took place in 2022, and a consultation on the subsequent proposed modifications took place between March and April 2023.

Neighbourhood Plans

1.3.10 The Localism Act 2011 introduced rights and powers to enable communities to become directly involved in planning for their area. Here, communities can prepare Neighbourhood Plans as a Parish Council or via formal Neighbourhood Forums.

1.3.11 Neighbourhood Plans can be used to allocate land for development or influence the type and design of development that comes forward. Neighbourhood plans must, however, be in general conformity with National Policy and the strategic planning policies already adopted by the local district/borough council and should not promote less development than set out in the Local Plan or undermine its strategic policies.

1.3.12 North Northamptonshire Council has a large number of “made” neighbourhood plans within its area and a significant number at various stages in their preparation. These Neighbourhood Plans will thus need to be considered in decisions relating to developer contributions to the proposed Greenway.

Other documents

Community Infrastructure Levy and Planning Obligations

- 1.3.13 The Community Infrastructure Levy (CIL) is a standard pre-set charge that local planning authorities are empowered, but not required, to charge on all new developments over a minimum size. However, planning obligations through S106 Agreements remain a key means for ensuring that developments pay for infrastructure to make a development proposal acceptable in planning terms.
- 1.3.14 None of the previous sovereign authorities of North Northamptonshire prepared a CIL levy for their areas. The Government has resolved to remove pooling restrictions previously imposed limiting 5 planning obligations towards a single piece of infrastructure.
- 1.3.15 Further guidance on these topic areas was published by the Government on 2 September 2019, and further reforms to CIL are under review by Central Government.

Infrastructure Levy 2023

- 1.3.16 The Department for Levelling Up, Housing and Communities (DLHUC) stated in a press release that, *“a new levy will see developers pay a fairer share for affordable housing and local infrastructure such as roads, schools and GP surgeries the government has announced today (17 March 2023)”*³.
- 1.3.17 The infrastructure levy, which will replace Section 106 contributions for most developments, will, according to the DLHUC, seek to *“prevent developers from negotiating down the amount they contribute to the community when they bring forward new projects”*³.
- 1.3.18 Under the proposals, the amount developers will have to pay will be calculated once a project is complete, instead of at the stage the site is given planning permission. This will make sure that councils benefit from increases in land value, which can be significant for large developments that take years to complete.
- 1.3.19 It is also proposed that Councils be given powers to set rates themselves. The levy will also give communities more control over how this money is spent. A portion of the money will be passed directly to communities as a ‘neighbourhood share’ to fund their infrastructure priorities, while councils will be required to engage with communities and create an infrastructure delivery strategy.
- 1.3.20 DLHUC's consultation on the proposed Infrastructure Levy closed on 9th June 2023 and officials are currently analysing the feedback received.

³ Department for Levelling Up, Housing and Communities (March 2023). Press release: New levy to make sure developers pay fair share for affordable housing and local infrastructure

2 Methodology

2.1 Introduction

2.1.1 This section sets out the steps that were taken to develop the proposed developer contributions formula for the North Northamptonshire Greenway network. The section summarises the evidence base underpinning the formula and explains how it has been developed to align with the fair and reasonable tests set out in the CIL Regulations of 2010⁴.

2.1.2 This note has been prepared on the basis that the existing S106 regime remains in place. It is, however, recognised that, should DLUHC's proposed Infrastructure Levy be introduced, the framework for securing developer contributions will change. This being the case, it would likely require the Council to include the Greenway within their proposed Infrastructure Strategy.

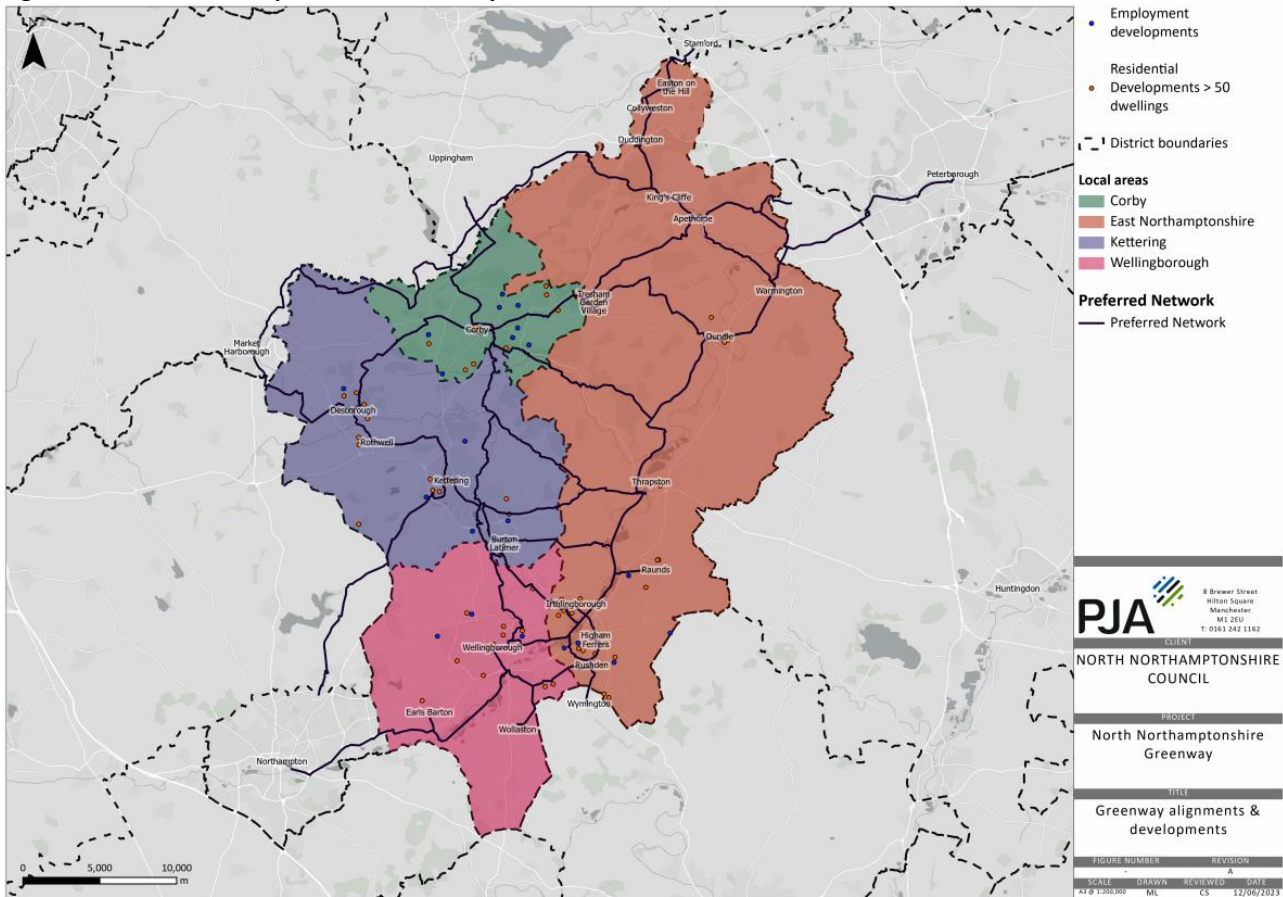
2.2 Defining and Developing the Greenway Network

2.2.1 To inform the development of the funding formula, we first needed to define the proposed extent of the Greenway network.

2.2.2 The development of the Greenway network was informed by PJA's technical analysis and input from North Northamptonshire Council (NNC) officers and wider stakeholders. The proposed network was agreed with NNC on the 7th June; the network is presented in Figure 1 below and is set out in more detail within the Strategic Masterplan document.

⁴ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government. The Community Infrastructure Levy Regulations 2010

Figure 2: North Northamptonshire Greenway Areas



Source: PJA

2.2.4 The proposed developments within each Greenway Area will generate trips that require supporting active travel infrastructure; the Greenway network will perform a key strategic function by connecting these developments to key services and employment nodes. The creation of the Greenway areas thus assists in identifying ‘in-scope’ developments from which contributions can reasonably be sought.

Baseline Review and Networking Planning

2.2.5 PJA first undertook a review of the existing active travel network in North Northamptonshire; the outcomes of this review are summarised in the Strategic Masterplan document. The review focused on understanding:

- The policy framework supporting active travel, and the Greenway specifically, in North Northamptonshire;
- The type and extent of existing active travel provision in the area and its hinterland;

- The wider transport network of North Northamptonshire and strategic connections to neighbouring areas;
- Physical and environmental constraints in the area;
- Desire lines based on an examination of origin-destination data;
- The location and extent of proposed and allocated development; and,
- Associated gaps in provision, and opportunities to close them, based on the above.

Defining the Greenway Areas

2.2.6 The following tables provide information pertaining to each of the four Greenway areas and a summary of the proposed development quantum in each area.

2.2.7 The development quantum summarised below is not inclusive of all proposed development sites in North Northamptonshire. Instead, the table only includes sites that are above the NNC threshold for the preparation of a Transport Assessment; namely, above 50 residential dwellings or 1,000 sqm of employment floorspace.

2.2.8 Developments that are above the NNC TA thresholds are considered to be potentially eligible to contribute to the Greenway network due to their likely transport impact; hence, this threshold is considered to be a reasonable method of ‘filtering out’ sites.

2.2.9 The NNC TA thresholds act as guidance rather than prescription; therefore, each development will need to be considered on a case-by-case basis. It should be noted that the employment land quantum is based on land proposed for employment uses, not the entire extent of the development footprint.

Table 1: North Northamptonshire Greenway Network Information

Greenway Area	Length of Network in Area (KM)	Cost of Greenway Network (£)	Existing Active Travel Trips in Area ⁵	Proposed Employment Land (Hectares)	Residential Dwellings Proposed in Area
Corby	35.1	£2,605,725	84,916	58	8,880
East Northamptonshire	132.7	£19,411,743	116,834	26	6,249
Wellingborough	31.7	£4,841,607	106,226	25	609
Kettering	81.6	£11,226,026	155,806	80	2,555
Combined	281.1*	£38,085,101	463,782	189	18,293

*Please note there is an additional 69km of the Greenway Network does not fall within the administrative boundary of North Northamptonshire

⁵ The methodology for estimating baseline active travel trips is set out in Section 2.3.

2.2.10 Based on the parameters set out above, in-scope developments are summarised below for their respective Greenway areas. These sites were extracted from the EEH Development Site Databank, which was provided by NNC planning officers.

Table 2: Potentially In Scope Developments

Greenway Area	Employment Sites	Residential Sites
Corby	<ul style="list-style-type: none"> • Cowthick Plantation • Land West of Uppingham Road (A6003) South of Corby Road (A427) Corby • Site E5 Tripark - ELR15c and ELR 15b 	<ul style="list-style-type: none"> • Priors Hall Park Zones 2 and 3 • West Corby SUE • Land at Brooke Academy • Former Co-Op • Land off Elizabeth Street • Parkland Gateway
East Northamptonshire	<ul style="list-style-type: none"> • Rushden East SUE • Rushden Gateway • Land at Chelveston Renewable Energy Park 	<ul style="list-style-type: none"> • Cotterstock Road, • Land Between St Christophers Drive and A605 Oundle Bypass, PE8 4HU • Land to Rear of Cemetery, Stoke Doyle Road, • Ashton Road/ Herne Road (Phase 2) • Rushden East Urban Extension, Liberty Way Phases 1-3 and 4 • West of Huxlow School/ Irthlingborough West SUE • Land east of A6 Bypass/ Bedford Road • Ferrers School • Manor Park, Bedford Road • Land off Shirley Road • Former Textile Bonding Factory/ Federal Estate Industrial Park, Newton Road, • Land Rear of Nicholas Road, • Sports Ground, Hayden Road • Rear of Green Close, Wellingborough Road, • Land east of Addington Road, • Whitworths, Wellingborough Road • Land at Northampton Road Corner/ Brambleside, Hayway, • Tresham Garden Village
Wellingborough	<ul style="list-style-type: none"> • Land between Finedon Road & the Railway, Nielsons Sidings • Land off A509 Niort Way and A510 Northen Way and South of Great Harrowden 	<ul style="list-style-type: none"> • High Street /Jacksons Lane Site • Land Between Finedon Road and Nest Lane • Phase 3 Land off Eastfield Road, • Land South of James Street • Land off Austin Close, • Windsor Road, • PBW allocation Milner Road, • Alma St/ Cambridge St,
Kettering	<ul style="list-style-type: none"> • Land at Kettering South 	<ul style="list-style-type: none"> • Desborough North

Greenway Area	Employment Sites	Residential Sites
	<ul style="list-style-type: none"> • Roxhill/Segro Park • Land at Kettering North • Land adjacent to Magnetic Park, Harborough Road 	<ul style="list-style-type: none"> • Gipsy Lane (land west) • Rothwell North/ Land to the west of Rothwell • Harborough Road (land off), Desborough • Land off Buxton Drive and Eyam Close • Desborough (land to the south of) • RESIDENTIAL QUARTER: Land north and east of Trafalgar Road (NRQ4), Kettering • Gaultney Farm (land at), Pipewell Road • RESIDENTIAL QUARTER: Land at Lidl store site, west of Trafalgar Road(SHLAA 711) NRQ1 • Silver Street Quarter: Queen Street / Horsemarket north (SSQ4) • Cranford Road (land to rear of 30-50) • Residential Quarter: B&Q & Comet site, Meadow Road / Jutland Way (SHLAA 717+718) (NRQ5) • Land to the west of Mawsley

2.3 Understanding and Predicting Active Travel Demand

2.3.1 The following section sets out the stages of the trip forecasting exercise for the North Northamptonshire area, which includes:

- The estimated existing level of active travel trip-making in the North Northamptonshire area.
- The potential number of additional active travel trips that could be generated by the development sites listed in Table 2.

Baseline Active Travel Trip Making in North Northamptonshire

2.3.2 To establish an estimate of the total baseline active travel trips for all trip purposes in North Northamptonshire, PJA undertook a number of steps, which are set out below:

- 1 **Extracted journey to work data** from QS701EW (Method of travel to work) – Census 2011⁶;
 - Data extracted for all LSOAs in North Northamptonshire; and,
 - Data extracted for all modes of travel;
- 2 **Apply an uplift to the calculated walking and cycling trips**, based on the information set out in the Department for Transport’s Capital Fund Guidance⁷; the guidance states that:

⁶ Census 2011 data is considered to represent the most robust, and comprehensive, dataset available; this is because travel behaviours were impacted by the Covid-19 pandemic at the time Census 2021 data was collected.

⁷ Department for Transport. (2021). 2021/22 Capital Fund Value for Money Guidance.

- The number of people who commute via cycle should be multiplied (x6) to estimate total weekday cycling trips; this includes scaling up to reflect outbound and homeward trips (x2) and converting from commuting to all-purpose cycling trips (x3);
- The number of people who commute on foot should be multiplied (x32) to estimate total weekday walking trips; this includes scaling up to reflect outbound and homeward trips (x2) and converting from commuting to all-purpose walking trips (x16).

2.3.3 Based on the steps set out above, the baseline walking and cycling trips for North Northamptonshire, disaggregated into the Greenway Areas, are set out below.

Table 3: Baseline Active Travel Trip Making in North Northamptonshire

Greenway Area	Number of Walking Trips	Number of Cycling Trips	Net Active Travel Trips
Corby	80,032	4,884	84,916
East Northamptonshire	113,504	3,330	116,834
Wellingborough	102,848	3,378	106,226
Kettering	151,264	4,542	155,806
Total	447,648	16,134	463,782

Forecast Active Travel Trip Making Associated with Proposed Development

2.3.4 To establish an estimate of the potential future number of active travel trips associated with proposed or allocated development in North Northamptonshire, PJA undertook a number of steps, which are set out below:

- 1 Establish all proposed or allocated residential and employment development in North Northamptonshire;
- 2 Filter out developments that are below the TA threshold for the NNC area;
 - Filter out residential sites below 50 units; and,
 - Filter out employment sites below 1,000 sqm.
- 3 Allocate developments to one of the four proposed Greenway areas based on their location;
- 4 Sum the total number of dwellings (residential sites) and floorspace (employment) for each Greenway area;
- 5 Extract trip rates for walking and cycling from the TRICS database:
 - Residential sites: trip rates were extracted for privately owned flats and privately owned houses;

- Employment sites: trip rates were extracted for office, warehousing and ‘general industrial’ developments.

6 Apply the walking and cycling trip rates to the summarised development land quantum for each Greenway quadrant to estimate development-related active travel trip-making.

2.3.5 Given that newly developed sites are likely to generate a higher proportion of sustainable transport trips than existing ones, the modal share target of reducing single occupancy car journeys from new developments by 20%, which is set out in the Northamptonshire Transport Plan⁸, was applied to the TRICS-derived trip forecast. The following steps were undertaken to achieve this:

- 7 Estimate the number of car trips that the proposed development would generate using TRICS data;
- 8 Multiply the number of forecast car trips by 0.2 (20%) to establish the number of trips that need to be distributed to other modes;
- 9 Use the extracted journey to work data from QS701EW (Method of travel to work) to calculate the proportion of total trips each mode would generate if car trips were removed; this was circa. 34% for active modes (walking and cycling);
- 10 Multiply the number of trips to be distributed to other modes (point 8) by the proportion of total trips active modes would generate (34%) if car trips were removed;
- 11 Add these trips (point 10) to the active travel trips forecast using the TRICS trip rates (point 6).

2.3.6 The following table summarises the number of forecast development-related active travel trips Based on the steps set out above.

Table 4: Development Related Active Travel Trip Making

Greenway Area	No of Trips Walking Trips	No of Trips Cycling Trips	Active Travel Combined
Corby	16,949	1,689	18,638
East Northamptonshire	10,472	1,025	11,497
Wellingborough	3,161	275	3,437
Kettering	10,963	951	11,914
Total	41,545	3,940	45,485

⁸ Northamptonshire County Council (2012) Northamptonshire Transportation Plan. [Link to document.](#)

Active Travel Trip Making: The Future Baseline and the Impact of Development

2.3.7 The calculated baseline and proposed development-related active travel trips were then used to derive the estimated uplift in total active travel trips as a result of the proposed development.

2.3.8 The uplifts are reported as percentages in the following table.

Table 5: Percentage Increase in Active Travel Trips in North Northamptonshire Due to Development-Related Active Travel Trip Making

Area	Walking Trips % Increase	Cycling Trips % Increase	Active Travel Combined
Wellingborough	3.1%	5.6%	3.2%
Corby	21.2%	50.7%	21.9%
East Northamptonshire	9.2%	22.6%	9.8%
Kettering	7.2%	5.9%	7.6%
Total	10.2%	21.2%	10.7%

Potential Developer Contributions

2.3.9 Once the cost of the Greenway and the number of baseline and development-related active trips were established, the ‘cost per active trip’ was calculated for each sub-area by dividing (a) the cost of the Greenway area, by (b) the baseline number of active travel trips (plus) development-related active travel trips in the Greenway area.

2.3.10 The following table summarises the forecast development-related active travel trips and the cost per active travel trip.

Table 6: North Northamptonshire Greenway Network Information

Greenway Area	Network Cost (£)	Proposed Employment Space (Hectares)	Proposed Dwellings	Baseline Active Travel Trips	Development Related Active Travel Trips	Cost Per Active Travel Trip ⁹
Corby	£2,605,725	58	8,880	84,916	18,638	£25.16
East Northamptonshire	£19,411,743	26	6,249	116,834	11,497	£151.26
Wellingborough	£4,841,607	25	609	106,226	3,437	£44.15
Kettering	£11,226,026	80	2,555	155,806	11,914	£66.93
Combined	£38,085,101	189	18,293	463,782	45,485	£78.85

⁹ Please note that the current ‘cost per active travel trip’ will need to be updated and refined as the quantum of proposed development changes in each area.

2.3.11 To provide an estimate of the potential total developer contribution to each Greenway area, the cost per active travel trip in each Greenway area, was then multiplied by the forecast number of development-related active travel trips; the table below summarises these numbers.

Table 7: Potential Developer Contributions to the NNG

Greenway Area	Potential Developer Contributions to the Greenway
Corby	£468,982
East Northamptonshire	£1,739,027
Kettering	£797,432
Wellingborough	£2,008,161
Total	£5,013,601
Developer Contribution (%)	12.49%

2.4 The Formula

2.4.1 Based on the steps above, the proposed developer contributions formula is as follows:

$$\text{Developer contributions} = \text{Active travel trips} \times \text{cost per active travel trips}$$

2.4.2 The developer contributions formula could be applied on a site-by-site basis in one of two ways:

Using Active Travel Trips

- 1 Establish the estimated active travel trip generation of the development; and then,
- 2 Multiply this number by the cost per trip of the appropriate Greenway.

Using Contributions Per Dwelling/Hectare

- 1 Identify the contribution per dwelling/hectare rate for the relevant Greenway area; and then,
- 2 Multiply the contribution rate by the number of dwellings / hectares.

North Northamptonshire Greenway - High-level Costing summary

StLnNwk_ID	Point A	Point B	Intermediate Point	Total Length (Km)	Total Cost
1	Market Harborough	Desborough		8.05	£1,321,197
2	Desborough	Rothwell		3.01	£703,924
3	Rothwell	Kettering		8.17	£411,716
4	Desborough	Corby		14.36	£1,188,479
5	Corby	Oundle	Tresham Garden Village	6.99	£912,717
6	Tresham Garden Village	King's Cliffe		10.15	£2,318,190
7	King's Cliffe	Elton		7.62	£1,218,879
7 & 18	Elton	Peterborough		0.00	£0
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	£2,261,542
9	Corby	Lyddington		10.45	£61,601
10	Corby	Kettering	Geddington	10.06	£1,701,540
11a	Corby	Thrapston	Brigstock	13.62	£2,965,019
11b	Corby	Thrapston	Geddington	12.46	£1,729,230
12	Kettering	Burton Latimer		17.47	£2,645,194
13	Burton Latimer	Raunds	Great Addington	7.80	£1,430,275
14	Thrapston	Raunds		9.22	£0
15	Oundle	Thrapston		12.78	£1,564,822
16	Tresham Garden Village	Oundle		14.00	£3,250,417
17	Oundle	Warmington		5.13	£579,450
18	Warmington	Peterborough	Eaglethorpe, Elton	1.50	£481,343
19	King's Cliffe	Warmington	Apethorpe	8.22	£1,170,146
20 & 21	Burton Latimer	Irthlingborough	Higham Ferrers	7.34	£1,385,459
22	Higham Ferrers	Rushden		1.71	£0
23a	Wellingborough	Rushden		3.04	£812,650
23b	Wellingborough	Rushden	Irchester & Existing Greenway	8.20	£1,289,015
24	Burton Latimer	Wellingborough		4.38	£1,117,654
25	Raunds	Higham Ferrers		5.30	£0
26 & 27	Wellingborough	Northampton	Earls Barton	12.04	£652,756
28	Wellingborough	Wollaston	Irchester	3.15	£705,361
29	Rushden	Wymington		2.03	£24,777
KT	Kettering	Thrapston		11.65	£2,547,086
FR	Market Harborough	Wansford		20.87	£1,586,198
KN	Kettering	Northampton		8.07	£798,891
				279.61	£38,835,525

Link typology	Infrastructure measures	Cost per km
Traffic free route - shared use, rural (new)	(150mm subbase, 60mm AC20 base course, 20mm AC10 surface course), timber edging, some allowance for small culverts, localised fencing. Excludes major earthworks, ecological mitigation, structures, major landscaping, major fencing, major drainage Wayfinding (rural)	£255,000
Traffic free route - separated provision, rural (new)	3m cycle track + 2m footway, based on 5m wide path with grassed area splitting provision Wayfinding (rural)	£405,000
Traffic free route - urban/suburban (new)	As above but with low level lighting Wayfinding (urban)	£340,000
Traffic free route - rural (improve existing)	Applied where an existing surfaced path exists (e.g. limestone, asphalt, etc) this rate includes excavation, disposal of existing path, with a new wider path provided. Wayfinding (rural)	£205,000
Traffic free route - minor improvements to existing	Remove barriers, minor improvements to surfacing	£50,000
Traffic free route - just wayfinding improvements	Wayfinding (rural)	£5,000
Quietway/rural lane	Quiet lanes (centre line removal, psychological traffic calming, speed limit changes, rural modal filtering) Wayfinding (rural)	£55,000
Traffic in Villages/ high street improvements	Gateway features, centre line removal, psychological traffic calming, speed limit changes, greening	£150,000
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	Footway widening (kerb+footway resurfacing) Wayfinding (rural)	£305,000
Shared use footway/cycleway alongside a road - minor improvements to existing	Decluttering, minor improvements to surfacing	£60,000
Protected infrastructure on main roads	Bi-directional/Uniflow protected track(s) - Based on applying cycle provision to road not suitable for cycling in mixed traffic conditions. Stepped tracks, footway level cycle tracks, includes local side street treatments, crossings (excludes major & signal junctions) Wayfinding (urban)	£1,115,000
Traffic free route along former railway line	Path + allowance for path and ecological mitigation, working with structures Wayfinding (rural)	£505,000

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Suggested overheads to be applied
Preliminaries, TM, utilities, increased material costs
Contract MGMT, Site supervision
Contingency/Optimism Bias (on top of construction and prelims)
Design, project management

Route 1 - Market Harborough to Desborough

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Traffic-free route - urban (improve existing)	1.15	0.00	£205,000	£0
Traffic free route - minor improvements to existing	1.74	0.00	£50,000	£0
Traffic free route - rural (improve existing)		0.50	£205,000	£103,320
Quietway/rural lane		2.96	£55,000	£162,530
Traffic free route - shared use, rural (new)	0.20	3.50	£255,000	£892,297
Traffic in Villages		1.09	£150,000	£163,050
		8.05		£1,321,197
Point Interventions	Count	Count		
Parallel Crossing	1			£30,000
Total				£1,321,197

Route 2 - Desborough to Rothwell

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic in Villages	0.60	£150,000	£89,304
Traffic free route - shared use, rural (new)	2.41	£255,000	£614,619
	3.01		£703,924
Point interventions			
Nil			
Total			£703,924

Route 3 - Rothwell to Kettering

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic in Villages	0.83	£150,000	£124,662
Quietway/rural lane	3.21	£55,000	£176,471
Traffic free route - minor improvements to existing	2.21	£50,000	£110,582
Not fulfilled by NNG	1.92	£0	£0
	8.17		£411,716

Point interventions

Nil

Total	£411,716
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Route 4 - Desborough to Corby

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic in Villages	0.63	£150,000	£94,267
Traffic free route - minor improvements to existing	0.69	£50,000	£34,312
Traffic free route - shared use, rural (new)	1.35	£255,000	£344,003
Quietway/rural lane	4.68	£55,000	£257,542
Traffic free route - rural (improve existing)	2.24	£205,000	£458,354
Not fulfilled by NNG	4.78	£0	£0
	14.36		£1,188,479

Point interventions

Nil

Total			£1,188,479
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Route 5 - Corby to Oundle

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	3.35	£255,000	£853,335
Quietway/rural lane	1.08	£55,000	£59,382
Not fulfilled by NNG	2.56	£0	£0
	6.99		£912,717

Point interventions

Nil

Total	£912,717
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Route 6 - Tresham Garden Village to King's Cliffe

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic free route - shared use, rural (new)	7.57	£255,000	£1,930,491
Traffic free route - rural (improve existing)	1.17	£205,000	£240,288
Quietway/rural lane	1.41	£55,000	£77,410
	10.15		£2,248,190
Point interventions	Count		
Toucan crossing	1		£70,000
Total			£2,318,190

Route 7 - King's Cliffe to Elton

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Traffic free route - shared use, rural (new)	0.23	3.11	£255,000	£793,249
Quietway/rural lane		3.69	£55,000	£203,031
Traffic in Villages/ high street improvements		0.82	£150,000	£122,599
		7.62		£1,118,879
Point interventions	Count	Count		
Bridge over brook		1		£100,000
Total				£1,218,879

Route 7 & 18 - Elton to Peterborough

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Not fulfilled by NNG	8.17	0.00	£255,000	£0
Quietway/rural lane	4.52		£55,000	£0
Traffic free route - urban/suburban (new)	1.08	0.00	£340,000	£0
		0.00		£0
Point interventions				
Nil				
Total				£0

Route 8 - King's Cliffe to Stamford

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Traffic free route - shared use, rural (new)		2.27	£255,000	£579,785
Traffic free route - rural (improve existing)	2.47	4.44	£205,000	£911,025
Quietway/rural lane		1.86	£55,000	£102,217
Traffic in Villages/ high street improvements		0.93	£150,000	£139,644
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)		1.27	£305,000	£388,871
		10.78		£2,121,542
Point interventions	Count	Count		
Toucan crossing		2		£140,000
Level crossing upgrade		1		(Not costed)
				£140,000
Total				£2,261,542

Route 9 - Corby to Lyddington

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Quietway/rural lane	2.06	1.12	£55,000	£61,601
Traffic in Villages/ high street improvements	0.45		£150,000	£0
Not fulfilled by NNG		9.33	£0	£0
		10.45		£61,601
Point interventions				
Nil				
Total				£61,601

Route 10 - Corby to Kettering via Geddington

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic free route - shared use, rural (new)	4.00	£255,000	£1,020,174
Traffic free route - rural (improve existing)	1.91	£205,000	£392,550
Quietway/rural lane	1.55	£55,000	£85,294
Traffic in Villages/ high street improvements	0.56	£150,000	£83,522
Not fulfilled by NNG	2.03	£0	£0
	10.06		£1,581,540
Point interventions	Count		
Upgrade to Toucan with shared use transition on both side roads	1		£120,000
Total			£1,701,540

Route 11a - Corby to Thrapston via Brigstock

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic free route - shared use, rural (new)	9.57	£255,000	£2,439,445
Quietway/rural lane	3.35	£55,000	£183,996
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0.71	£305,000	£216,578
	13.62		£2,840,019
Point interventions	Count		
Ramp access	1		£25,000
Bridge over brook	1		£100,000
			£125,000
Total			£2,965,019

Route 11b - Corby to Thrapston via Geddington

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic free route - shared use, rural (new)	5.22	£255,000	£1,331,030
Quietway/rural lane	7.24	£55,000	£398,200
	12.46		£1,729,230
Point interventions			
Nil			
Total			£1,729,230

Route 12 - Kettering to Burton Latimer

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	9.59	£255,000	£2,445,669
Not fulfilled by NNG	6.75	£0	£0
Traffic in Villages/ high street improvements	1.13	£150,000	£169,525
	17.47		£2,615,194
Point interventions			
	Count		
Parallel crossing	1		£30,000
Total			£2,645,194

Route 13 - Burton Latimer to Raunds via Great Addington

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	4.48	£255,000	£1,141,482
Traffic in Villages/ high street improvements	0.04	£150,000	£6,106
Quietway/rural lane	3.16	£55,000	£173,669
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0.13	£305,000	£39,017
	7.80		£1,360,275
Point interventions	Count		
Toucan crossing	1		£70,000
Total			£1,430,275

Route 14 - Thrapston to Raunds

Detailed route typology	Within NN Length (km)	Cost per km	Cost
Not fulfilled by NNG	9.22	£0	£0
Point interventions			
Nil			£0
Total			£0

Route 15 - Oundle to Thrapston

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Quietway/rural lane	7.04	£55,000	£387,120
Traffic free route - rural (improve existing)	3.97	£205,000	£812,925
Traffic free route - shared use, rural (new)	0.94	£255,000	£239,307
Traffic in Villages/ high street improvements	0.84	£150,000	£125,471
	12.78		£1,564,822
Point interventions			
Nil			
Total			£1,564,822

Route 16 - Tresham Garden Village to Oundle

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Quietway/rural lane	2.04	£55,000	£112,320
Traffic free route - shared use, rural (new)	11.58	£255,000	£2,953,138
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0.38	£305,000	£114,959
	14.00		£3,180,417
Point interventions	Count		
Toucan crossing	1		£70,000
Total			£3,250,417

Route 17 - Oundle to Warmington

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Quietway/rural lane	4.34	£55,000	£238,865
Traffic free route - shared use, rural (new)	0.79	£255,000	£200,585
	5.13		£439,450
Point interventions	Count		
Toucan crossing	2		£140,000
Total			£579,450

Route 18 - Warmington to Peterborough via Eaglethorpe, Elton

Detailed route typology	Out of NN Length (km)	Within NN Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	1.16	1.50	£255,000	£381,343
		1.50		£381,343
Point interventions	Count	Count		
Bridge over brook			1	£100,000
Total				£481,343

Route 19 - King's Cliffe to Warmington via Apethorpe

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Traffic free route - shared use, rural (new)	3.59	£255,000	£915,458
Quietway/rural lane	4.63	£55,000	£254,688
	8.22		£1,170,146
Point interventions			
Nil			
Total			£1,170,146

Route 20 & 21 - Burton Latimer to Irthlingborough via Higham Ferrers

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	4.07	£255,000	£1,037,330
Quietway/rural lane	2.82	£55,000	£155,324
Traffic free route - rural (improve existing)	0.45	£205,000	£92,804
	7.34		£1,285,459

Point interventions	Count	
Priority Junction, Side Street Treatments and a new crossing	1	£100,000

Total		£1,385,459
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Route 22 - Higham Ferrers to Rushden

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Not fulfilled by NNG	1.71	£0	£0
Point interventions			
Nil			£0
Total			£0

Route 23a - Wellingborough to Rushden

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0	£305,000	£0
Quietway/rural lane	0	£55,000	£0
Not fulfilled by NNG	0.83	£0	£0
Traffic free route - shared use, rural (new)	2.21	£255,000	£562,650
	3.04		£562,650
Point interventions			
Signalised Junction Improvements	1		£250,000
Total			£812,650

Within Stanton Cross SUE	
Length (km)	Stanton Cross SUE costs
1.14	£348,135.54
0.43	£23,575.53
1.11	£283,812.96
	£655,524

Route 23b - Wellingborough to Rushden via Irchester & Existing Greenway

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Not fulfilled by NNG	2.58	£0	£0
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	2.02	£305,000	£614,816
Quietway/rural lane	0.68	£55,000	£37,469
Traffic free route - minor improvements to existing	1.22	£50,000	£61,210
Traffic in Villages/ high street improvements	1.70	£150,000	£255,519
	8.20		£969,015
Point interventions	Count		
Signalised Junction Improvements	1		£250,000
Toucan crossing standard	1		£70,000
			£320,000
Total			£1,289,015

Route 24 - Burton Latimer to Wellingborough

	Within NN		
Detailed route typology	Length (km)	Cost per km	Cost
Traffic free route - shared use, rural (new)	4.38	£255,000	£1,117,654
Shared use footway/cycleway alongside a road - minor improvements to existing	0.00	£60,000	£0
	4.38		£1,117,654

Point interventions

Toucan crossing
 Bridge over river

Within Stanton Cross SUE	
Length (km)	Stanton Cross SUE costs
3.28	£837,228.24
0.11	£6,731.94
	£843,960.18
Count	
1	£70,000
1	£500,000
	£570,000

Total	£1,117,654
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Route 25 - Raunds to Higham Ferrers

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Not fulfilled by NNG	5.30	£0	£0
Point interventions			
Nil			£0
Total			£0

Route 26 & 27 - Wellingborough to Northampton via Earls Barton

Detailed route typology	Out of NN Length (km)	Within NN Length (km)	Cost per km	Cost
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)		1.53	£305,000	£466,317
Not fulfilled by NNG	1.09	9.63	£0	£0
Traffic free route - minor improvements to existing		0.44	£50,000	£22,104
Quietway/rural lane		0.44	£55,000	£24,335
Protected infrastructure on main roads	6.82	0	£1,115,000	£0
		12.04		£512,756
Point interventions	Count	Count		
Toucan crossing standard		2		£140,000
Total				£652,756

Route 28 - Wellingborough to Wollaston via Irchester

Detailed route typology	Within NN		
	Length (km)	Cost per km	Cost
Quietway/rural lane	0.23	£55,000	£12,847
Traffic free route - shared use, rural (new)	2.43	£255,000	£620,860
Traffic in Villages/ high street improvements	0.48	£150,000	£71,654
	3.15		£705,361

Point Interventions

Nil

Total	£705,361
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Route 29 - Rushden to Wymington

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Not fulfilled by NNG		1.58	£0	£0
Quietway/rural lane	1.13	0.45	£55,000	£24,777
		2.03		£24,777
Point Interventions				
Nil				
Total				£24,777

Route FR - Market Harborough to Wansford

Detailed route typology	Out of NN	Within NN	Cost per km	Cost
	Length (km)	Length (km)		
Quietway/rural lane	20.59	17.89	£55,000	£983,970
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0.69	0.02	£305,000	£7,527
Traffic free route - minor improvements to existing	1.54	0.07	£50,000	£3,561
Traffic free route - rural (improve existing)		2.88	£205,000	£591,140
Traffic free route - shared use, rural (new)	0.94		£255,000	£0
Traffic in Villages/ high street improvements	1.73		£150,000	£0
		20.87		£1,586,198
Point Interventions	Count	Count		
Toucan crossing	1			£0
Total				£1,586,198

Route KT - Kettering to Thrapston

Detailed route typology	Within NN		Cost
	Length (km)	Cost per km	
Quietway/rural lane	4.71	£55,000	£258,897
Traffic free route - shared use, rural (new)	3.32	£255,000	£845,889
Protected infrastructure on main roads	0.72	£1,115,000	£806,621
Traffic in Villages/ high street improvements	0.52	£150,000	£77,274
Traffic free route - rural (improve existing)	2.38	£205,000	£488,404
	11.65		£2,477,086
Point Interventions	Count		
Toucan crossing	1		£70,000
Total			£2,547,086

Route KN - Kettering to Northampton

Detailed route typology	Out of NN Length (km)	Within NN Length (km)	Cost per km	Cost
Quietway/rural lane	7.97	0.00	£55,000	£0
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	0.14	2.00	£305,000	£608,608
Traffic in Villages/ high street improvements	1.79	0.80	£150,000	£120,282
Not fulfilled by NNG		5.28	£0	£0
Protected infrastructure on main roads	1.50		£1,115,000	£0
		8.07		£728,891
Point Interventions	Count	Count		
Toucan crossing		1		£70,000
Total				£798,891

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North Northamptonshire Greenway - Prioritisation Toolkit

Sheet Name	Criteria	Sheet Description
G & Summary	Value to network	Summarise scoring and thus prioritisation results from various criteria, including manual scoring for "Value to network".
0 - Scringbase_notNNG	(For moderating route score)	Derive proportion of route delivered by NNG, for moderating the score by the scoping the prioritisation in NNG delivery only.
A - cost	Cost	Scoring cost for delivering the complete route, considering the base cost and the cost of overlapping section from other routes to form the complete route.
<u>B - OA sort 20kmbuffNN</u>	Access to Employment	Sorting 2011 census output areas within 20km buffer of North Northamptonshire, for the top 10% dense in workplace population density highlighted in red.
<u>B - SN</u>	Access to Employment	A summary table for the count of sorted output areas, within respective reach of routes.
B - Pivot	Access to Employment	A scoring table for each of the route in the relevant criteria.
<u>C - SN</u>	Access to Education	A summary table for the count of schools, within respective reach of routes.
C - Pivot	Access to Education	A scoring table for each of the route in the relevant criteria.
<u>D - SN</u>	Access to Leisure/ Tourism	A summary table for the count of any identified points of attractions, leisure centre, pools, or libraries, within respective reach of routes.
D - Pivot	Access to Leisure/ Tourism	A scoring table for each of the route in the relevant criteria.
E - Grnsp access	Access to Greenscape	Table to derive length then proportion of route covered by ANGSt, and scoring in the criteria.
<u>F - SN</u>	Connection to area of growth	A summary table for the count of development sites in points, within respective reach of routes.
F - Pivot	Connection to area of growth	A scoring table for each of the route in the relevant criteria.
H1 - SN	Improving Road Safety	A summary table for the count of collision clusters (identified using density based clustering), and collisions, within respective reach of routes.
H - Pivot	Improving Road Safety	A scoring table combining consideration of proximity to collision clusters, collisions and A roads

(Hidden sheets)

								Weighting:													
								1	2	2	2	2	2	1	1	1					
								Proportion of route delivered by NNG	Moderated factor - proportion of route delivered by NNG	Cost bands	Access to Employment	Education	Leisure	Access to Green space	Growth	Value to network	Improving road safety	Raw score A-H	Moderated score by proportion of route delivered by NNG	Ranking by Raw Score	Ranking by moderated score
Rte_ID	Route from	Route To	Route Via	Route Length within NN (km)	Total Cost	Base_NNG_%	Log(+)%+1	Score_A	Score_B	Score_C	Score_D	Score_E	Score_F	Score_G	Score_H	Raw_score	Base_score_log	Rank_raw	Rank_log		
1	Market Harborough	Desborough		8.05	£ 1,321,197	100.00%	100.00%	1	2	2	2	2	2	1	2	22	22.0	3	1		
2	Desborough	Rothwell		3.01	£ 703,924	100.00%	100.00%	2	2	2	2	2	1	0	2	21	21.0	7	3		
3	Rothwell	Kettering		8.17	£ 411,716	76.49%	88.36%	3	2	2	2	2	2	1	2	24	21.2	1	2		
4	Desborough	Corby		14.36	£ 1,188,479	66.71%	82.42%	1	2	2	2	1	2	1	2	20	16.5	10	15		
5	Corby	Oundle	Tresham Garden Village	6.99	£ 912,717	63.32%	80.15%	2	2	2	2	0	2	1	2	19	15.2	18	20		
6	Tresham Garden Village	King's Cliffe		10.15	£ 2,426,001	100.00%	100.00%	0	0	0	2	0	1	0	0	5	5.0	34	30		
7	King's Cliffe	Elton		7.62	£ 1,326,691	100.00%	100.00%	1	0	2	2	0	0	0	1	10	10.0	31	26		
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	£ 2,459,650	100.00%	100.00%	0	2	2	2	0	0	0	2	14	14.0	29	22		
9	Corby	Lyddington		10.45	£ 61,601	28.02%	44.74%	4	2	2	2	0	2	2	2	22	9.8	3	27		
10	Corby	Kettering	Geddington	10.06	£ 2,895,373	79.78%	90.19%	0	2	2	2	1	2	2	2	20	18.0	10	12		
12	Kettering	Burton Latimer		17.47	£ 2,645,194	61.37%	78.80%	0	2	2	2	1	2	2	2	20	15.8	10	18		
13	Burton Latimer	Raunds	Great Addington	7.80	£ 1,430,275	100.00%	100.00%	1	2	2	2	1	1	2	2	20	20.0	10	5		
14	Thrapston	Raunds		9.22	£ -	0.00%	0.00%	4	2	2	1	0	2	2	2	20	0.0	10	31		
15	Oundle	Thrapston		12.78	£ 1,677,142	100.00%	100.00%	1	2	2	1	0	2	1	1	15	15.0	28	21		
16	Tresham Garden Village	Oundle		14.00	£ 3,250,417	100.00%	100.00%	0	2	2	2	2	2	0	2	20	20.0	10	5		
17	Oundle	Warmington		5.13	£ 691,770	100.00%	100.00%	2	2	2	1	2	2	1	1	20	20.0	10	5		
18	Warmington	Peterborough	Eaglethorpe, Elton	1.50	£ 481,343	100.00%	100.00%	3	0	1	0	0	0	1	1	7	7.0	33	29		
19	King's Cliffe	Warmington	Apethorpe	8.22	£ 1,277,957	100.00%	100.00%	1	0	1	2	0	0	1	0	8	8.0	32	28		
22	Higham Ferrers	Rushden		1.71	£ -	0.00%	0.00%	4	2	2	2	0	2	2	2	22	0.0	3	31		
24	Burton Latimer	Wellingborough		4.38	£ 1,298,170	100.00%	100.00%	1	2	1	1	2	2	2	2	19	19.0	18	8		
25	Raunds	Higham Ferrers		5.30	£ -	0.00%	0.00%	4	2	2	2	0	1	2	2	21	0.0	7	31		
28	Wellingborough	Wollaston	Irchester	3.15	£ 1,005,026	100.00%	100.00%	1	2	2	2	1	2	0	2	19	19.0	18	8		
29	Rushden	Wymington		2.03	£ 24,777	50.05%	69.94%	4	2	2	2	1	1	1	2	22	15.4	3	19		
11a	Corby	Thrapston	Brigstock	13.62	£ 2,965,019	100.00%	100.00%	0	1	2	2	0	2	1	1	14	14.0	29	22		
11b	Corby	Thrapston	Geddington	12.46	£ 2,716,295	100.00%	100.00%	0	1	2	2	1	1	2	1	16	16.0	27	16		
20&21	Burton Latimer	Irthlingborough	Higham Ferrers	7.34	£ 1,554,984	100.00%	100.00%	1	2	2	2	0	2	2	2	19	19.0	18	8		
23a	Wellingborough	Rushden		3.04	£ 812,650	85.50%	93.20%	2	2	2	2	0	2	2	2	20	18.6	10	11		
23b	Wellingborough	Rushden	Little Irchester, Irchester	8.20	£ 1,289,015	68.59%	83.63%	1	2	2	2	0	2	2	2	19	15.9	18	17		
26&27	Wellingborough	Northampton	Earls Barton	12.04	£ 755,374	46.26%	66.52%	2	2	2	2	1	1	2	2	21	14.0	7	24		
7&18	Elton	Peterborough		0.00	£ -	40.68%	60.94%	4	2	2	2	0	0	1	2	19	11.6	18	25		
FR	Market Harborough	Wansford		20.87	£ 1,586,198	100.00%	100.00%	1	2	2	2	1	0	1	1	17	17.0	25	13		
KN	Kettering	Northampton		8.07	£ 798,891	72.90%	86.27%	2	2	2	2	2	2	2	2	24	20.7	1	4		
KT	Kettering	Thrapston		7.52	£ 3,296,612	100.00%	100.00%	0	1	2	1	2	2	1	2	17	17.0	25	13		
X	(Existing Greenway)	#N/A	#N/A	#N/A	#N/A	0.00%	0.00%	0	2	2	2	0	2	2	2	18	0.0	24	31		

Proportion of routes delivered by NNG

Rte_ID	Not fulfilled by NNG	Protected infrastructure on main roads	Quietway/rural lane	Shared use footway/cycleway alongside a road - minor improvements to existing	Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)	Traffic free route - minor improvements to existing	Traffic free route - urban (improve existing)	Traffic free route - rural (improve existing)	Traffic free route - shared use, rural (new)	Traffic free route - urban/suburban (new)	Traffic in Villages/ high street improvements	Grand Total	Pct_notfulfilledb yNNG	Pct_NNG
1			2.955095			1.741749	1.153919	0.504985	3.704177		1.087145	11.14707	0.0%	100.0%
2									2.410272		0.595361	3.005633	0.0%	100.0%
3	1.920914		3.208569			2.211643					0.831081	8.172207	23.5%	76.5%
4	4.781046		4.682588			0.686244		2.235875	1.349031		0.628446	14.36323	33.3%	66.7%
6			1.407459					1.172137	7.570554			10.15015	0.0%	100.0%
7			3.691476					3.34544			0.817326	7.854242	0.0%	100.0%
8			1.858498		1.274986			6.914446	2.273666		0.930962	13.252558	0.0%	100.0%
9	9.325501		3.18105								0.448297	12.954848	72.0%	28.0%
10	2.033993		1.550795					1.914879	4.000681		0.556814	10.057162	20.2%	79.8%
12	6.747467								9.590858		1.130169	17.468494	38.6%	61.4%
13			3.157627		0.127926				4.476399		0.040707	7.802659	0.0%	100.0%
14	9.223632											9.223632	100.0%	0.0%
15			7.038539					3.965486	0.938459		0.836473	12.778957	0.0%	100.0%
16			2.042182		0.376915				11.580933			14.00003	0.0%	100.0%
17			4.343006					0.786606				5.129612	0.0%	100.0%
18									2.651099			2.651099	0.0%	100.0%
19			4.630694						3.59003			8.220724	0.0%	100.0%
22	1.706965											1.706965	100.0%	0.0%
24					0.112199				7.666205			7.778404	0.0%	100.0%
25	5.296126											5.296126	100.0%	0.0%
28			0.233582						2.434744		0.477693	3.146019	0.0%	100.0%
29	1.578944		1.582091									3.161035	50.0%	50.0%
11a			3.345373		0.710092				9.566452			13.621917	0.0%	100.0%
11b			7.239991						5.219725			12.459716	0.0%	100.0%
20&21			2.824079					0.452702	4.067962			7.344743	0.0%	100.0%
23a	0.829428		0.428646		1.141428				3.319464			5.718966	14.5%	85.5%
23b	2.575923		0.68126		2.01579	1.224207					1.703461	8.200641	31.4%	68.6%
26&27	10.72392	6.816027	0.442452		1.528909	0.44208						19.953388	53.7%	46.3%
FR			38.477516		0.714429	1.611085		2.883611	0.936243		1.729957	46.352841	0.0%	100.0%
KT		0.723427	3.190245					2.38246	0.705086		0.515161	7.516379	0.0%	100.0%
X	5.639295											5.639295	100.0%	0.0%
7&18	8.166303		4.51773							1.082748		13.766781	59.3%	40.7%
S	2.563997		1.079676						3.346413			6.990086	36.7%	63.3%
KN	5.277067	1.498867	7.967004		2.131459						2.594778	19.469175	27.1%	72.9%
Grand Tot	78.390521	9.038321	115.757223	0.112199	10.021934	7.917008	1.153919	22.426581	95.530499	1.082748	14.923831	356.354784	22.0%	78.0%

Prioritisation - Cost

StLnNwk_ID	Point A	Point B	Intermediate Point	Total Length (Km)	Interventions	Total Cost	Addt_overlaps	New cost	Score_A
1	Market Harborough	Desborough		8.05	1	£1,321,197		£1,321,197	1
2	Desborough	Rothwell		3.01	0	£703,924		£703,924	2
3	Rothwell	Kettering		8.17	0	£411,716		£411,716	3
4	Desborough	Corby		14.36	0	£1,188,479		£1,188,479	1
5	Corby	Oundle	Tresham Garden Village	6.99	0	£912,717		£912,717	2
6	Tresham Garden Village	King's Cliffe		10.15	1	£2,318,190	£ 107,811.61	£2,426,001	0
7	King's Cliffe	Elton		7.62	2	£1,218,879	£ 107,811.61	£1,326,691	1
7&18	Elton	Peterborough		0.00	0	£0		£0	4
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	3	£2,261,542	£ 198,108.29	£2,459,650	0
9	Corby	Lyddington		10.45	0	£61,601		£61,601	4
10	Corby	Kettering	Geddington	10.06	1	£1,701,540	£ 1,193,833.76	£2,895,373	0
11a	Corby	Thrapston	Brigstock	13.62	2	£2,965,019		£2,965,019	0
11b	Corby	Thrapston	Geddington	12.46	0	£1,729,230	£ 987,065.41	£2,716,295	0
12	Kettering	Burton Latimer		17.47	1	£2,645,194		£2,645,194	0
13	Burton Latimer	Raunds	Great Addington	7.80	1	£1,430,275		£1,430,275	1
14	Thrapston	Raunds		9.22	0	£0		£0	4
15	Oundle	Thrapston		12.78	0	£1,564,822	£ 112,320.01	£1,677,142	1
16	Tresham Garden Village	Oundle		14.00	1	£3,250,417		£3,250,417	0
17	Oundle	Warmington		5.13	2	£579,450	£ 112,320.01	£691,770	2
18	Warmington	Peterborough	Eaglethorpe, Elton	1.50	1	£481,343		£481,343	3
19	King's Cliffe	Warmington	Apethorpe	8.22	0	£1,170,146	£ 107,811.61	£1,277,957	1
20&21	Burton Latimer	Irthlingborough	Higham Ferrers	7.34	1	£1,385,459	£ 169,525.35	£1,554,984	1
22	Higham Ferrers	Rushden		1.71	0	£0		£0	4
23a	Wellingborough	Rushden		3.04	1	£812,650		£812,650	2
23b	Wellingborough	Rushden	Little Irchester, Irchester, Route X	8.20	2	£1,289,015		£1,289,015	1
24	Burton Latimer	Wellingborough		4.38	2	£1,117,654	£ 180,515.47	£1,298,170	1
25	Raunds	Higham Ferrers		5.30	0	£0		£0	4
26&27	Wellingborough	Northampton	Earls Barton	12.04	2	£652,756	£ 102,617.86	£755,374	2
28	Wellingborough	Wollaston	Irchester	3.15	0	£705,361	£ 299,665.20	£1,005,026	1
29	Rushden	Wymington		2.03	0	£24,777		£24,777	4
KT	Kettering	Thrapston		11.65	1	£2,547,086	£ 749,526.23	£3,296,612	0
FR	Market Harborough	Wansford		20.87	1	£1,586,198		£1,586,198	1
KN	Kettering	Northampton		8.07	1	£798,891		£798,891	2

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Cost Band Lookup Table

Cost Band	Scores
0	4
250000	3
500000	2
1000000	1
2000000	0

Prioritisation - Access to Employment: Scores

Sum of Count of Polygons	Column Labels			Score_B
Row Labels	400	1400	Grand Total	
1	11	9	20	2
2	4	1	5	2
3	22	22	44	2
4	8	11	19	2
5	2	8	10	2
6	0	0	0	0
7	0	0	0	0
8	4	9	13	2
9	8	11	19	2
10	2	8	10	2
12	23	21	44	2
13	2	2	4	2
14	1	5	6	2
15	1	6	7	2
16	3	1	4	2
17	2	2	4	2
18	0	0	0	0
19	0	0	0	0
22	9	13	22	2
24	1	13	14	2
25	1	10	11	2
28	2	0	2	2
29	11	10	21	2
11a	0	4	4	1
11b	0	3	3	1
20&21	2	4	6	2
23a	6	15	21	2
23b	19	23	42	2
26&27	17	68	85	2
7&18	6	13	19	2
FR	3	10	13	2
KN	11	34	45	2
KT	0	3	3	1
X	13	14	27	2
Grand Total	194	353	547	

Prioritisation - Access to Education: Scores

Sum of Count of Points	Column Labels			Score_C
Row Labels	400	1400	Grand Total	
1	4	8	12	2
2	4	2	6	2
3	3	14	17	2
4	6	17	23	2
5	2	7	9	2
6	0	0	0	0
7	1	1	2	2
8	1	7	8	2
9	3	12	15	2
10	2	11	13	2
12	11	20	31	2
13	1	2	3	2
14	1	9	10	2
15	1	4	5	2
16	3	2	5	2
17	3	1	4	2
18	0	2	2	1
19	0	1	1	1
22	5	6	11	2
24	0	13	13	1
25	3	7	10	2
28	2	1	3	2
29	4	7	11	2
11a	3	5	8	2
11b	1	3	4	2
20&21	3	6	9	2
23a	3	13	16	2
23b	7	18	25	2
26&27	8	21	29	2
7&18	4	17	21	2
FR	5	8	13	2
KN	9	15	24	2
KT	4	9	13	2
X	3	10	13	2
Grand Total	110	279	389	

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Prioritisation - Access to Leisure/ Tourism: Scores

Sum of Count of Points	Column Labels			Score_D
Row Labels	400	1400	Grand Total	
1	3	1	4	2
2	2	1	3	2
3	1	3	4	2
4	7	4	11	2
5	1	5	6	2
6	1	1	2	2
7	1	1	2	2
8	1	1	2	2
9	4	3	7	2
10	1	5	6	2
12	6	1	7	2
13	2	0	2	2
14	0	4	4	1
15	0	5	5	1
16	1	2	3	2
17	0	3	3	1
18	0	0	0	0
19	1	0	1	2
22	2	3	5	2
24	0	6	6	1
25	2	2	4	2
28	1	3	4	2
29	3	1	4	2
11a	1	2	3	2
11b	1	3	4	2
20&21	2	2	4	2
23a	4	5	9	2
23b	10	4	14	2
26&27	6	8	14	2
7&18	1	1	2	2
FR	2	6	8	2
KN	1	3	4	2
KT	0	2	2	1
X	4	5	9	2
Grand Total	72	96	168	2

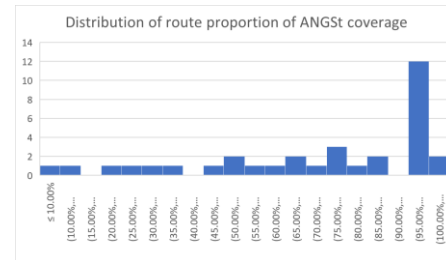
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Prioritisation - Access to Greenspace

OBJECTID *	Shape *	StLnNwk_ID	Shape_Length	SecLn_Km_in
1	Polyline Z		4	0.125911
2	Polyline Z		17	0.005858
3	Polyline Z	23a	0.078114	5.718967
4	Polyline Z		19	0.083647
5	Polyline Z		28	0.017387
6	Polyline Z	FR	0.448918	35.943529
7	Polyline Z	11a	0.175736	13.621916
8	Polyline Z		25	0.058265
9	Polyline Z		8	0.149136
10	Polyline Z		22	0.019606
11	Polyline Z		24	0.024274
12	Polyline Z		29	0.025109
13	Polyline Z		9	0.157399
14	Polyline Z		5	0.093692
15	Polyline Z		7	0.101477
16	Polyline Z		6	0.128103
17	Polyline Z		14	0.105784
18	Polyline Z	7&18	0.183728	13.766781
19	Polyline Z	26&27	0.180123	14.178376
20	Polyline Z		13	0.074732
21	Polyline Z		3	0.030076
22	Polyline Z	20&21	0.080058	6.580226
23	Polyline Z		15	0.132833
24	Polyline Z		10	0.075861
25	Polyline Z	X	0.068312	5.639286
26	Polyline Z		2	0.014052
27	Polyline Z		12	0.151707
28	Polyline Z	KT	0.049341	3.704624
29	Polyline Z	23b	0.105634	8.20064
30	Polyline Z		1	0.007819
31	Polyline Z	KN	0.05005	4.630078
32	Polyline Z		18	0.028319
33	Polyline Z	11b	0.088821	6.668971
34	Polyline Z		16	0.091896

Row Labels	Sum of Sec_In_km	Length_in_Angst	Angst_percentage	Score_E
1	11.14707	0.788558	7.07%	2
2	3.005633	1.196144	39.80%	2
3	8.172207	2.513327	30.75%	2
4	14.36323	9.293418	64.70%	1
6	10.15015	10.15015	100.00%	0
7	7.854242	7.854243	100.00%	0
8	13.252558	13.252558	100.00%	0
9	12.954848	12.954848	100.00%	0
10	10.057162	7.028444	69.88%	1
12	17.468494	13.640536	78.09%	1
13	7.802659	5.426674	69.55%	1
14	9.223632	9.168389	99.40%	0
15	12.778957	11.433485	89.47%	0
16	14.00003	7.146973	51.05%	2
17	5.129612	0.599499	11.69%	2
18	2.651099	2.651099	100.00%	0
19	8.220724	6.923681	84.22%	0
22	1.706965	1.706965	100.00%	0
24	7.778404	2.030158	26.10%	2
25	5.296126	5.296126	100.00%	0
28	3.146019	1.816722	57.75%	1
29	3.161035	2.462866	77.91%	1
11a	13.621917	13.621916	100.00%	0
11b	12.459716	6.668971	53.52%	1
20&21	7.344743	6.580226	89.59%	0
23a	5.718966	5.718967	100.00%	0
23b	8.200641	8.20064	100.00%	0
26&27	19.953388	14.178376	71.06%	1
FR	46.352841	35.943529	77.54%	1
KT	7.516379	3.704624	49.29%	2
X	5.639295	5.639286	100.00%	0
7&18	13.766781	13.766781	100.00%	0
5	6.990086	6.990085	100.00%	0
KN	19.469175	4.630078	23.78%	2

Scoring lookup table		
Average	74.18%	
Percentile	Proportion	Score
	0	2
25%	0.529056207	1
50%	0.811543901	0
	1	



Prioritisation - Connection to area of growth: Scoring

Sum of Count of Points	Column Labels			Score_F
Row Labels	400	1400	Grand Total	
1	1	5	6	2
2	0	7	7	1
3	4	5	9	2
4	6	7	13	2
5	2	10	12	2
6	0	1	1	1
7	0	0	0	0
8	0	0	0	0
9	4	1	5	2
10	1	8	9	2
12	3	6	9	2
13	0	2	2	1
14	1	4	5	2
15	1	1	2	2
16	3	2	5	2
17	1	2	3	2
18	0	0	0	0
19	0	0	0	0
22	2	7	9	2
24	1	5	6	2
25	0	9	9	1
28	1	2	3	2
29	0	6	6	1
11a	1	6	7	2
11b	0	1	1	1
20&21	4	3	7	2
23a	2	8	10	2
23b	2	9	11	2
26&27	0	2	2	1
7&18	0	0	0	0
FR	0	0	0	0
KN	6	2	8	2
KT	1	2	3	2
X	1	10	11	2
Grand Total	48	133	181	2

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Prioritisation - Improving road safety: Evaluation by route on collision clusters and collision

OBJECTID *	Shape *	SLnNwk_ID	Buffer distance in METERS	Shape_Length	Shape_Area	DBC Count	Collision count
1	Polygon	1	400	0.289499	0.001209	11	
2	Polygon	10	400	0.215162	0.001059	11	
3	Polygon	11a	400	0.360908	0.001426	0	
4	Polygon	11b	400	0.341323	0.001347	0	
5	Polygon	12	400	0.266228	0.001535	52	
6	Polygon	13	400	0.238	0.000858	1	
7	Polygon	14	400	0.225057	0.000995	1	
8	Polygon	15	400	0.311577	0.001394	0	
9	Polygon	16	400	0.358721	0.001489	4	
10	Polygon	17	400	0.146925	0.000595	0	
11	Polygon	18	400	0.085588	0.000344	0	
12	Polygon	19	400	0.21931	0.000906	0	
13	Polygon	2	400	0.094453	0.000374	9	
14	Polygon	20&21	400	0.19677	0.000815	10	
15	Polygon	22	400	0.066777	0.00024	15	
16	Polygon	23a	400	0.176334	0.000641	16	
17	Polygon	23b	400	0.236556	0.00091	46	
18	Polygon	24	400	0.178108	0.000829	2	
19	Polygon	25	400	0.140248	0.000611	7	
20	Polygon	26&27	400	0.522247	0.00211	43	
21	Polygon	28	400	0.097553	0.000397	6	
22	Polygon	29	400	0.088593	0.000391	23	
23	Polygon	3	400	0.223818	0.000893	32	
24	Polygon	4	400	0.36657	0.001523	39	
25	Polygon	5	400	0.214338	0.000792	11	
26	Polygon	6	400	0.27719	0.00111	0	
27	Polygon	7	400	0.225721	0.00088	0	
28	Polygon	7&18	400	0.383409	0.001482	53	
29	Polygon	8	400	0.298709	0.001403	1	
30	Polygon	9	400	0.331854	0.001417	39	
31	Polygon	FR	400	1.171069	0.004954	0	
32	Polygon	KN	400	0.432806	0.002033	14	
33	Polygon	KT	400	0.232666	0.00084	4	
34	Polygon	X	400	0.145307	0.000621	16	
1	Polygon	1	400	0.289499	0.001209		12
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3	Polygon	11a	400	0.360908	0.001426		5
4	Polygon	11b	400	0.341323	0.001347		0
5	Polygon	12	400	0.266228	0.001535		55
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11	Polygon	18	400	0.085588	0.000344		0
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14	Polygon	20&21	400	0.19677	0.000815		10
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18	Polygon	24	400	0.178108	0.000829		3
19	Polygon	25	400	0.140248	0.000611		7
20	Polygon	26&27	400	0.522247	0.00211		43
21	Polygon	28	400	0.097553	0.000397		6
22	Polygon	29	400	0.088593	0.000391		23
23	Polygon	3	400	0.223818	0.000893		34
24	Polygon	4	400	0.36657	0.001523		43
25	Polygon	5	400	0.214338	0.000792		13
26	Polygon	6	400	0.27719	0.00111		0
27	Polygon	7	400	0.225721	0.00088		1
28	Polygon	7&18	400	0.383409	0.001482		60
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32	Polygon	KN	400	0.432806	0.002033		27
33	Polygon	KT	400	0.232666	0.00084		4
34	Polygon	X	400	0.145307	0.000621		21

Prioritisation - Improving road safety: Scoring

Row Labels	Sum of DBC Count	Sum of Collision count	Proximity to collision Score_H1	Whether they are close to A roads Score_H2	Score_H
1	11	12	2	1	2
2	9	9	2	0	2
3	32	34	2	1	2
4	39	43	2	0	2
5	11	13	2	1	2
6	0	0	0	0	0
7	0	1	1	0	1
8	1	1	2	1	2
9	39	40	2	1	2
10	11	12	2	1	2
12	52	55	2	1	2
13	1	2	2	0	2
14	1	2	2	0	2
15	0	2	1	1	1
16	4	4	2	1	2
17	0	0	0	1	1
18	0	0	0	1	1
19	0	0	0	0	0
22	15	15	2	1	2
24	2	3	2	1	2
25	7	7	2	1	2
28	6	6	2	0	2
29	23	23	2	1	2
11a	0	5	1	1	1
11b	0	0	0	1	1
20&21	10	10	2	1	2
23a	16	16	2	1	2
23b	46	48	2	1	2
26&27	43	43	2	1	2
7&18	53	60	2	1	2
FR	0	1	1	0	1
KN	14	27	2	1	2
KT	4	4	2	1	2
X	16	21	2	1	2
Grand Total	466	519			

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North Northamptonshire Greenway
Design Recommendations Booklet

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1. Burton Latimer to Irthlingborough

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5. Best practice

1. Burton Latimer to Irthlingborough

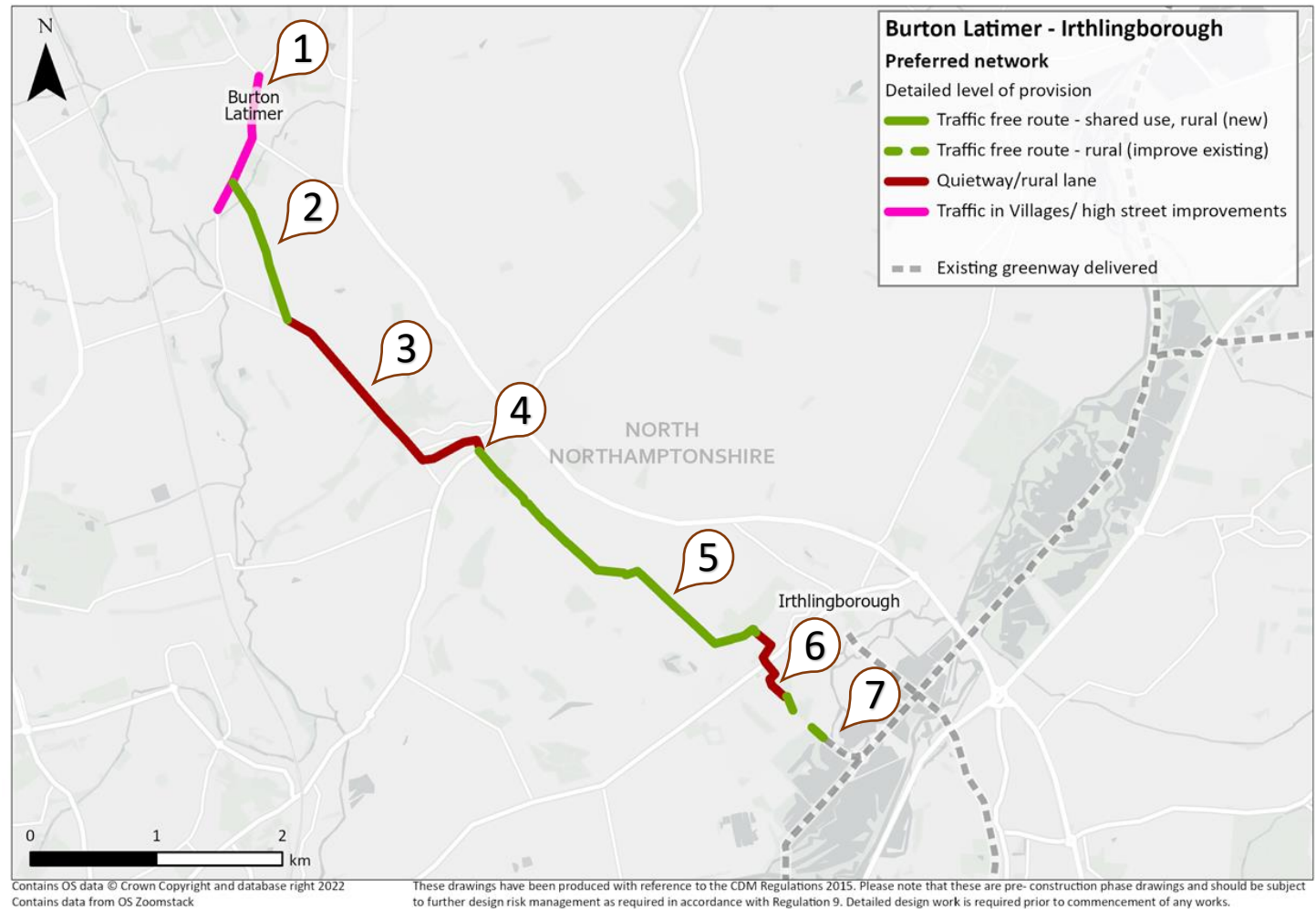
Summary of existing conditions

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Summary of existing conditions

Design Recommendations

1. Undertake Traffic in Villages improvements along High Street and Finedone Road in Burton Latimer such as introducing gateway features and a 20mph speed limit, a change in surface treatment and widening footways where possible to make it suitable for on-carriageway cycling.
2. Create a shared use traffic free route between Finedon Road and Station Road along the alignment of the existing footpath, including provision of adequate surfacing and signage.
3. Provide an on-carriageway quietway route along Station Road and through Finedon through rural traffic calming, reducing the speed limit and, potentially, rural modal filtering.
4. Provide a toucan crossing across A510 Wellingborough Road and improve the Summerlee Road and Walker's Way junctions.
5. Improve the surface quality and provide wayfinding along the existing footpath between Summerlee Road and Windmill Road.
6. Provide signage and wayfinding along Windmill Road, Victoria Street, Spencer Road and Allen Road which are already quiet residential streets suitable for on-carriageway cycling.
7. Improve the footpath between Allen Road and the existing East Northamptonshire Greenway route to provide a continuous high-quality route.



Costing

Burton Latimer to Irthlingborough

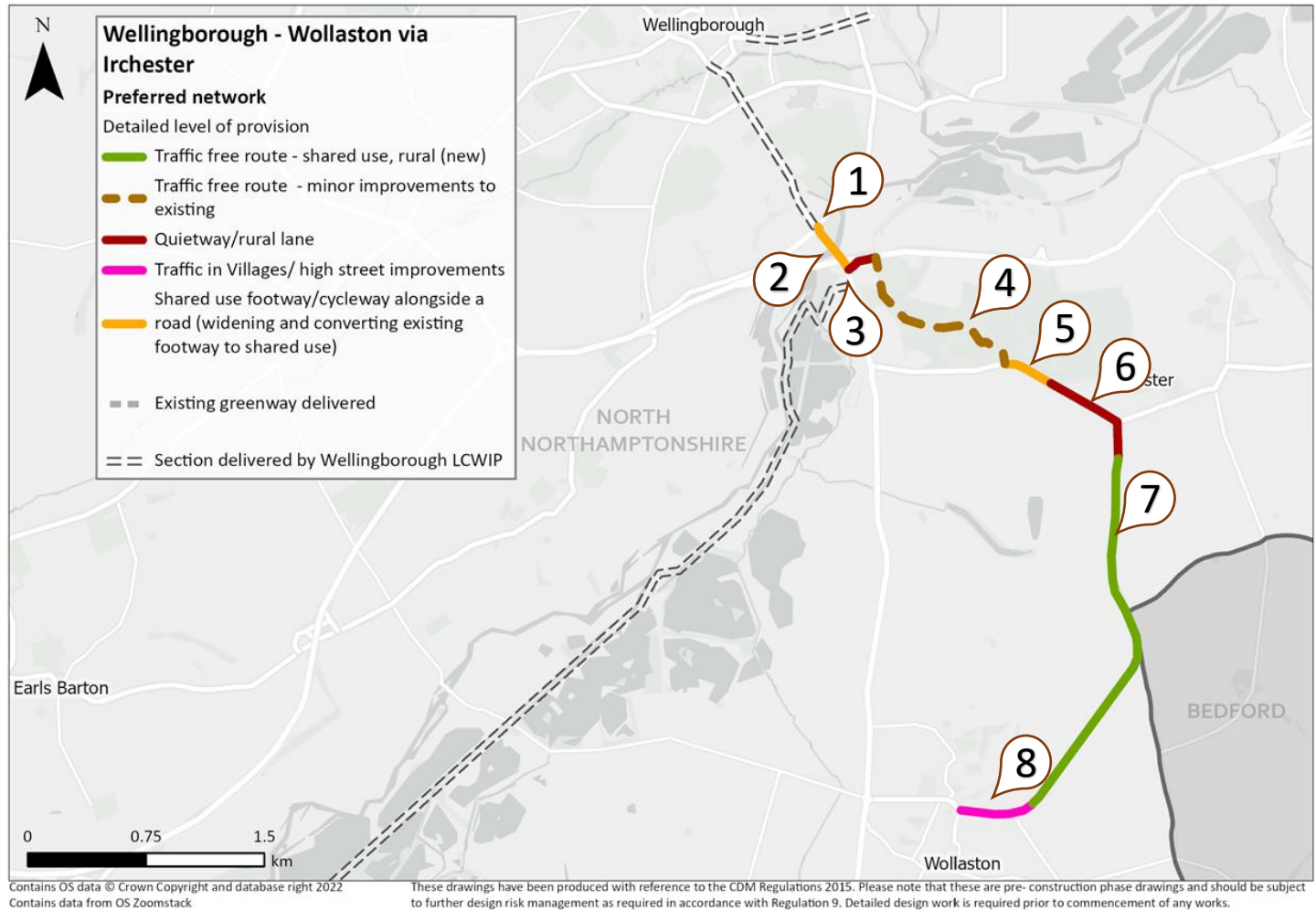
Detailed route typology	Length within NN	Cost per km	Cost
Traffic free route - shared use, rural (new)	4.07	£255,000	£1,037,330
Quietway/rural lane	2.82	£55,000	£155,324
Traffic in Villages/ high street improvements	1.13	£150,000	£169,500
Traffic free route - rural (improve existing)	0.45	£205,000	£92,804
	8.47		£1,454,959
Point interventions	Counts within NN		
Priority Junction/ Side Street Treatments/+ new crossing	1		£100,000
Total			£1,554,959

Summary of existing conditions

Summary of existing conditions

Design Recommendations

1. Provide a toucan crossing on London road.
2. Widen and resurface the existing footway to provide a shared use footway/cycleway along London Road.
3. Provide a transition from the shared use path to carriageway and providing signage along Daniels Road which is already low traffic and suitable for on-carriageway cycling.
4. Undertake minor improvements to the existing traffic-free route through Irchester Country Park
5. Upgrade the existing footway on the northern side of Gipsy Lane to a shared use footway/cycleway.
6. Transition cyclists from the shared use provision to carriage-way supported by gateway features, 20mph speed limit and traffic calming following a Traffic in Villages approach.
7. Provide a new traffic-free route adjacent to Wollaston Road, ideally behind the hedge within the field boundary.
8. Undertake Traffic in Villages improvements along Irchester Road in Wollaston.



Costing

Wellingborough to Wollaston				
Detailed route typology	Length within NN	Cost per km	Cost	
Quietway/rural lane		0.91	£55,000	£50,319
Traffic free route - minor improvements to existing		1.22	£50,000	£61,000
Traffic free route - shared use, rural (new)		2.43	£255,000	£620,860
Shared use footway/cycleway alongside a road (widening and converting existing footway to shared use)		0.66	£305,000	£200,995
Traffic in Villages/ high street improvements		0.48	£150,000	£71,654
		5.71		£1,004,827
Point Interventions				
Nil				
Total				£1,004,827

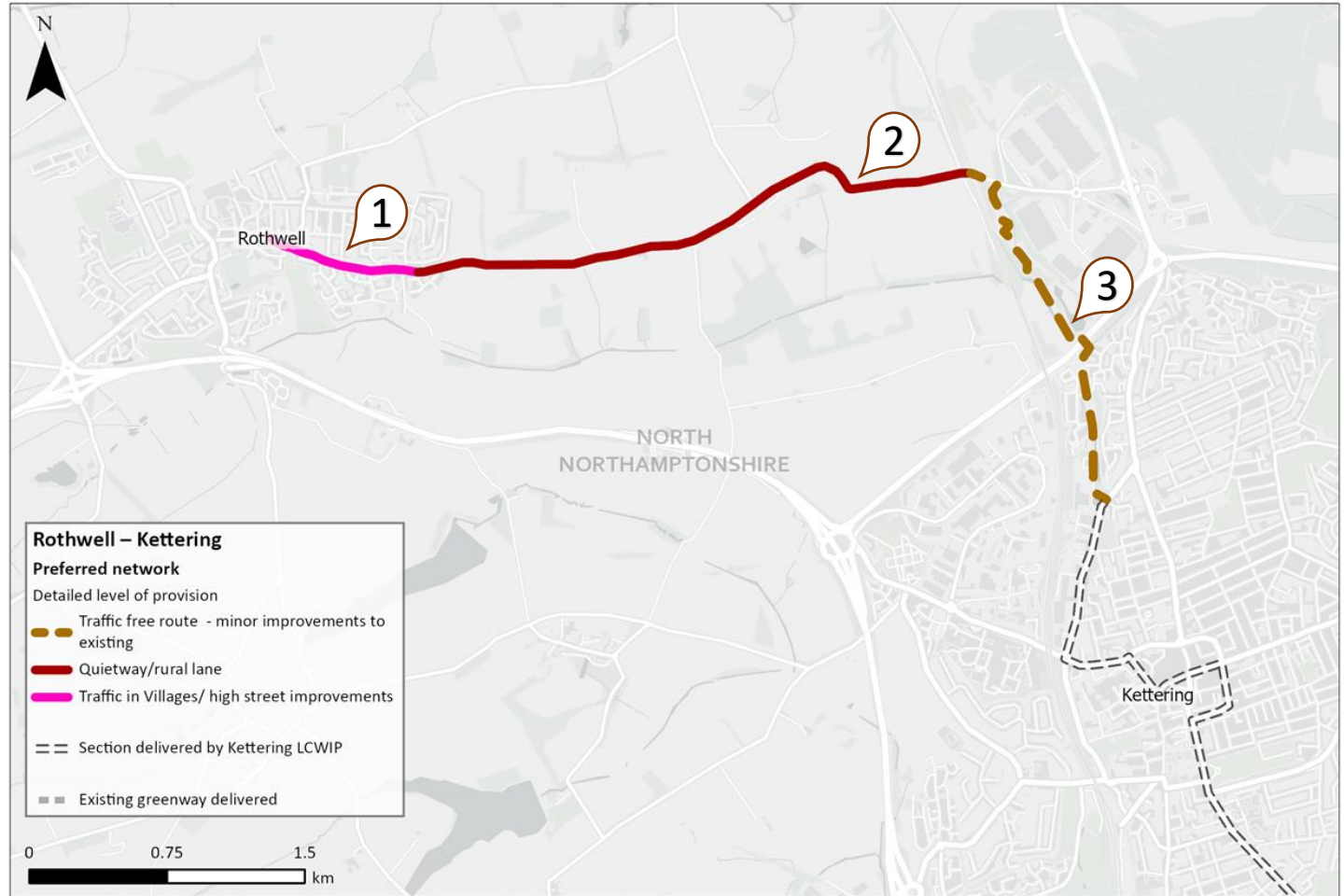
Summary of existing conditions

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Summary of existing conditions

Design Recommendations

1. Provide an on-carriageway route along the high street in Rothwell through Traffic in Villages measures such as gateway features, reducing the speed limit to 20mph, introducing traffic calming feature such as placing zebra crossings on raised tables, tighten side road junctions and widening footways where possible.
2. Provide an on-carriageway quietway route along Glendon Road as far as the railway line through rural traffic calming, reducing the speed limit and, potentially, rural modal filtering.
3. Undertake minor improvements to the existing traffic-free route between Glendon Road and Northfield Avenue to connect to the proposed LCWIP route into Kettering town centre.



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These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

Costings

Rothwell to Kettering			
Detailed route typology	Length within NN	Cost per km	Cost
Traffic in Villages	0.83	£150,000	£124,662
Quietway/rural lane	3.21	£55,000	£176,471
Traffic free route - minor improvements to existing	2.21	£50,000	£110,582
Total	8.17		£411,716

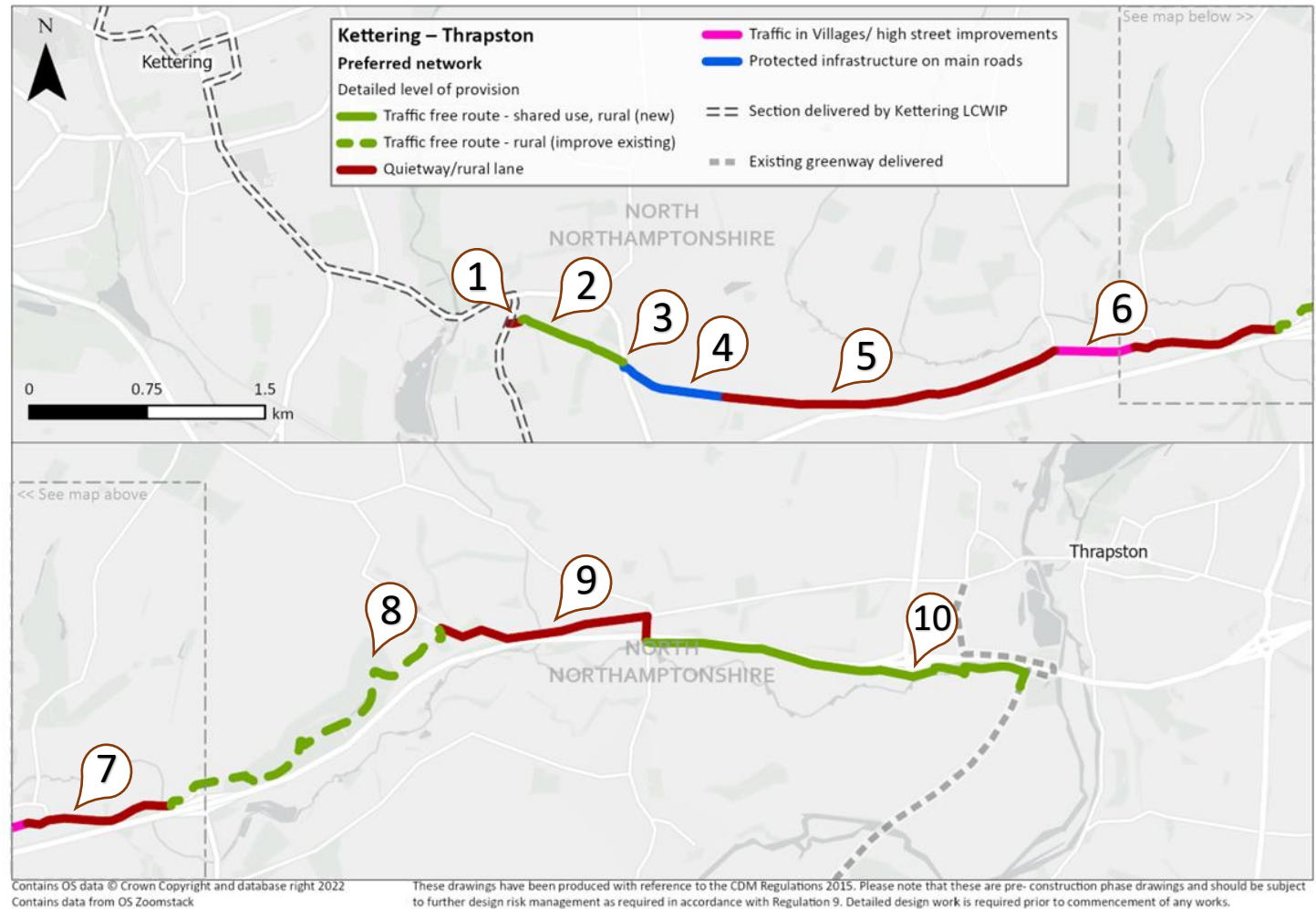
Summary of existing conditions

Summary of existing conditions

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Design Recommendations

1. From the proposed LCWIP route on St Botolph's Road, provide a signed route along the crescent (also St Botolph's Road) which is already a quiet residential street suitable for cycling.
2. Improve to existing footpath between St Botolph's Road and Barton Road to make it suitable for cycling including width, surface and wayfinding
3. Provide a toucan crossing at the junction of Barton Road and Cranford road to connect the traffic-free route to the proposed protected cycling infrastructure on Cranford Road.
4. Provide protected cycling infrastructure along Cranford Road between Barton Road and Hanwood Park Avenue (where recent and proposed development means shared use is not appropriate) such as a stepped cycle track.
5. Transition cyclists to the carriageway at Hanwood Park Avenue using quietway measures such as a 20mph limit, and centre line removal to create safer conditions for cycling.
6. Undertake Traffic in Villages improvements along High Street through Cranford.
7. Return to the quietway approach heading east from Cranford until Twywell Gullet.
8. At Twywell Gullet improve the existing footpath between Cranford and Twywell to provide a traffic-free route.
9. Return to the quietway approach heading east from Twywell along Kettering Road to Thrapston Road.
10. Improve the existing public right of way south of the A14 to create a link to the existing Greenway south of Thrapston.



Costings

Kettering to Thrapston			
Detailed route typology	Length within NN	Cost per km	Cost
Quietway/rural lane	6.22	£55,000	£342,327
Traffic free route - shared use, rural (new)	5.93	£255,000	£1,511,975
Protected infrastructure on main roads	0.72	£1,115,000	£806,621
Traffic in Villages/ high street improvements	0.52	£150,000	£77,274
Traffic free route - rural (improve existing)	2.38	£205,000	£488,404
	15.77		£3,226,601
Point Interventions	Counts within NN		
Toucan crossing	1		£70,000
Total			£3,296,601

4- Best Practice

Traffic free routes

Traffic free routes are direct routes through PRowWs which ensure safe and smooth movement of non-motorised traffic in a complete traffic free environment. It involves resurfacing of existing paths and wayfinding measures to allow cyclists and pedestrians.

Quietways/ rural lanes

Quiet lanes are shared use lanes which initiate use of cycle and walking within the area as it ensures safety from motorised transport. Traffic calming measures like bollards as modal filters, speed limit changes like 20mph zones, speed bumps etc. can help promote and develop sustainable ways of commuting.

Traffic in Villages

Traffic in Villages was prepared as a toolkit to help rural councils in England and local groups understand the core principles for reducing speed, improving safety, and retaining local distinctiveness. It has particular focus using physiological traffic calming measures within the public realm to reduce the impact of vehicle traffic and promote local distinctiveness in the design of villages.

Shared use footway/ cycleways

Where it is not feasible to deliver traffic-free routes or routes along quiet lanes, widening existing footways to create shared use paths alongside main roads outside built up areas where flows of both pedestrians and cyclists are relatively low can be a cost-effective option to deliver parts of the network. It is recommended these facilities should be considered as, and designed to be, bi-directional cycle tracks that can be used by pedestrians rather than as footways that cyclists are allowed to use. Therefore, improvements should include:

- Providing priority for cyclists at priority junctions
- Providing suitable crossings (e.g. signalised/ grade separated) at major junctions
- Widening the routes in line with the guidance within LTN1/20 on bi-directional cycle tracks
- Resurfacing/ addressing defects where necessary
- Providing centre lines to encourage cyclists and pedestrians to keep to the left to minimise conflict

Protected infrastructure on main roads

In more built-up areas where pedestrian and cycle flows are too high for shared use footpaths, protected cycling infrastructure should be provided within the carriageway. These routes are focussed on the existing main road network comprising of both A and B roads within towns. Most of these types of routes are covered in existing LCWIPs and are therefore not duplicated here but there are a small number of sections of route where this typology is appropriate.

Crossings and Junctions

Crossings enable cyclists to cross the road at right angles to the motor traffic flow - they are essentially junctions that are only accessible to cycle and pedestrian traffic. They may be used to connect off-carriageway cycle routes across a major road or to enable connections with quieter street networks via cycle-only access points.

Cycle Parking

The availability of cycle parking facilities at either end of a trip will heavily influence the decision to travel by bicycle. The absence of secure parking will deter some people or make cycling impossible. Cyclists that experience repeated cycle theft will sometimes stop cycling altogether. Cycle parking is integral to the cycle network and can be introduced relatively quickly. Cycle parking is important for integration with public transport for multi-modal journeys.

As with other cycle infrastructure, cycle parking and access to it should be safe, direct, comfortable, coherent, and attractive. A proportion of cycle parking should be accessible to all with some provision for larger cycles as well as bicycles. Design of cycle stands should take into account at what height different types of bikes need to be secured.

Signage and wayfinding

Legible and coherent design can help minimise the need for signs. However, some signs are required to help enforce traffic laws, and direction signs are needed to ensure people can understand and follow the route. Signs must be designed and positioned carefully to ensure the signs themselves do not create confusion or undue street clutter.

An effective wayfinding strategy will result in users feeling like they are being guided along a route and removes the need for cyclists to stop to consult maps or phones. Direction signage should be provided at every decision point and sometimes in between for reassurance. Arrow markings on the carriageway can also assist with wayfinding at transition points.

Best Practice: Traffic free routes



Greenway entrance points are a good location for branding and artwork and should always be accessible (Swinton Greenway, Greater Manchester)



In areas with higher pedestrian and cycle flows, markings on the ground can provide helpful reminders for cyclists to use routes considerably (London Fields)

Best Practice: Quietways/ rural lanes



Gates where residents and farmers who need access are provided with a key can cost effectively create rural quietways (Knaresborough, North Yorkshire)

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Artwork reflecting the heritage can add interest to greenways (Bridgewater Canal, Salford)



Greenways should be designed to be comfortable, attractive and accessible to all users (Swinton Greenway, Greater Manchester)



Bollards spaced intermittently along quieter rural roads can provide protected space for vulnerable users (Jersey)

Best Practice: Quietways/ rural lanes



Quietway designations can lead to slower vehicle speeds and safer, more comfortable conditions for pedestrians, cyclists and horse riders (Bucklebury)

Best Practice: Traffic in Villages



Planters can help soften traffic calming features (Cobham)



Rural traffic calming can be designed to minimise its visual impact (Pattingham)

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Raised table can be used on rural lane to encourage slower speeds where sightlines are poor (Jersey)



Extract from Traffic in Villages showing key design principles



Speed calming measures can serve as gateway features as part of a Traffic in Villages approach (Goring)

Best Practice: Shared use footways/cycleways



Shared use footways/cycleways should have a buffer to the carriageway where possible, especially on faster roads (Cambridge)

Best Practice: Protected infrastructure on main roads



Light segregation using flexible bollards is a cost-effective way of created protected space for cycling (Green Lanes)



Bolt-down kerbs which can look less visually intrusive than wands are another option for creating cycle tracks (Kingston Hill)

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A dashed centre line on a shared footway/cycleway can help remind users to keep to the left to minimise conflict (Netherlands)



Constructing cycle tracks at (or close to) footway level can be a good solution where space is very constrained (Waltham Forest)



SuDS and green infrastructure should be delivered alongside active travel infrastructure wherever possible (Greater Manchester)

Best Practice: Crossings & Junctions



Toucan crossings over main road are useful to link sections of greenways



In more urban areas with slower speed limits, Parallel Crossings provide an excellent level of services for pedestrians and cyclists (London)

Best Practice: Cycle Parking



Cycle parking at key destinations such as town centres should be accessible and have good natural surveillance (Kettering)



Uncontrolled crossings with wide central refuges can be used where signal controlled crossings are not appropriate (Burgess Hill)



On faster roads, a good level of service can be provided for cyclists even where motor vehicles retain priority (Greater Manchester)



Cycle parking at key leisure and tourism destinations should be plentiful and easy to find, ideally close to the entrance (RHS Bridgewater)

Best Practice: Cycle Parking



Cycle parking should be provided along greenways to allow people to stop and rest, play or take picnics (Taff Trail, Cardiff)

Best Practice: Signage & Wayfinding



Signage and information boards can help add value and interest to greenways (RHS Bridgewater greenway)



Fingerpost signage can be helpful where several routes converge (Bracknell Forest park, London)

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Cycle parking located next to bus stops can make public transport more accessible for people living in rural areas who may not live within walking distance of public transport (Jersey)



Signage can be used to encourage considerate use by different users



Community artwork can help foster a sense of pride and ownership in greenways and reduce incidents of antisocial behaviour (Port Salford Greenway, Greater Manchester)

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Wellingborough to Rushden

30 May 2022



About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

Our vision

A society where the way we travel creates healthier places and happier lives for everyone.

Our mission

We make it easier for people to walk and cycle.

How we work

- **We make the case for walking and cycling** by using robust evidence and showing what can be done.
- **We provide solutions.** We capture imaginations with bold ideas that we can help make happen.
- **We're grounded in communities,** involving local people in the design, delivery and maintenance of solutions.

What we do



Contact us

To find out more, please contact: Name Surname (email.on.one.line@sustrans.org.uk)

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Revision	Description	Author	Check	Date
text				

Executive summary

The focus of this study is assessing the feasibility of creating a new, commuter and leisure route from Wellingborough to Rushden. The route will make use of the many existing quiet lanes, Public Rights of Way (PROW) and access tracks within the Nene Valley and existing disused railway greenways within Wellingborough and Rushden

The proposed Cycleway will provide a quiet lane and traffic-free route, connecting the urban centres of Wellingborough and Rushden. The proposed route has been considered with a sealed tarmac surface, at least 3m in width with access at multiple key locations.

The route could be used very practically, eventually linking to the LCWIP route into Rushden town centre and to Wellingborough train station at the opposite end.

Further benefits will come as this multi-user trail re-uses as much as possible the old Wellingborough to Little Irchester and Wellingborough to Rushden/Higham Ferrers railway alignments between the two.

Like all trails the development of this one relies on the goodwill of landowners, the ability to overcome Engineering challenges and Ecological biodiversity.

At £xm nothing is a foregone conclusion, but the access to open space, rural countryside, and the ability of small-scale enterprises to set up and flourish should not be underestimated.

There are few significant engineering challenges, but those that exist provide a different perspective on the world.

Two new bridges are proposed over the river Nene and that will create better accessibility for users to commute from the two towns and an opportunity to explore further afield.

The Nene Valley is home to nesting birds and opening the area to users may cause disturbance to this ecologically important habitat, which may seem on the face of it ecological desecration, but on the other hand, the path is currently already being used as an access track by the public and therefore the biodiversity in the location are accustomed to its usage.

1. Introduction

North Northampton Council has commissioned Sustrans to undertake a masterplan study to investigate the creation of a new cycleway utilising existing PROW, private tracks, and quiet lanes.

Severance to active travel between Wellingborough and Rushden has been caused by the A45, part of the National Highways' Strategic Road Network.

In this study the cycleway has been designed with a sealed surface, meaning it is suitable for all mobility needs – walkers, cyclists, people with pushchairs, users of wheelchairs and mobility scooters.

There are two developments that form important parts of the Irthlingborough/Rushden to Wellingborough links.

The development of a high-quality multiuser greenway link through to Wellingborough will connect people with employment opportunities in the town, in Rushden, at Rushden Lakes and in Irthlingborough.

Retail and Leisure opportunities at Rushden Lakes, and historic Northamptonshire at Chester House Estate.

The greenway unlocks a valuable new, free facility for local people facility for local people, connects communities and improves local access to green space and the natural environment.



Fig 01 Existing bridge over the creek on the River Nene, inaccessible for many potential users.



Fig 02 Artistic impression of a replacement structure, wider and more accessible for all users as part

1.1 Background to the project

The existing predominantly rolled stone surfaced Greenway between Rushden and Thrapston with links to Irthlingborough, makes up 17 kilometres of traffic free provision, mostly along disused railway line. The existing Greenway is a well-used, popular route for both leisure and utility journeys.

The potential to extend the existing East Northamptonshire Greenway and NCN536 from Irthlingborough/ Rushden to Wellingborough has long been recognized by the Greenways board (previously the East Northamptonshire Greenways Board) and is included in the Greenways forward Plan which aims to eventually provide a traffic free Greenway all the way to Northampton.

The link to Wellingborough is also supported by Local Wellingborough and Rushden politicians.

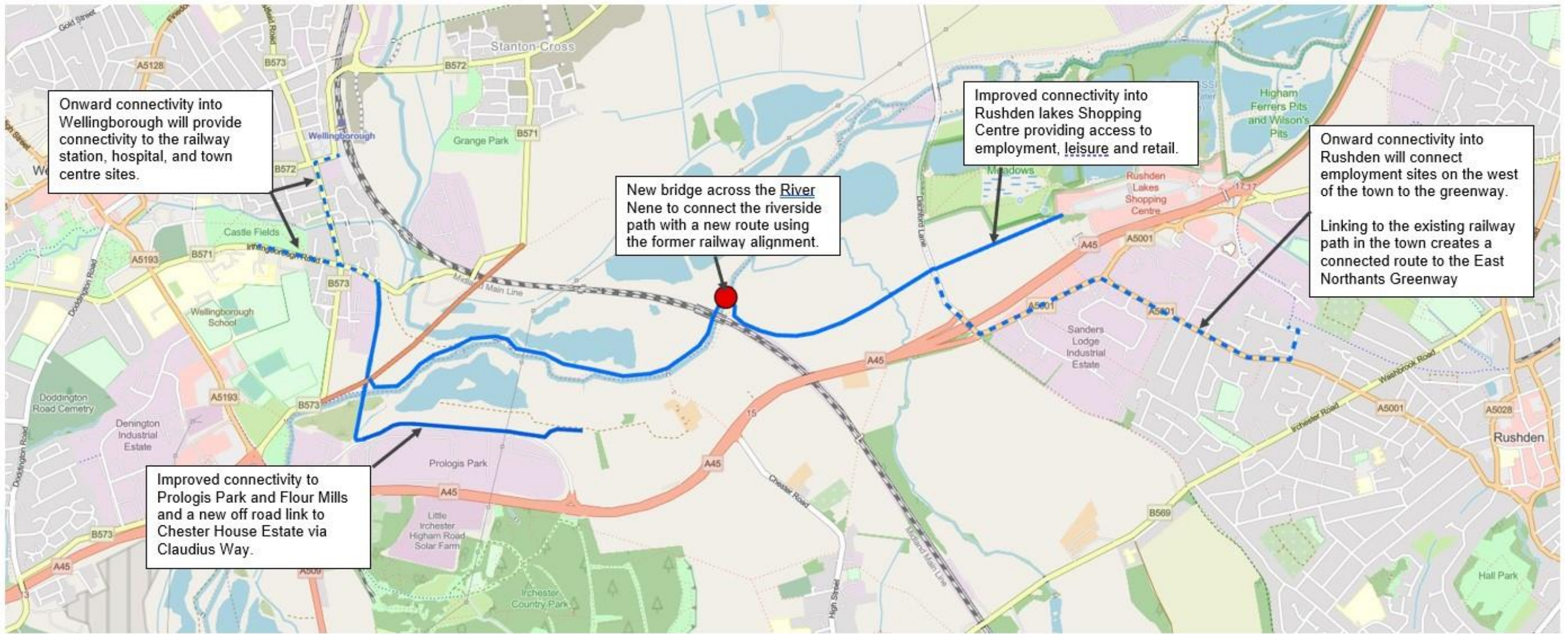


Fig 03 Wellingborough to Rushden and associated connections.

2. NCN principles

2.1 Why we have the NCN principles:

The National Cycle Network design principles set out key elements that make the Network distinctive and need to be considered during design of new and improved routes forming part of the Network.

Where the Network is not traffic-free it should either be on a quiet-way section of road or be fully separated from the carriageway.

For a National Cycle Network route on a quiet-way section of road traffic speed and flows should be sufficiently low with good visibility to comply with design guidance for comfortable sharing of the carriageway.

Signs and markings should highlight the Network.

Whilst the Council and partners may not necessarily have considered the development of the greenway ultimately becoming part of the National Cycle Network it fills a gap in this network and would be considered part of NCN 536.

Sustrans, in alliance with the Department for Transport, have agreed a set of key design principles for all routes.

Principle 1:

Traffic-free or quiet-way

Where the Network is not “traffic-free” it should either be on a quiet-way section of road or be fully separated from the adjacent carriageway.

For a National Cycle Network route on a quiet-way section of road the traffic speed and flows should be sufficiently low enough to encourage cycling for all ages and abilities.

It should have good visibility to comply with design guidance to allow for comfortable sharing of the carriageway.

Signs and road markings should highlight the Network.



Figure 4: Safe crossing for all, helping continuity on traffic free routes

Principle 2:

Wide enough to accommodate all users.

Width of a route should be based on the level of anticipated usage, allowing for growth. A minimum width of 3m shall be delivered.

Where it is not possible to deliver this, all other avenues should be fully explored before path widths are reduced.

Physical separation between users should be considered where there is sufficient width and a higher potential for conflict between different users.

Structures should be designed to maximise movement space. A minimum path width between parapets of 4m shall be maintained.



Figure 5: At grade crossing of side road with separation for traffic, cyclists and pedestrians

Principle 3:

Designed to minimise maintenance.

A maintenance plan should be put in place during the development process.

Construction quality should be maximised to minimise future maintenance needs.

New planting should be kept well clear of the path.

Sufficient tree work should be undertaken as part of construction to minimise future issues.

Routes should be managed in a way that enhances biodiversity.



Figure 6: Easily maintained

Principle 4:

Signed clearly and consistently.

Signage should be a mix of signs, surface markings and wayfinding measures.

Every junction or decision point should be signed.

Signage should be part of a network-wide signing strategy directing users to and from the route.

Signage should direct users of the Network to trip generators such as places of interest, hospitals, universities, colleges.

Signage should be used to increase route legibility and branding of routes.

Signage should help to reinforce responsible behaviour by all users.



Figure 7: Clear signing

Principle 5:

Smooth surface that is well drained.

Path surfaces should be suitable for all users, irrespective of age, ability, or mobility needs.

Path surfaces should be maintained in a condition that is free of undulation, rutting and potholes.

Path surfaces should be free draining and verges finished to avoid water ponding at the edges of the path.

In, or close to, built-up areas a Network route should have a sealed surface to maximise the number of path users.



Figure 8: Smooth, tarmac surface, accessible for all non-motorised users

Principle 6:

Fully accessible to all legitimate users.

All routes should accommodate a cycle design vehicle 2.8 metres long x 1.2metres wide.

Any barrier should have a clear width of 1.5 metres.

Gradients should be minimised and as gentle as possible.

The surface should be maintained in a condition that makes it passable by all users.



Figure 9a: Accessible for all



Figure 9b: Corridors that provide continuity, that create short-cuts and are away from traffic, in attractive environments

Principle 7:

Feel like a safe place to be.

Route alignments should avoid creating places that are enclosed or not overlooked.

Consideration should be given as to whether lighting should be provided.



Figure 10: Safe for all

Principle 8:

Enable all users to cross roads safely.

Road crossings should be in accordance with current best practice guidance.

Approaches to road crossings should be designed to facilitate a slow approach speed to a crossing, have enough space for several users to wait safely.

Signalised road crossings should be designed to minimise the wait time for NCN users. Where possible advanced notification systems should be used.

All grade separated crossings should provide step-free access.



Figure 11: Safe crossing for all

Principle 9:

Be attractive and interesting.

Network routes should be attractive places to be in and pass along.

Landscaping, planting, artwork, and interpretation boards should be used to create interest.

Seating should be provided at regular intervals along a route.

Opportunities should be taken to enhance ecological features.



Figure.12: Attractive and interesting areas

3. Guidelines and Standards

The most relevant guidance is listed on the Sustrans website at <https://www.sustrans.org.uk/for-professionals/infrastructure> . Local Authority Guidance and policies are also relevant. Examples of relevant guidance are given in this chapter.

General guidance for England

- **Department for Transport LTN 1/20 Cycle Infrastructure Design**
- **Highways England CD 195 Designing for cycle traffic**
- **Department for Transport Local Transport Notes**
- **LCWIP Technical Guidance for Local Authorities (DfT).**



Low Traffic Neighbourhoods

- **Sustrans introductory guide to low-traffic neighbourhood design**
- **Manual for Streets**
- **Slow Streets Sourcebook (Urban Design London)**
- **Streetscape Guidance (Transport for London)**
- **Achieving lower speeds: the toolkit (TfL).**



Local Authority Guidance and Policies

The most relevant guidance / policies to the successful development of this corridor are listed below. Sustrans has not reviewed each policy in extensive detail.

North Northamptonshire Joint Core Strategy

This includes thoughts round the development and delivery of green infrastructure and linking this with water based (blue) infrastructure. The opportunities that developing this corridor will ensure that walking / cycling can be developed to enhance water borne habitats and eco-systems. Northamptonshire Transport Strategy.

Policy 19 sets out the intention for the development / maintenance and enhancement of such corridors and multi-functional spaces and corridors.

Northamptonshire Transport Strategy

Cycling Policy 8 - Cycle friendly infrastructure will be developed at, and on key routes leading to, transport interchanges and key bus stops. Cycling Policy 9 - New developments will be required to demonstrate or provide connectivity to the existing cycling network and within the development as appropriate.

Wellingborough Town Transport Strategy.

Under Cycling the Strategy states the following about the future of the East Northamptonshire Greenway:

‘During previous consultation with local communities a desire was expressed for a cycling link between Wellingborough and Northampton – particularly in respect of linking the outlying Wellingborough Town Transport Strategy 63 industrial areas which are around 6 miles apart. This will be considered in further detail as part of the Cycling Strategy. In a similar vein, the recently approved Rushden Lakes will become a major attractor for those living in Wellingborough. All opportunities to provide cycling links, should be investigated and integrated with the build out of Wellingborough East.’

Plan for Borough of Wellingborough

Policy GI1 of this 2019 document recognizes the development of Local Green Infrastructure corridors. The development of the new corridor will need to ensure that the design and development of it protects and enhances the existing green routes and there subsequent connections. The corridors of both the River Nene and the River Ise are strongly linked and interlinked within the borough.

East Northamptonshire Local Plan Part 2

Policy EN7 relates to the development of green infrastructure, and Policy EN8 is specifically related to the development and strengthening

of how this route brings local enhancements and connections to the wider network of routes.

River Ise Strategic Plan

The Ise valley runs north-south around the eastern edges of Wellingborough. Whilst much of the strategic plan covers an area outside of this study area the South Ise zone of this plan is appropriate.

East Northamptonshire Council Economic Growth, Tourism and, Regeneration Strategy:

The Greenway is highlighted as a key network underpinning local tourism development.

Northamptonshire Enterprise Partnership (NEP) Strategic Economic Plan.

Notes the Greenway as a key infrastructure tool to enable connectivity.

LTN 1/20 Cycle Infrastructure Design and its implications for design options.

The Government set out its ambitions to see a “step change in cycling and walking in coming years” in Gear Change – A bold vision for cycling and walking (Department for Transport, July 2020). The document sets out key design principles, which are the basis for the updated national guidance for highway authorities and designers, given in LTN1/20.



Although LTN 1/20 is issued as guidance its adoption will also be a condition for

Government funding of all local highways’ investment, as well as new cycle infrastructure.

“It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.

The Department for Transport will also reserve the right to ask for appropriate funding to be returned for any schemes built in a way which is not consistent with the guidance. In short, schemes which do not follow this guidance will not be funded.” (Extract from Foreword LTN1/20)

LTN 1/20 has therefore been taken as the starting point when considering design options for this scheme. Some of the major implications in relation to the space needed for cycling, to ensure that the guidelines are met are:

- Properly protected bike lanes, cycle-safe junctions and interventions for low-traffic streets are needed for the whole scheme, with little scope for exceptions.
- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond.
- On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.
- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
- Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles.

LTN 1/20 notes that physical separation of cyclists from motor traffic can be an option in all situations but may not be necessary at lower

speeds and lower volumes of traffic. This is an important factor in scheme design because measures that reduce traffic volumes and/ or speeds can change the requirements for provision for cyclists.

LTN 1/20 has many other implications for cycle infrastructure design and maintenance and needs to be read as a whole, to fully understand the required design standards (including the Cycling Level of Service Tool and Junction Assessment Tool). To justify expenditure on this scheme the whole scheme has to be to a good standard and there should be no Critical Fails using the Cycling Level of Service Tool, with junctions to a good standard for all movements.

Figure 4.1 and table 6.1 of LTN 1/20 (overleaf) shows the appropriate protection from motor traffic on highways, with the aim being that traffic flow, speed and type of separation should fit within the green area.

The space needed for cycling needs to allow for pedestrians and needs to be separated from motorised traffic by the desired or absolute minimum separation as outlined above, with absolute minimum a last resort.

LTN 1/20 generally recommends that cyclists are segregated from pedestrians but suggests that:

“Shared use may be appropriate in some situations, if well-designed and implemented.”

The guidance on widths for rural routes is given in Table 6-3, which states that for routes recommended minimum width is 3m. This is the width that has been used throughout for this study. In the villages cyclists need to be segregated from pedestrians and a width of 3m

has also been used for a bi-directional cycleway reduced to 2.5m at pinchpoints.

For rural roads the speed limit is generally 60mph or 50mph, which means that any path must be at least 1.5m from the edge of the carriageway. Paths also must be kept well clear of hedges, which could be another 2m, so with a 3m wide path that means that at least 6.5m of highway verge space would be needed to construct a new path carrying less than 300 pedestrians per hour and less than 300 cyclists per hour the

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Green	Yellow
	6000+	Green	Green	Green	Green	Yellow/Red
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Yellow/Pink
	6000+	Green	Green	Green	Yellow	Yellow/Pink
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

Healthy Streets

Healthy Streets are a measure of how healthy our environment is. It is a recognition that “Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health.”
<https://www.healthystreets.com/what-is-healthy-streets>



There are 10 evidence based Healthy Streets indicators as shown below and streets can be assessed and given a score, which can be audited.

The expectation is that Local Authorities and designers should aim to improve the Healthy Streets score on their streets and for any new infrastructure an assessment should be made before design work starts and after a scheme has been delivered. To properly assess a street, traffic flow data is needed, and the professionals involved should have been trained in the process.

For this study it is premature to conduct Healthy Streets Audits, but as options are developed Healthy Streets audits of the village streets should be completed, with a clear aim of improving the healthy streets score on the streets concerned.

4. Design constraints

4.1 Environment Agency

The route sits within the Nene valley, and roughly 50% of the proposed alignment falls within recognized flood zones. Development of the greenway is regarded as being water compatible development and therefore although a concern should not be regarded as a "showstopper".

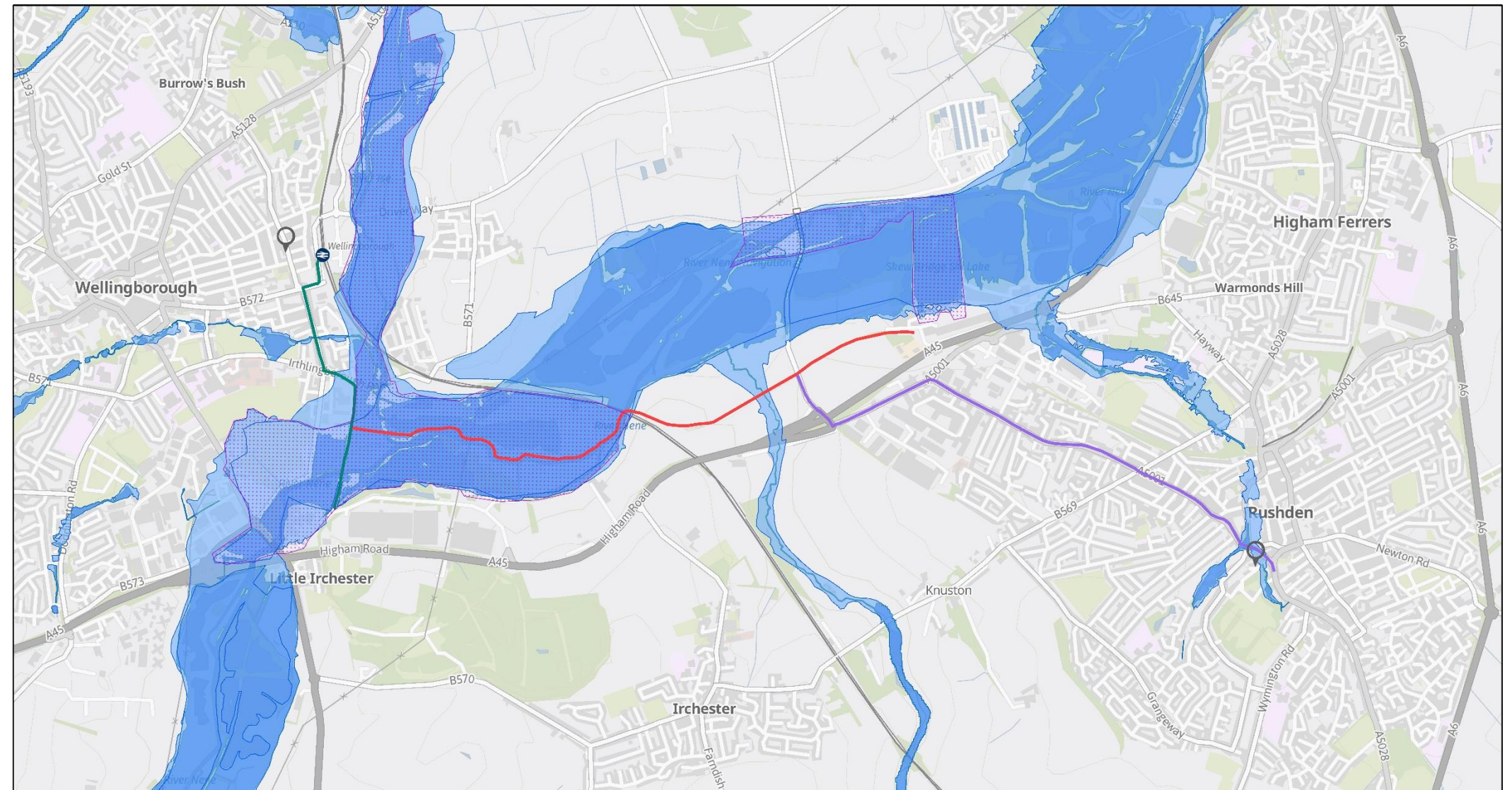
River Nene

The River Nene floodplain impacts a large section of route within the western end of the overall project.




The design and development of new structures over the River Ise and River Nene will need to consider known flood levels and allow for increased impact through climate change, as well as the navigation clearance requirements of the River Nene.

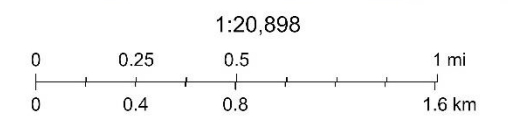
Bespoke environmental permits for flood risk activities will need to be sought.

The Environment Agency is actively engaged in communications about the project and is supportive of the greenway. They, together with the Lead Local Flood Agency, will be a key party to ensuring that the developed designs fit the requirements for locally managing flood risk.



6/10/2022

-  Environment Agency: Flood Warning Areas
-  Environment Agency: Flood Map for Planning (Rivers and Sea) - Flood Zone 3
-  Environment Agency: Flood Map for Planning (Rivers and Sea) - Flood Zone 2



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Contains data from OS Zoomstack

Fig 13 Environment Agency flood risk mapping

The design and construction of the main greenway route will need to take into consideration both the practicality of maintenance and the timing for construction.

This is not going to be a quick project, and ecological surveys / mitigation works may preclude main construction periods from being during typically drier summer months.

This would raise concerns with respect to not just working conditions but also the safe storage of materials and plant if works are undertaken during the traditionally wetter autumn / winter months.

4.2 Ground and Geology

Underlying Geology

Despite the area having extensive borehole coverage, both around Prologis, the gravel workings and Rushden Lakes shopping village, accessible information is limited to three locations.

SP96NW150

Located on the SE edge of Wellingborough, the date of this borehole is unknown, however it may prove useful for initial design work relating to the connection required between the railway formation and Irthlingborough Road.

This borehole indicates a layer of fill over sands and gravels, with running sand in evidence at a depth of 2.0m and “grey clay” at a depth of 5m.

SP96NW157

Located within the flood plain and associated with the existing electricity distribution network, may provide an insight into the underlying ground conditions across the wider lakes area. The information in this borehole is from 1974.

This shows general soils to a depth of 1.9m overlying alluvium and river gravels to a depth of 5.0m. A layer of Upper Lias Clay is identified at 5.0m with a depth indicated of +1.6m

SP96NW160

Located on the northern side of the Midland Mainline viaduct this borehole may provide an insight into the underlying ground conditions within the area needed to enable a new River

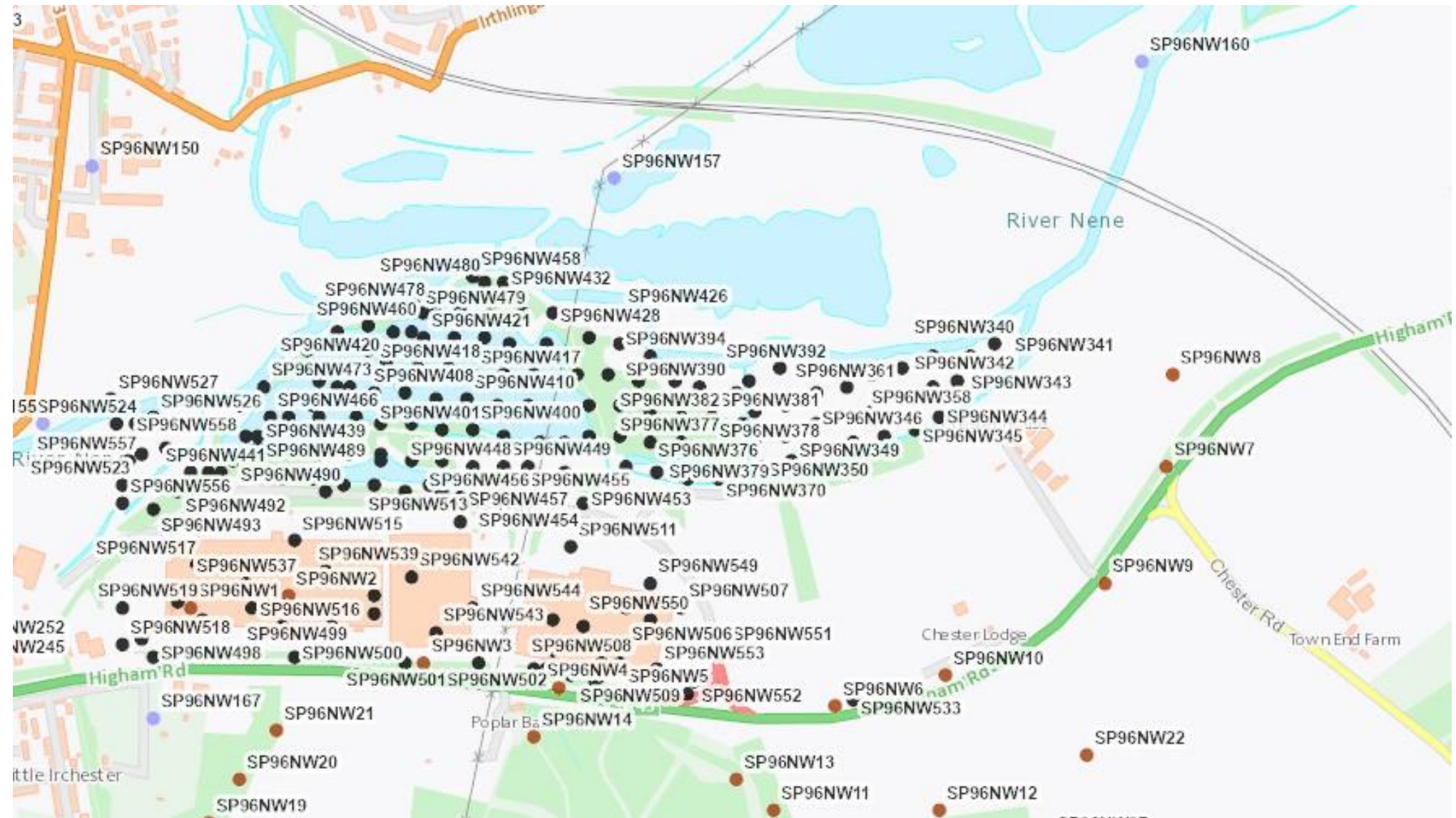


Fig 14 Borehole data from British Geological Survey

Nene crossing point. The information in this borehole is from 1974.

This shows general soils to a depth of 2.0m overlying river gravels to a depth of 4.1m. A layer of Upper Lias Clay is identified from 4.1m with a depth indicated of +1.0m

If it is possible to access the protected borehole date across the site, then a more detailed understanding of the conditions can be achieved. Borehole information will be necessary to help form the designs for the ramp connections onto the old Wellingborough

/ Little Irchester railway, the replacement River Ise bridge, the new River Nene bridge, and any other earthworks associated with the development of the route.

Coal Mining

The area is not naturally associated with coal mining; however, the Coal Authority records have highlighted the area between Irthlingborough and Wellingborough as being within the “Abandoned Mines Catalogue”.

Further investigation of the “Coal Mining Data” does not highlight disused mines, mine entry or the existence of coal seams.

The area was subject to extensive quarrying for sand and gravel, as well as Northamptonshire Ironstone. Some of these workings involved underground extraction.

A request to the Mineral Planning Authority for further information in this area has been made and the report will be updated in due course.

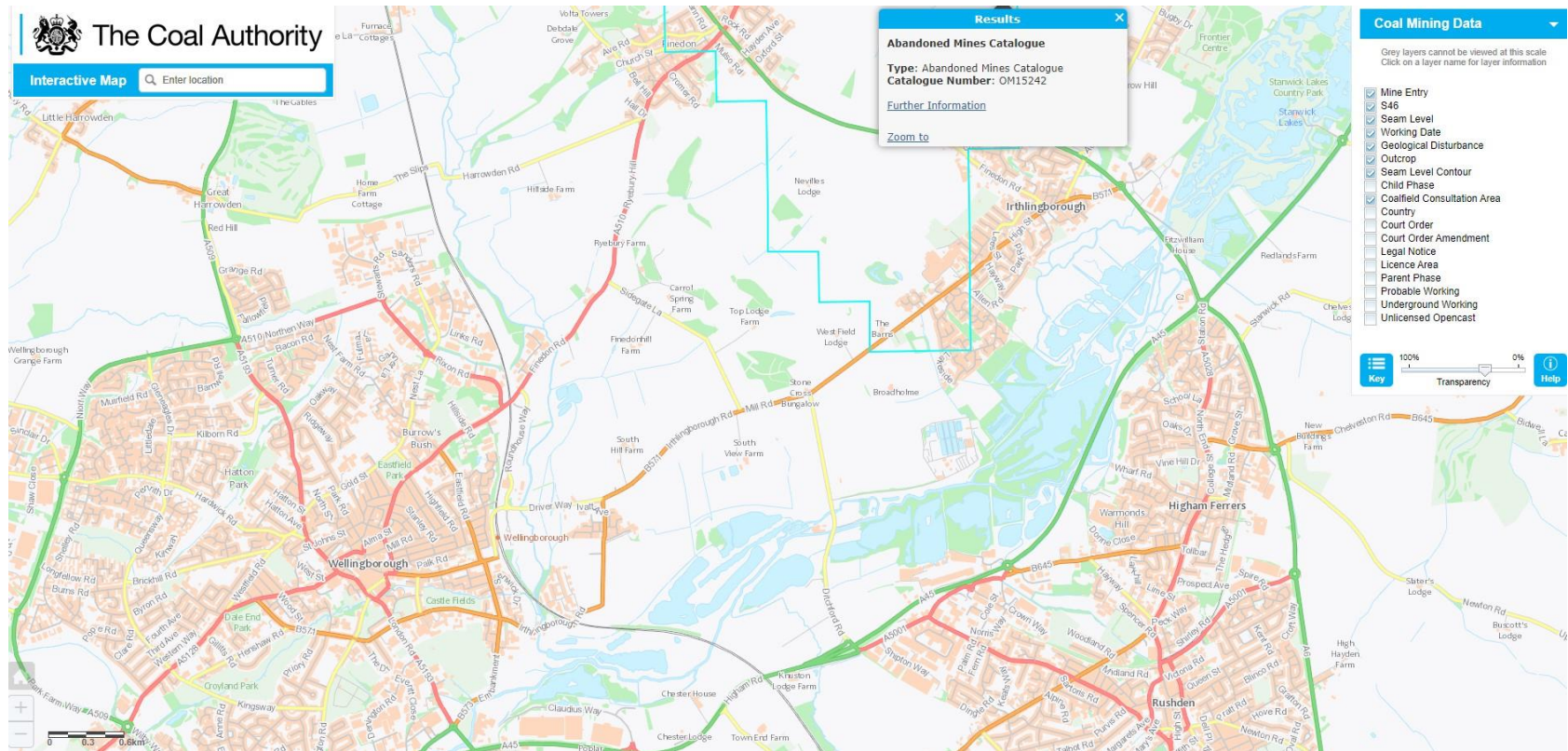
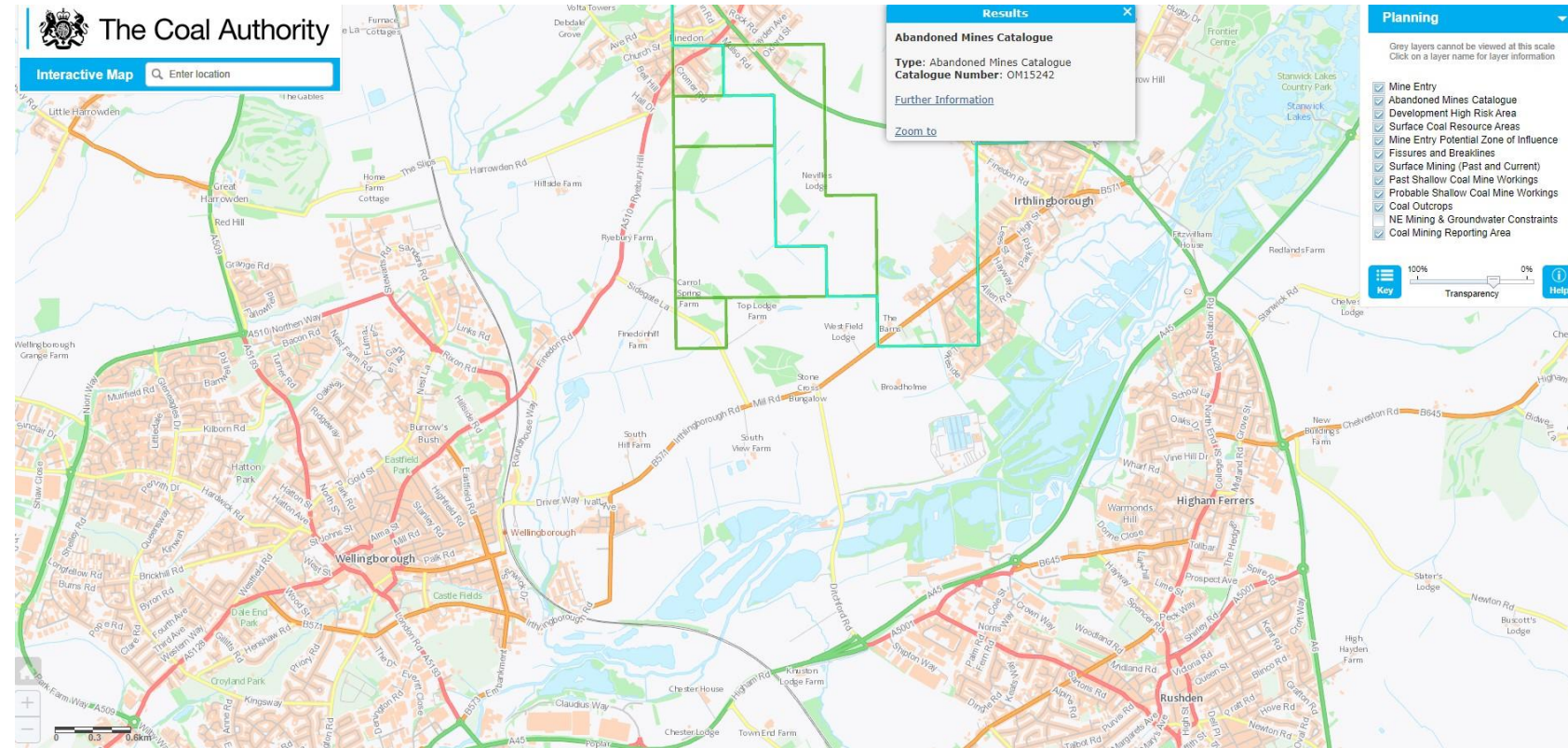


Fig 15 Coal Authority mapping

4.3 Utilities

No assessment of existing utilities has been undertaken at this stage, and detailed searches should be undertaken to establish constraints.

GAS

Plans obtained from Cadent indicate the presence of significant infrastructure at the northern end of the disused railway link into Wellingborough.

An area of land is identified as a Gas Compound on Irthlingborough Road to the western side of the railway embankment and all infrastructure feeds into this compound area.

Of concern are the medium pressure main that runs on the southern side of Irthlingborough Road, where the main is indicated within the footway adjacent to the remaining bridge abutment.

Of concern is the 273mm diameter ST LHP main that runs from this compound area, under the existing railway embankment and across the flood plain area, where it then crosses the River Nene approximately 20m east of the existing railway viaduct and heads eastwards towards Ditchford Lane.

The pipe turns 90 degrees and crosses the old railway formation at 90 degrees to the track bed before turning 90 degrees again at a point approximately 50m east of the existing brick underbridge and runs parallel to the railway formation, crossing Ditchford Road on the southern side of the alignment.

This main is clearly traceable on site with regular marker posts, although the area around the railway viaduct is not as clearly indicated as the plans, as the pipe appears to turn at this point.

Record plans have been obtained and are included in the appendices to this report. No depths have been ascertained from Cadent. The 273mm diameter main may be Cathode protected but records do not specifically state that it is.

Further investigation works will be necessary around the Irthlingborough Road link (replacement access ramp), River Nene viaduct (new river bridge) and at points along the railway formation where interaction with the pipe is unavoidable.

ELECTRIC

Network plans received from Western Power Distribution indicate the presence of Low and High voltage infrastructure in the footway immediately adjacent to the southern bridge abutment on Irthlingborough Road. The High voltage network is indicated as being 11Kv.

The network plans also indicate the presence of 11Kv and 132Kv overhead wires crossing the floodplain area.

WATER

No network plans have been obtained for water or sewer services.

BT

No network plans have been obtained for BT services.

4.4 Heritage and Historic Environment

Heritage England website search indicates that there is a significant area identified as being of importance.

The area hatched red on the plan indicates the site of the former Roman settlement of Irchester, with the site of the original Iron Age settlement and the medieval settlement of Chester over the Water included in the citation.

Chester House Farm and its associated outbuildings are identified as Grade II listed.

Any works within the hatched area will require Scheduled Ancient Monument consent. This could be of significance if the agreed route alignment is to the south of the River Nene, or there are options to upgrade the existing level of provision along Claudius Way.

The elevated nature of the buildings at Chester House Farm may also present an “aesthetic / visual impact” that will need to be addressed.

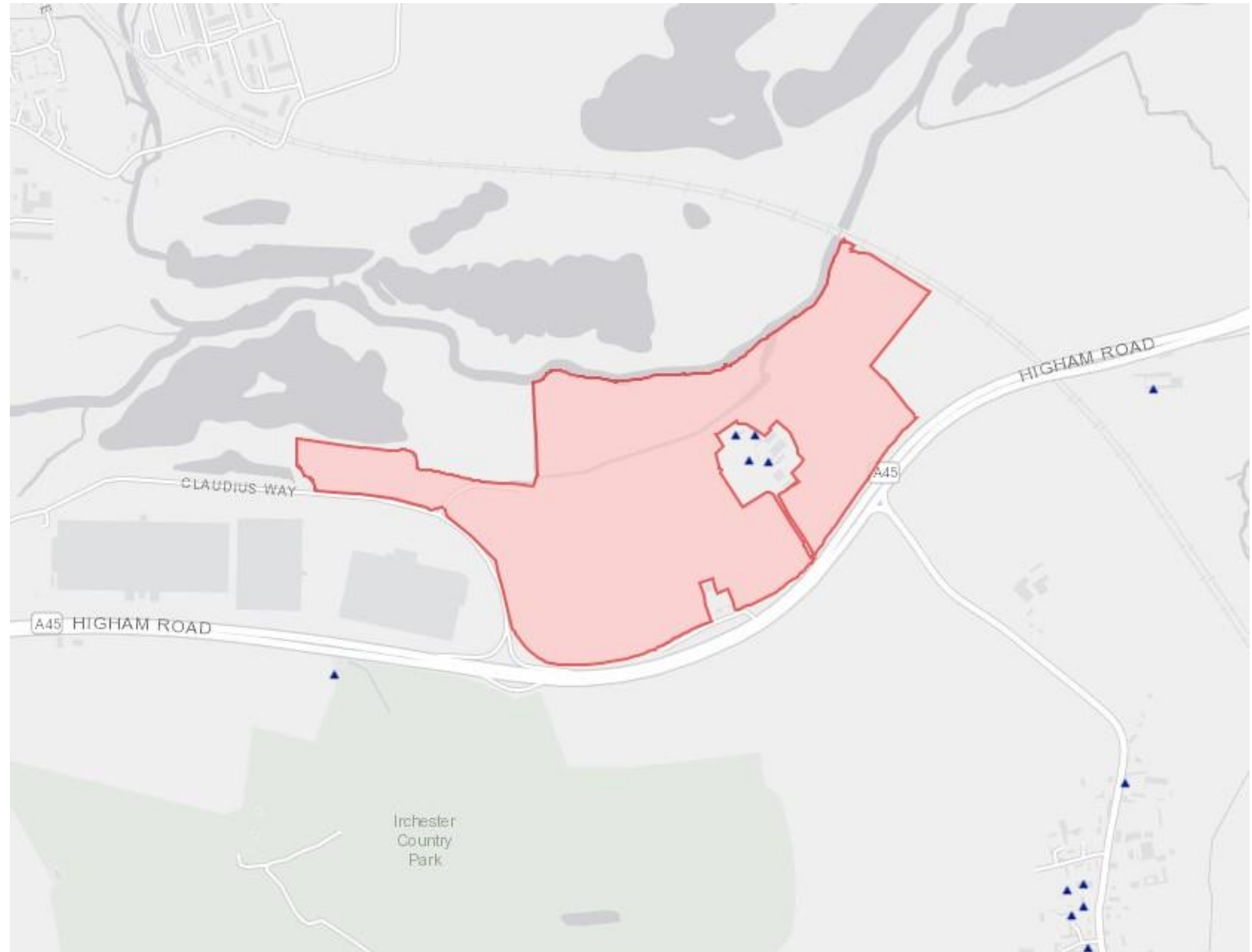


Fig 16 Scheduled Ancient Monuments Chester House

4.5 Public Rights of Way

The alignment of the proposed greenway will follow the alignment of several identified Public Rights of Way (Footpaths).

Paths UL4, UL5, UL6, UL7, UL8, UL9, UL10, UL 36 and TL11 are all potentially impacted by the creation of this route.

The key area of concern will focus on the retention of these routes on the definitive mapping, an area that is likely to raise objections with local walking groups.

The proposed greenway alignment would seek to minimise any impact on these existing Rights of Way for several reasons.

Upgrading the main riverside path would place the route on top of the riverbank, and lead to significant ecological damage and habitat removal – and an alignment away from this is recommended.

Upgrading the “straight line” paths UL4 and UL8 would place the new greenway into conflict with the requirements of Natural England and the protection zone for the adjacent RAMSAR site.

A new alignment would retain the existing Rights of Way on the Definitive Map whilst providing a parallel sealed surface fully accessible greenway suitable for all.

A new alignment would follow the existing, worn grassed access track that runs from the railway viaduct to the River Ise.

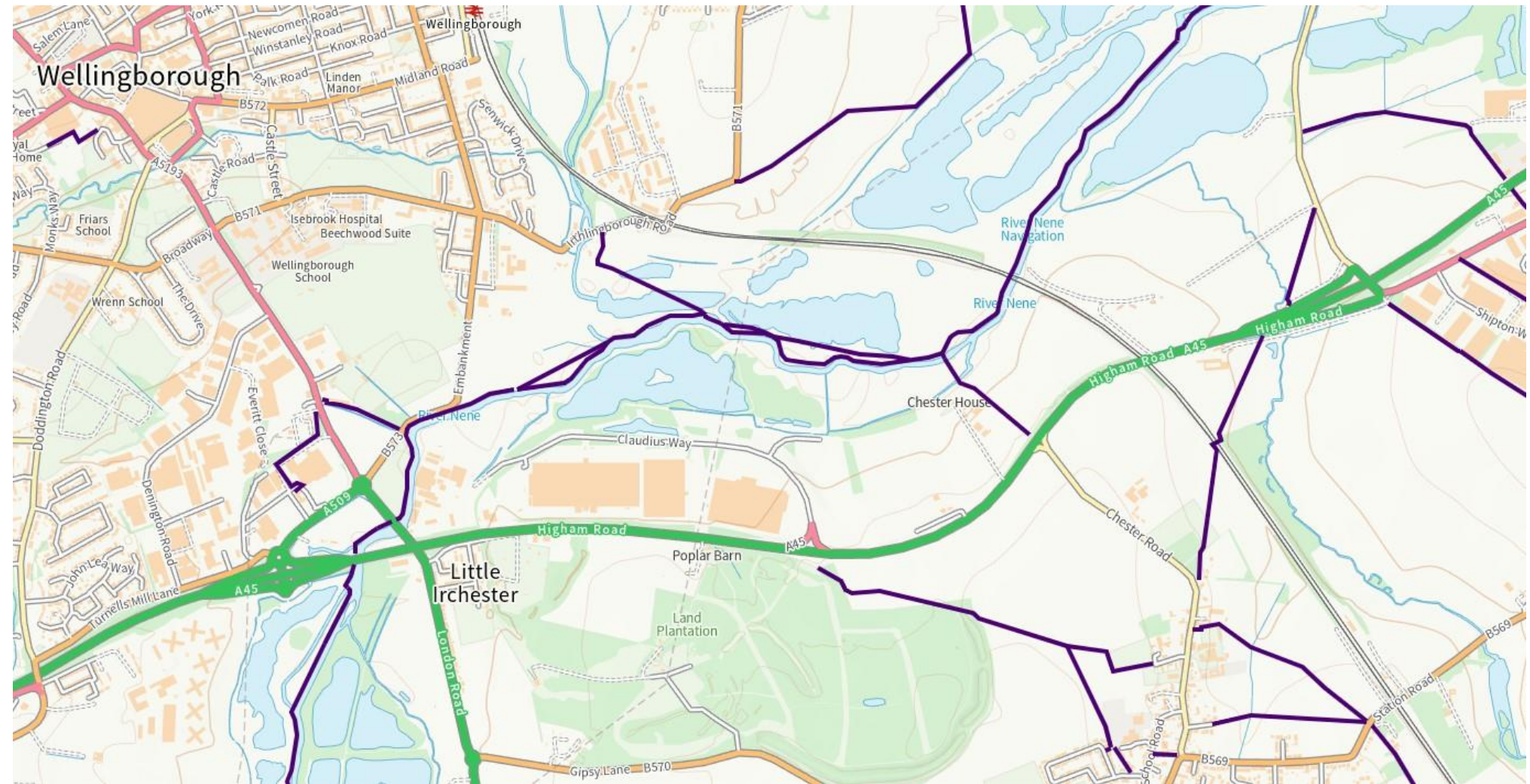


Fig 17 Public Rights of Way

The new greenway would include a new, wider, and more accessible crossing of the River Ise and similar for the small creek.

It would require an adjustment to UL7 to accommodate the new structure. The old structure could be retained on the alignment of the PRoW; however, it would mean North Northamptonshire Council maintaining 2 structures. Other local authorities have followed similar processes and been left with two structures – others have sought to maximise benefits over a short distance and successfully merged with a new route and existing Right of Way.

Unless North Northamptonshire wishes to proceed with a lengthy, and potentially contentious Cycle Tracks Act application the new greenway is recommended to be determined as a Public Bridleway. This will provide the legal mechanism for cycle traffic to legally access the route and may provide an opportunity for the Council to shift the current Public Right of Way alignment from the top of the riverbank to a place better suited for greater accessibility and enjoyment.

Wellingborough Embankment currently has no formal Right of Way established along it, and this would need to be created as part of the developing alignment.

Similarly, the old railway formation between the River Nene and Ditchford Road has no established Right of Way. It is under third party ownership, with established Network Rail access rights and may be more complicated to deliver as a Right of Way. A Permissive Path agreement may be more appropriate through this section, although it should be noted that this may not necessarily give the Council security of route alignment.

5. Landscape Character Assessment

As part of the development of the greenway strategy Sustrans commissioned ES Landscape Planning to undertake a character assessment of the valley and to aid the development of the visual impact that the new greenway would have.

Their comprehensive report sits alongside this feasibility study and masterplan as part of that process.

Key Findings

As part of Natural England’s Regional Landscape Character Assessment mapping the overall alignment of the route falls into an area classified as “Northamptonshire Vales”.

On a more local level the alignment itself is classed as the “Nene Broad River Valley Floodplain”, the rising ground to the north as “Irthlingborough Slopes” and to the south as “Wollaston to Irchester Limestone valley slopes”.

The proposed alignment sits in a valley that includes significant man-made influences – the lakes are old gravel pits, the area is bounded on the west by a disused railway embankment, and on the north / east edge by an operational railway embankment and significant railway viaduct.

Public access already exists across the wider floodplain area, through use of the existing

Rights of Way, informal path network around the lakes, and for the maintenance of the railway, electric pylons, gas mains and waterside infrastructure.

Introducing a new greenway into the area is significant, but not as significant if this were an unused and remote area – and done sensitively would have a minimal impact upon Chester House Estate and the environmental significance of the area.

Route Alignment and Landscape Capacity

The development of the greenway alignment by Sustrans has been guided by the information received as part of this assessment and both ESL and Sustrans have walked the route together.

The ES report has broken the study area down into a series of “Character Areas” and looks in more detail at the ability of the landscape to support the development of the proposed greenway.

Re-purposing the existing railway corridors that remain through LCA2 (area to the east of the railway viaducts) and LCA11, (railway embankment link from Irthlingborough Road) provide the greatest ability to support the greenway.

The area containing Claudius Way / Prologis, LCA12, also supports the development of the greenway, however Scheduled Monument status also appears to extent to the kerb edge of Prologis Way, and sensitive improvement of this transport corridor will be necessary.

Classified in the report as Landscape Character Area 08 the report is supportive of developing an alignment through this character area.

There is existing human activity as noted in their key findings, and the greenway presents an opportunity to connect the greenway users with the history and environmental significance of the valley.

The open nature of this area will ensure that the greenway remains visible from Chester House Estate but natural features, existing planting, distance and sensitive additional planting / screening will mean that there is a limited impact upon the views from Chester House.

Both LCA1 (Chester House) and LCA9 (Lakes south of the River Nene) are identified as being unlikely to support the greenway. It is noted that access to the current visitor car park requires access through LCA1.

Historic England prefer a main access for cycle traffic to utilise the Prologis Link. This is a link road dominated by HGV traffic and in its current layout not likely to encourage greater numbers of cycle traffic.

Any alterations to the layout to enable improved cycle connectivity may need to consider a partial alignment through LCA9 and may also bring into play the western extents of the Schedule Ancient Monument designations.

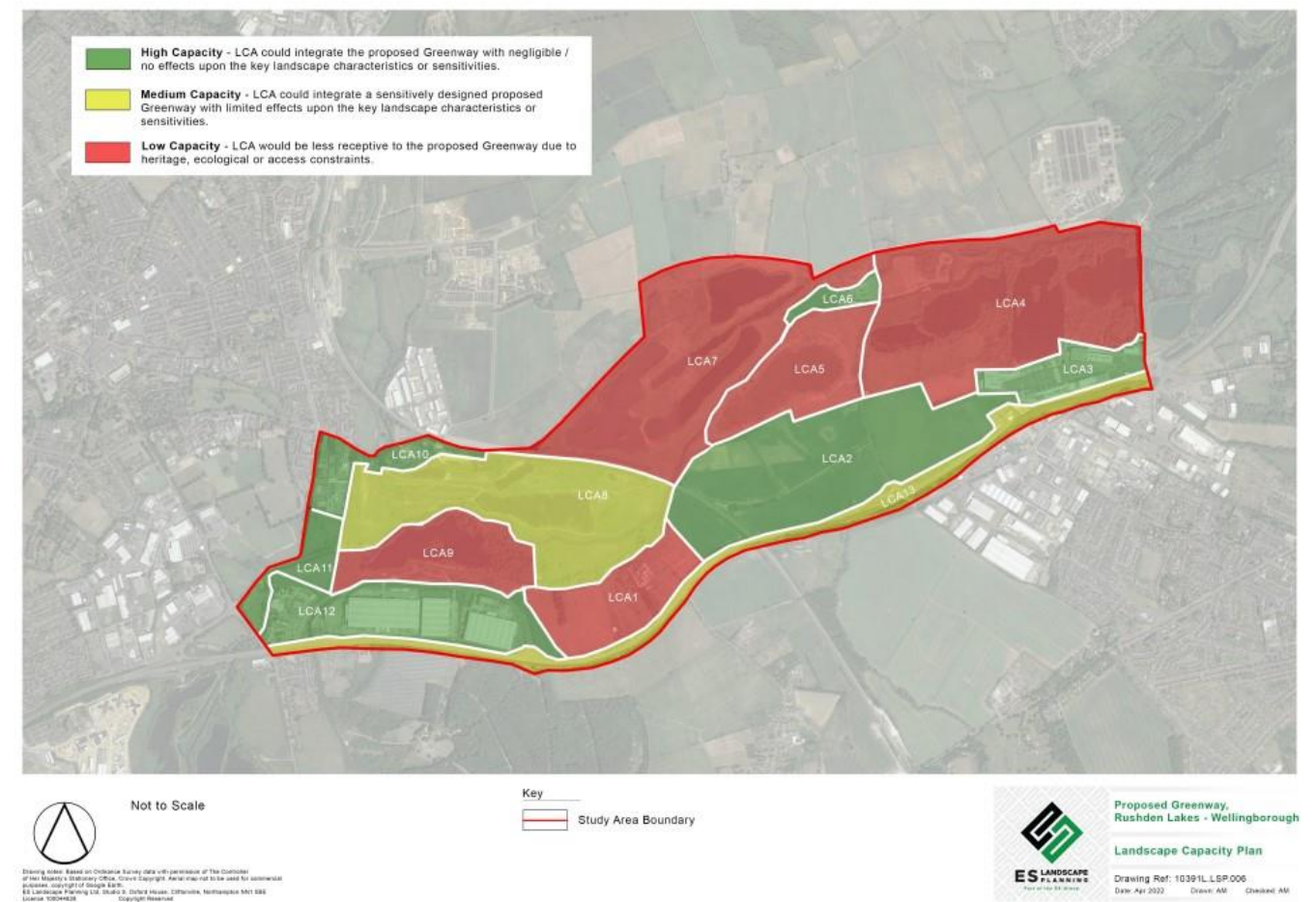


Fig 18 Landscape Character Areas

Design Criteria

As part of the landscape assessment a series of design criteria has been identified to help with the overall development of the route.

- Locate development sensitively within study area.
- Sympathetic layout and appearance of greenway
- Retention of key vegetation
- Reinforce vegetated character with new planting.
- Promote biodiversity net gain.
- Promote educational benefits.

Further detail behind these 6 principles is available within the ES report, and these have been considered as part of the developing designs.

Aspects of each of these design criteria have been taken into wider discussions with Natural England and Historic England.

Locate development sensitively within study area.

The old railway corridors forming the link to Irthlingborough Road, and between the River Nene and Ditchford Road are to be integral parts of the overall greenway, with development to be sensitive to mature trees, and retaining some areas of scrub planting to act as defensive barriers to property.

The existing worn access track across CLA08 will be used wherever practical to reduce the wider impact of the greenway. Upgrading the existing Right of Way where necessary to improve accessibility but leaving the riverbank path alone to minimise ecological and environmental damage.

Sympathetic layout and appearance of greenway

The proposed greenway will need to blend into the landscape and ensure that the impacts of movement through CLA08 are retained within a defined corridor.

The impact of “legs” and perception of predators by wildfowl can be mitigated by layering vegetation and creating screening of the greenway.

The surface of the new greenway needs to be managed and not intrude into what is otherwise a green landscape. The final surface should be one that blends in and is absorbed by the environment.

Retention of key vegetation

Significant vegetation removal should be avoided where there is the ability to realign the greenway. Mature trees, especially those along the railway alignments, should be retained.

Reinforce vegetated character with new planting.

A layered screening of the greenway, from short grasses through to hawthorn / blackthorn and semi mature trees will retain the feel of an “informal byway” through the landscape.

Promote biodiversity net gain.

Enriching the local biodiversity by careful management of any removed scrub to encourage the reemergence of native wildflowers.

Appropriate planting and habitat creation / management to ensure that existing biodiversity is retained and encourage new species or expand habitats for existing flora / fauna.

Promote educational benefits.

Work with Councils, Historic England, Natural England, and the Environment Agency to make this a place for learning about the Nene Valley, how wildlife and humans interact and how they have, and continue to shape, the landscape.

6. Design considerations

Overall

The solutions applied to the corridor will vary depending upon several parameters. The key parameters would be.

- Location
- Available space
- Number of cycle and pedestrian movements
- Landowner agreement where route is lost.
- Ecological impact

At the northern end the original railway bridge across the Irthlingborough Road has been demolished, only the southern abutments remain.

Two rough, but clearly visible, tracks have been established through the vegetation and there is a clear demand for this to become a usable path. Currently able-bodied pedestrians scramble up the vegetated embankment.



Fig 19 Railway bridge abutments and clearly formed access tracks onto the old railway.

Although heavily vegetated at the northern end, the southern end is much clearer, and significant amounts of railway ballast exist, which could be re-used as part of the new path construction.



Fig 20 Clearer and heavily ballasted railway corridor at the southern end.



Fig 21 Wellingborough Embankment railway alignment

6.1 Wellingborough Embankment railway corridor

The former railway line between Wellingborough and Irchester runs north-south at the western extremity of the project area, and although heavily overgrown is already a valuable pedestrian link between the industrial premises on the A45 and the residential areas of Wellingborough.

Including this within the study and re-constructing it as part of the overall project would be invaluable.

The railway sits on an embankment, c4m above the surrounding flood plain area. At the

Cadent Gas

Significant Cadent Gas infrastructure exists at the northern end of this railway embankment. This pipe or pipes passes under the existing embankment to access the Governor station on Irthlingborough Road. Identified as 273mm Local High Pressure (LHP) main this may, or may not, also carry a 6.0m wide easement. We are not able to establish whether this is the case.

Whilst alignments are clearly indicated on the ground with regular marker posts – the depth of mains has proved more difficult to establish. Further “ground penetrating” surveys are recommended to establish exact depths.

As the proposed path needs to descend from the railway embankment to road level, this may present a risk at detailed design stage, however these mains also pass under the River Ise riverbed and therefore may be less problematic.



Fig 22 Marker post for the 273mm LHP main passing under the existing railway embankment

Works may also need to consider the impact of vibration through what is in effect a made ground structure and the potential for the movement of plant and machinery to inadvertently damage pipe joints.

A separate 125mm medium pressure main is in Irthlingborough Road and doglegs into the current car park site to the western side of the railway embankment.

Works in/around the existing railway bridge abutment should take this into account, especially if demolition and re-grading to create a new ramped access is delivered. No in-depth details are indicated, but infrastructure within a public highway should be easy to establish.

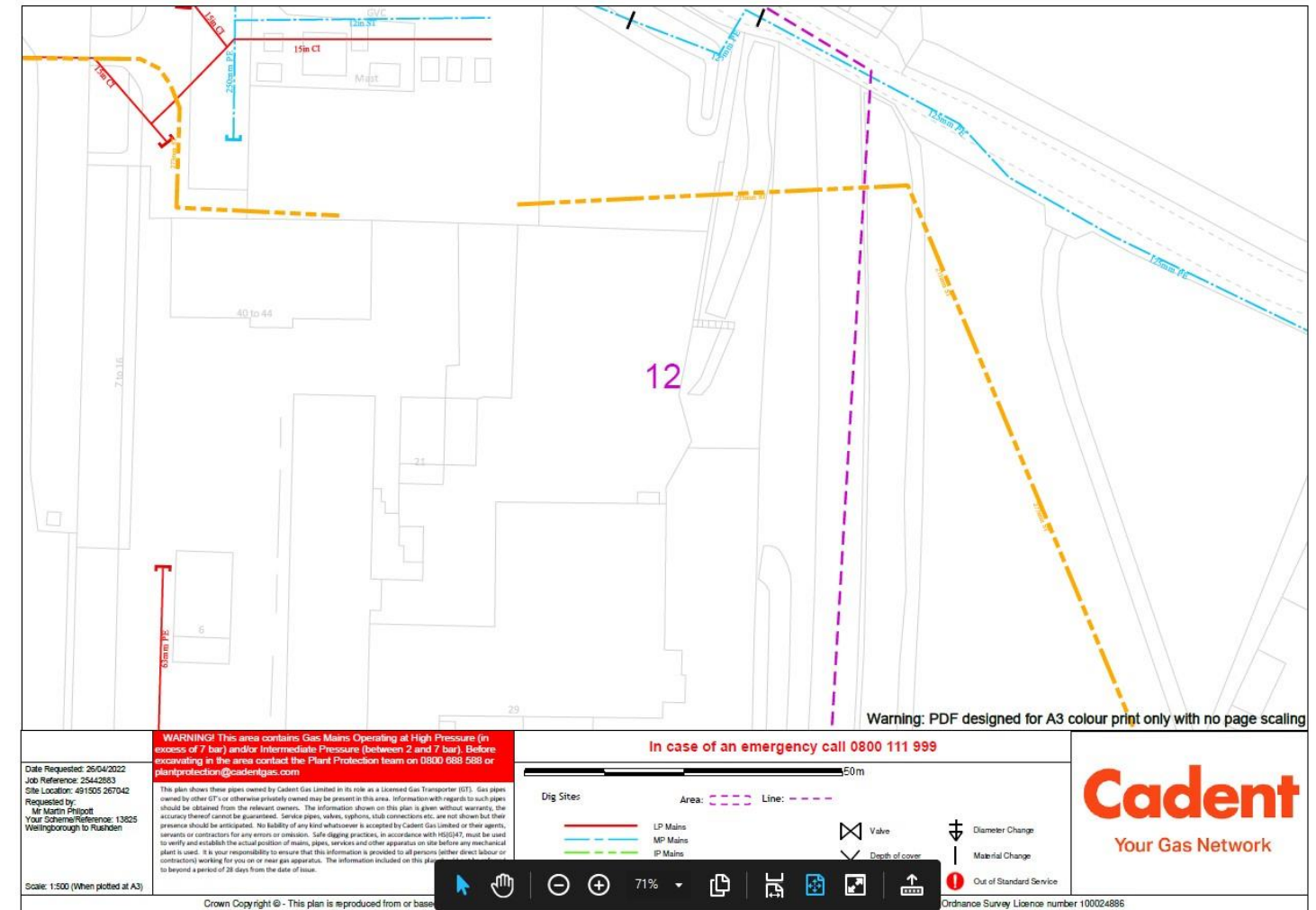


Fig 23 Cadent Gas Network mapping for the northern area of railway embankment

Upgrade of railway alignment

The existing alignment is on a c4m high embankment, and the biggest challenge may be the ability to access this linear alignment.

Vegetation has grown since the lines closure in the mid 1960's and is therefore largely scrub although mature trees exist, and these should be retained.

The embankment structure appears firm, there is evidence of old railway ballast still within the undergrowth and detritus, and where possible this could be re-used.

Re-constructing a new 3m wide sealed surface route between Irthlingborough Road and the existing River Nene bridge would therefore be beneficial to this project and provide a significantly improved connection for those already walking along this track to reach employment sites.

Path construction for this section would therefore consist of a simple specification, with the need for "No Dig" areas to be considered where there are specific areas of mature trees to be retained or where there is the need to avoid disturbance to existing badger setts.

In this situation the appropriate licence will be required from Natural England and any design robust enough to prevent undermining and path collapse.

There is currently no formal Public Right of Way along this section of path, and therefore designation as a shared path would be plausible.

Developed cleverly, this railway alignment becomes a significant link within a network of

routes linking not just Chester House Estate but employment sites, residential areas, leisure facilities and transport hubs across this part of Wellingborough.

Anything less than 3m will create pinch points and a poor experience for path users, at 3m there is a risk that capacity is reached with no room for expansion, however widening significantly beyond these risks greater ecological impact and this therefore is regarded as a suitable balance.

A straight-line approach is the easiest to build and will guarantee good forward sight lines, but this encourages higher cycle speeds which will have a detrimental impact on the experiences of pedestrian users or those with mobility or visual impairments.

By introducing subtle meanders to the path alignment, a cycle user is forced to consider the interaction with others, and by retaining the "long view" of the route both all path users have an awareness of each other.

The meandering of a path can also be used to force users away from adjacent buildings. Old railway corridors have succeeded in creating impenetrable barriers and the reopening of them to public access may present concern to adjacent property owners. Moving the path away from susceptible boundaries can help to overcome these concerns.

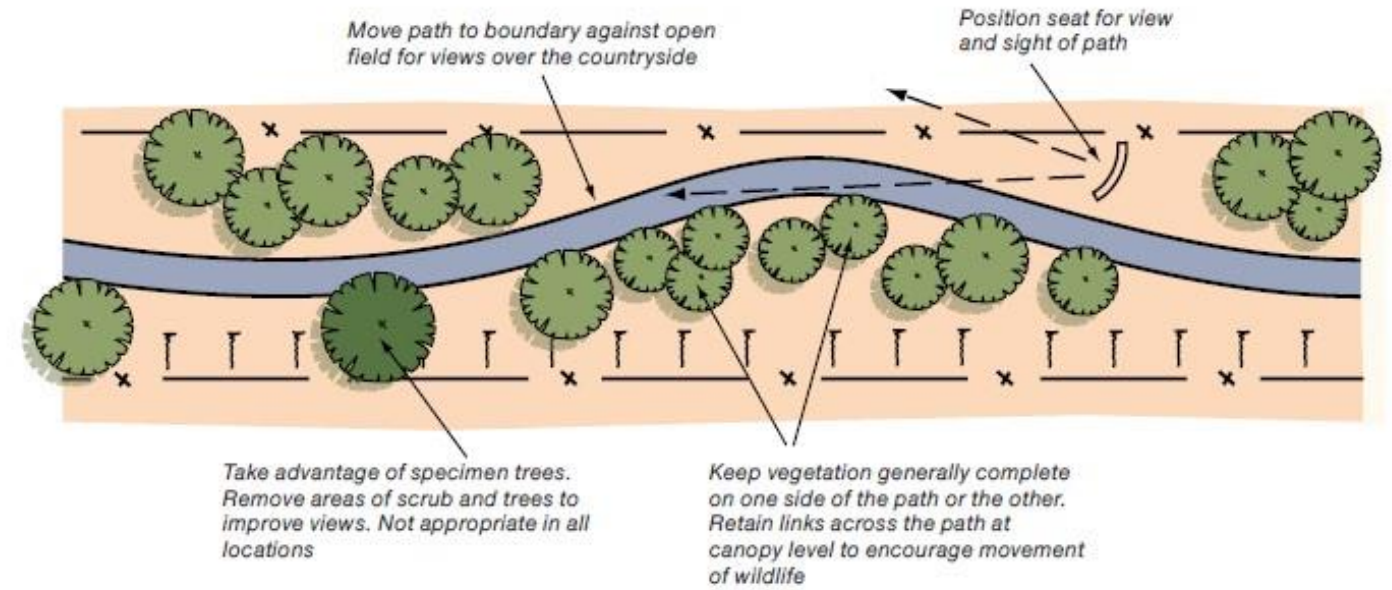


Fig 24 Meandering path alignments can work to slow cycle users and avoid conflict.



Fig 25 Materials pallets stacked and tied together and filled with branches and soils creates habitat.



Fig 26 Well positioned benches provide rest areas for mobility impaired and passive points for security.

Lowering the path level can also help to retain security, but also removes / reduces noise and visual intrusion.

As the railway is on an embankment and access ramps required, this last aspect of providing security to adjacent properties could be partly incorporated into the design of the access ramps.



Fig 27 Stone car park area to west side of railway. Creating an access ramp using the edge of this area may be viable but requires third party landowner consent.



Fig 28 Removing the bridge abutment and creating a sinuous ramp within the railway formation may retain the route in one landowner but risks greater ecological impact.

Removal of the southern abutment and regrading of the area will enable creation of a new access ramp, graded to 1:20 to be constructed.

The recently commissioned topographic survey indicates a level difference of approximately 3m between railway and road levels, so a 60m ramp would fit a 1 in 20 solution.

Aligning a ramp to utilise the unused area of the adjacent stone car park would offer potential to create a 60m ramp, which may just about reach the existing railway formation level at the same point at which the existing gas mains pass under the embankment.

The gas main is located roughly 25m from Irthlingborough Road and therefore a 1 in 20 ramp would lift the path 1.25m, some 2m below the current railway formation. This may still present a concern for Cadent and the development of designs on this section needs all parties to agree to a solution.

Areas that are heavily vegetated adjacent to the industrial premises on the western side of the railway embankment should be retained as much as possible, although removal of some to increase biodiversity or to provide a meandering alignment should be considered in the design process.

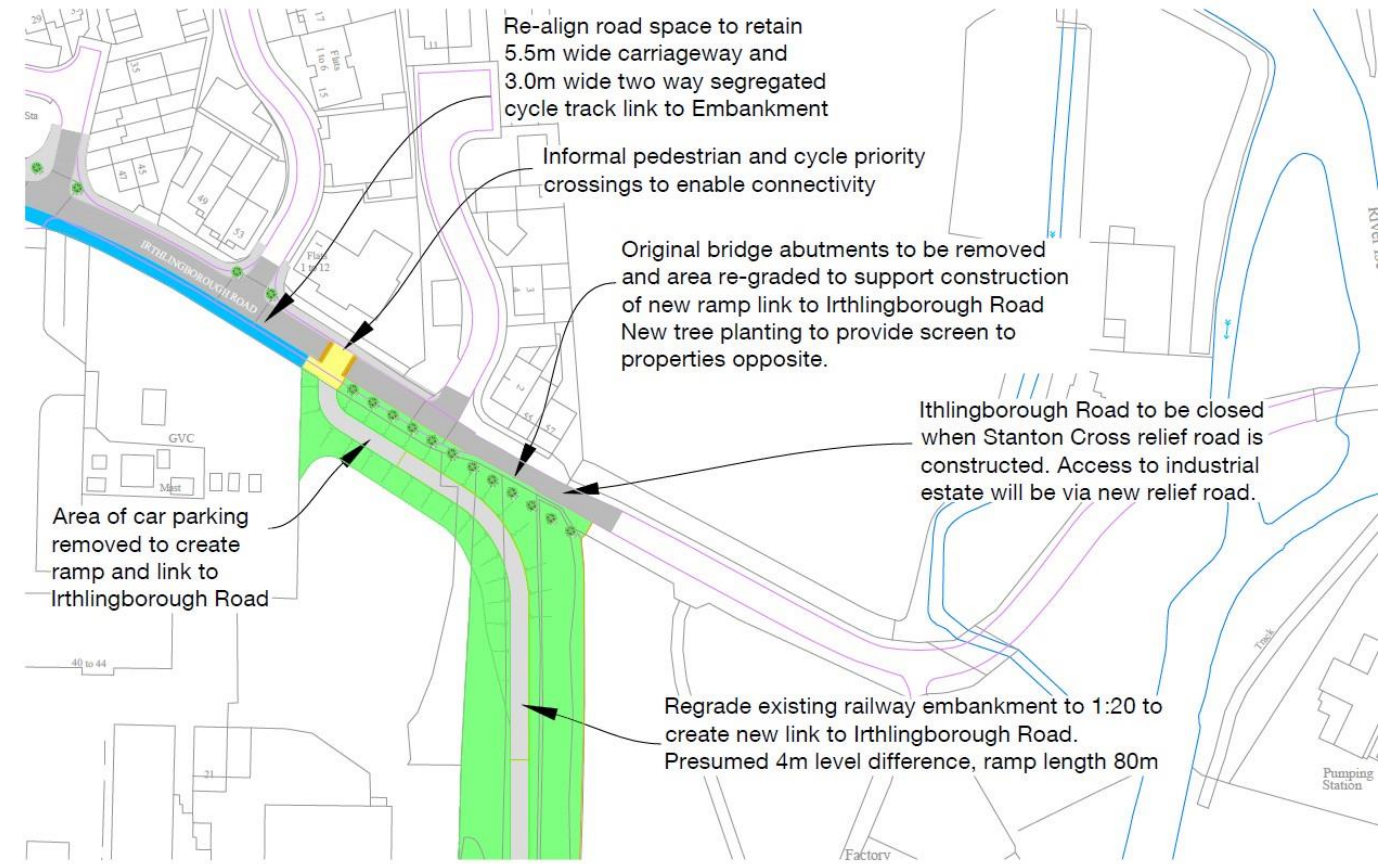


Fig 29 Indicative plan showing how any ramped link from the railway formation could work by using adjacent third-party land.

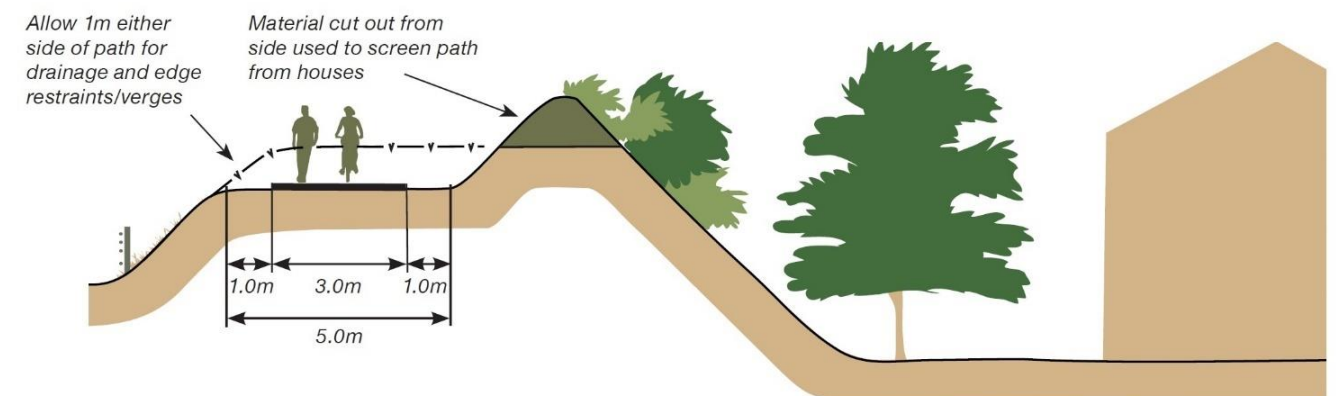


Fig 30 Indicative plan showing how use of cut / fill process can lower a path within a railway formation to create protective noise / access bunds as part of the final solution.

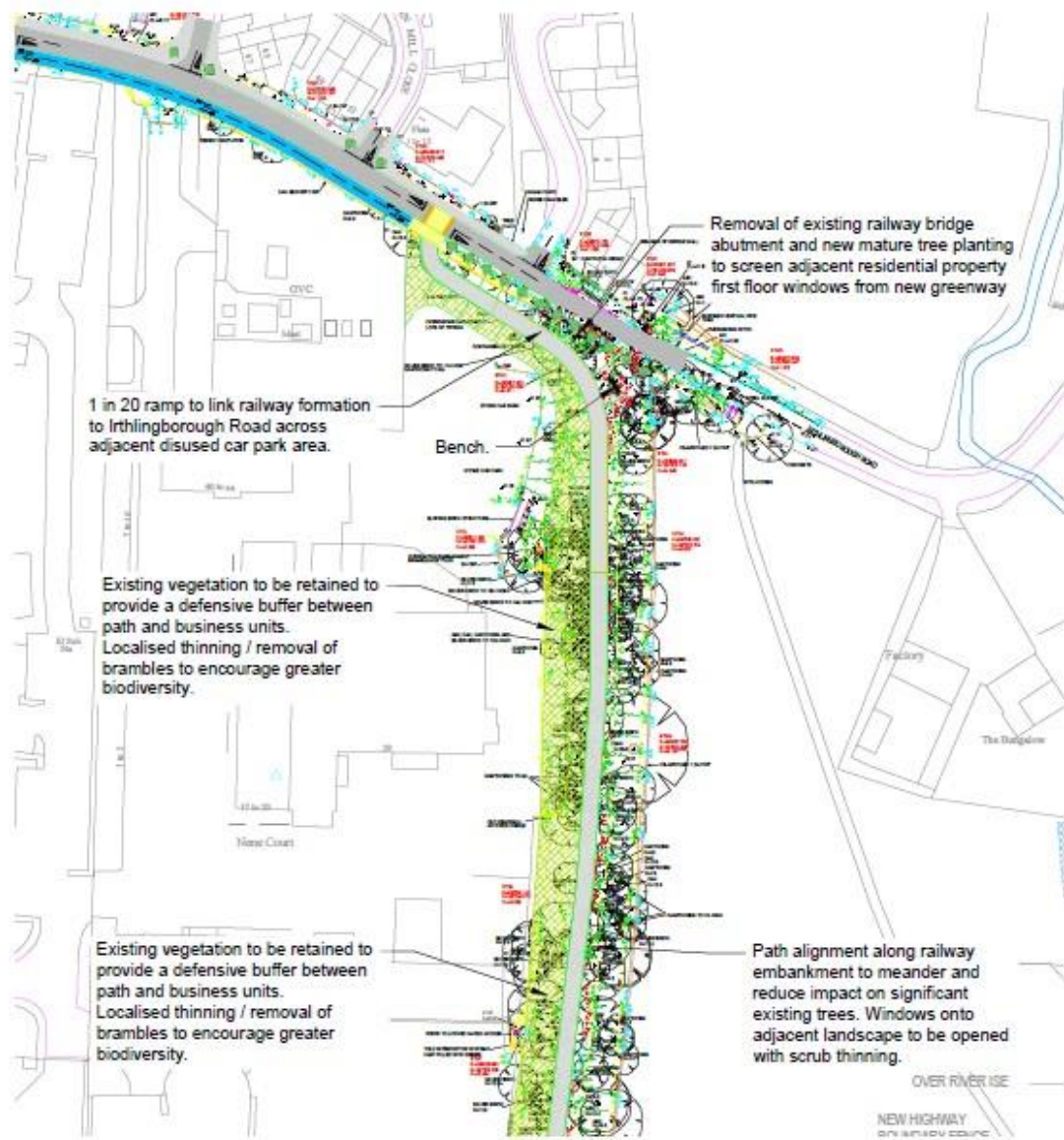


Fig 31 Indicative plan for the development of the railway alignment (northern section).

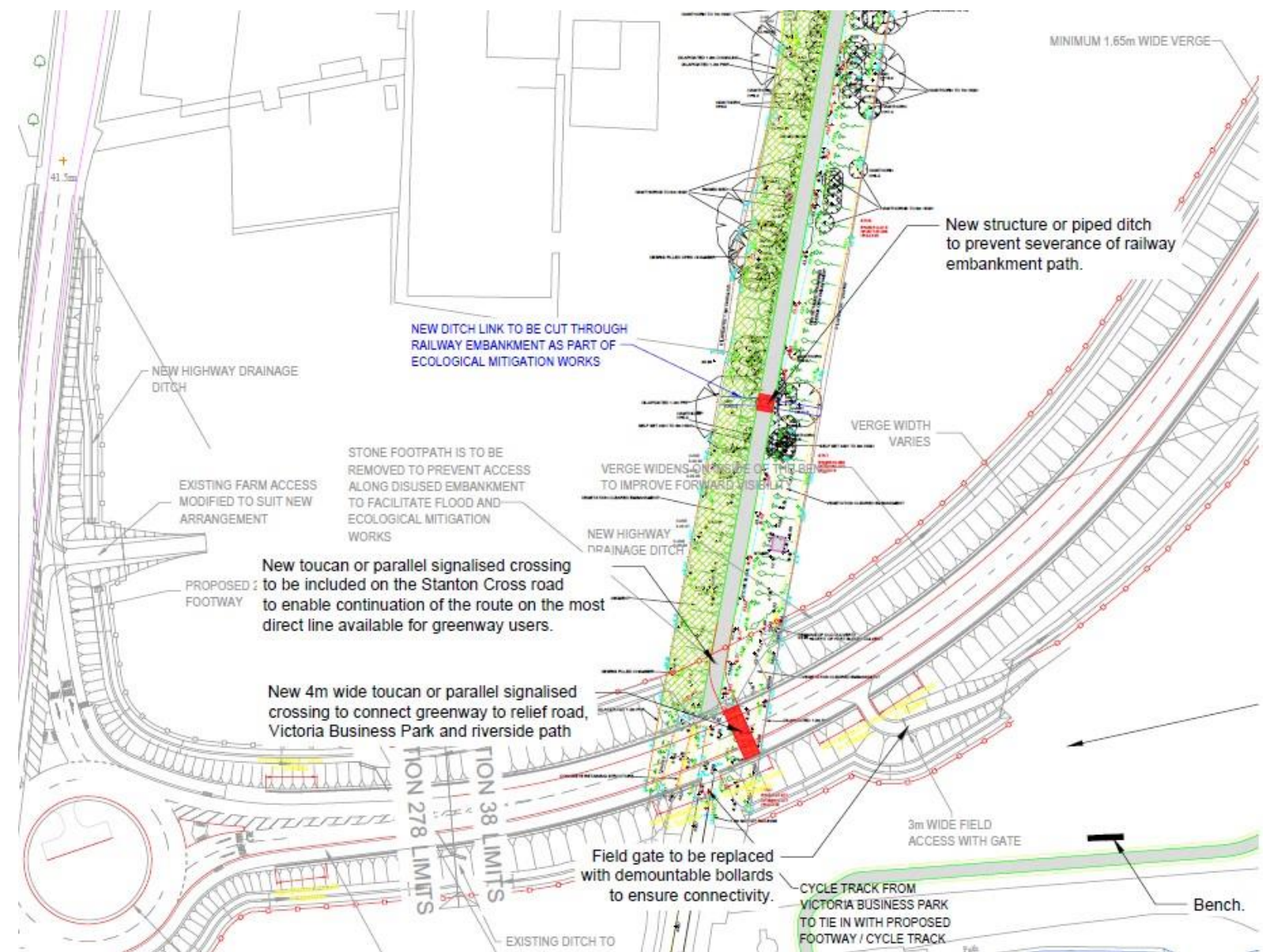


Fig 32 Indicative plan for the development of the railway alignment (southern section).

The southern section of the railway embankment is due to be sliced by the development of the Stanton Cross No 2 road. Discussions with the developer have led to an agreement to provide a signalised crossing at this point and to ensure the long-term viability of this corridor.

Whilst ground levels are being established as part of this road link it is unclear as to whether

there will need to be an adjustment in levels on the railway embankment to aid connectivity.

Whilst a toucan crossing has been agreed as a permanent solution, consideration should also be given to this intervention being LTN1/20 compliant – and the movements of pedestrian and cycle traffic split.

The proposed 3.0m wide shared footway on the southern side of the new road provides for

wider connectivity back to Stanton Cross, links directly to the existing bridge over the River Nene and, by converting the proposed field gate on the new access ramp with demountable bollards, gives a connection to the riverside area.

Plans from the developer also indicate that the area between the railway embankment and Embankment Road will act as flood overspill storage. If this is to happen, then the railway embankment may be broken elsewhere and a

further lightweight structure 4m wide between parapets and perhaps 10m in length may also be needed on this southern section.



Fig 33 Wellingborough Embankment repurposed as a high-quality walking and cycling link

Fig 34 Toucan Crossing outline design across Road 2 link to Stanton Cross

6.2 Riverside path

The main element of this scheme, the riverside path, runs between the railway alignment on the edge of Wellingborough, to a new bridge over the River Nene on the eastern side of the existing railway viaduct.

This section of route is challenging for several reasons:

- It is a highly protected wildlife site (RAMSAR / SPA)
- It is floodplain for the River Nene
- It sits alongside the Scheduled Ancient Monument site at Chester House Estate.

The alignment chosen as being the more practicable to deliver follows the existing worn track that runs parallel to the northern bank of the River Nene and whilst this presents engineering concerns the careful development of this alignment will be more favorable with Natural England and Historic England.

Whilst this section looks at the options available for the riverside path it also links into how cycle provision is achieved at Chester House Estate.

Although the alignment is across a naturally and historically significant landscape the views from Chester House Estate are still ones that have largely been shaped by human intervention.

The lakes are former gravel extraction areas, and the northern boundary is dominated by the



Fig 35 Riverside path element between Wellingborough Embankment and Chester House Estate

Midland Main Line railway embankment and River Nene viaduct.

Historic England

The Scheduled Ancient Monument register covers the area around Chester House Estate and as identified in Section x the area of greatest concern reaches as far as the southern bank of the River Nene.

Path alignment and visual impact

Discussions with Historic England have been positive to any new path alignment on the northern riverbank, and there is a general acceptance that the public are already walking across the landscape.

The elevated position of the farmhouse / visitor centre relative to the proposed new path alignment is of concern to Historic England and a stretch of path, c 450m in length, has been identified as being the “most susceptible” to visual impact / detriment to the setting of the Chester House Estate.

Historic England are aware of the needs for funding to come from central government (Dept for Transport) to deliver this project, and the emphasis that this then places on having to meet design guidance requirements – which if deviated from risks the ability to access funding.

They acknowledge that a path constructed as a sealed surface offers significant benefit to a wider range of path users, and offers greater protection from flood damage, however there is concern over the visual impact.

To satisfy Historic England, the path would need to be surfaced dressed, ideally tar and chip, with a locally sourced stone.

There would also need to be an understanding of how the County would maintain the visual impact of the path, and an appropriate maintenance plan put in place, which may ultimately necessitate re-dressing the path every 5 years. This issue needs to be addressed with highways and suitable funding made available to ensure that it is deliverable.

The replacement structures across the River Nene and the flood channel, being constructed in 2022, are pedestrian only and no provision for cycle traffic has been allowed.

Cycle Parking

Historic England acknowledges that there will be a demand for cycle visitor traffic and has not ruled out the inclusion of new, simple, cycle parking facilities at the northern landing point of the River Nene bridge.

The cycle parking should not be extensive and the use of a structure to screen it from the visitor centre is not essential. Historic England would prefer to include new and more extensive cycle parking facilities within the current car park area served from Claudius Way.

For visitors from Wellingborough this does not present a significant detour and would be acceptable but for those from Rushden / Higham Ferrers if cycle parking at the northern end of the River Nene bridge is full then the extra distance may present a challenge.

As there is currently no accessible path alignment from either direction or parking provision within the Claudius Way car park then it is difficult to establish numbers without a clear baseline.

What is acknowledged is that Wellingborough, Rushden and Higham Ferrers have growing populations and that this greenway is likely to be a popular leisure corridor as well as a key route between towns for employment and transport connectivity.

Natural England

This area is significantly important for over-wintering wildfowl and is designated as both a RAMSAR site and Special Protected Area.

Natural England's concerns relate primarily to long term disturbance of the wildfowl. There is greater concern with pedestrian accessibility, and especially dog walkers, than there is from cycle traffic. Wildfowl are extremely susceptible to "movement of feet" than they are wheels.

There is acceptance that people already access the area, and although there is a designated Public Rights of Way running along the northern bank of the River Nene this is rarely adhered to – and that people (and dogs) walk randomly across the landscape.

There is therefore already a level of disturbance that the wildfowl is subjected to, however Natural England's concern is that without there being a formal path the level of disturbance is low – especially during winter / periods of wet or poor weather and that creating a formalized path will increase that disturbance.

Path alignment

The lakeside areas are of greater immediate concern as there is limited space between the edge of them and the River Nene bank. Any path alignment will need to retain, where practicable, a 5m buffer to the River Nene and a 10m buffer to the lake edge.

The field areas away from the lakes are equally valuable foraging grounds to the over-wintering wildfowl, and public disturbance of these areas is a major concern for Natural England.

Retaining a path alignment that minimizes impact, as well as public accessibility is essential. Screening / fencing the route so that public access is restricted to the path only will be important.

There will need to be retained access for both Cadent (gas main) and Network Rail (railway embankment) but this can be located close to the current railway viaduct and the current rough track retained "as is".

Path screening

Natural England are willing to support the delivery of a new path alignment if it can be suitably screened and that a buffer between path alignment and edge of lakes can be maintained.

This would also benefit the visual impact of the path from Chester House Estate and developing a solution that "appears natural" would most probably be welcomed by Historic England as well.

Whilst the nature of any screening would be developed with ecologist / landscape input there would also need to be parallel conversations with regards to the construction and future maintenance of the path alignment, and any additional ecological interventions.

Screening of the path from the lakes would need to be continuous and the use of layered vegetation would be appropriate.

Any new planting would need to be set a minimum of 1.5m from the path edge to ensure that growth doesn't reduce the available path width – there would need to be a maintenance

regime in place. It would also need to be dense enough, and mature enough, to have an immediate impact.

Construction and Maintenance

Natural England understands the rationale for constructing the new path using the current "worn grass track" alignment rather than one that re-constructs a (better quality) path on the line of the current, overgrown, Public Right of Way.

Whilst the alignment may put path users closer to the lakes, there is less ecological damage to existing flora / fauna and a significantly reduced construction impact.

A "No Dig" path construction – using proprietary products such as "Netpave" or "Cellweb" – may reduce the construction impact and this should be considered at design stage. With increasing costs for stone and tarmac this may offer a financial saving.

With the need to include screening for the path this option can also protect the path from longer term root damage.

The use of "bird hides", simple open timber structures at points along the route are acceptable to Natural England and whilst this may introduce a feature into the landscape, they would be set far enough away from Chester House to have minimal intrusion into the overall aesthetics of the landscape.

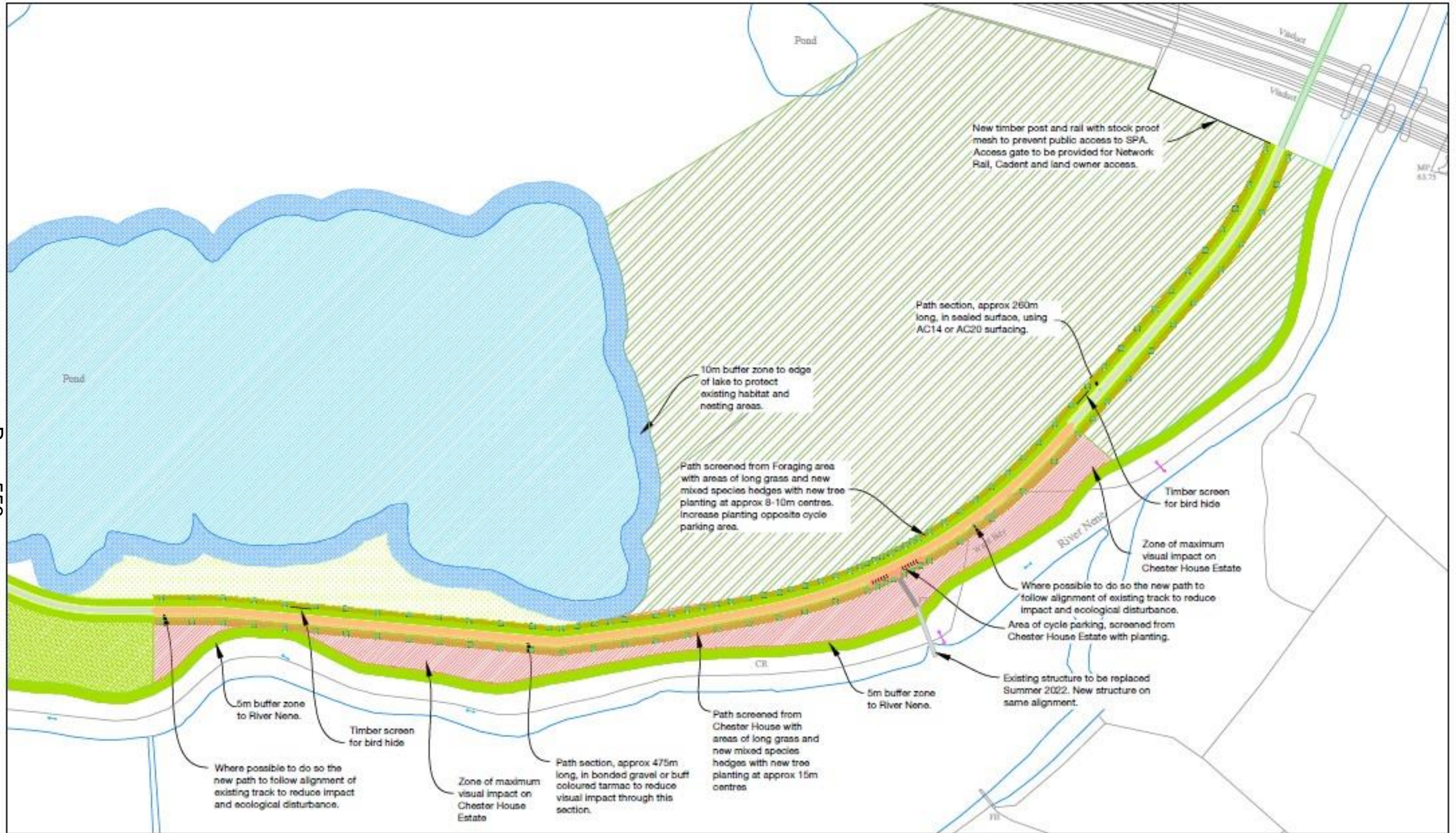


Fig 36 Key zone of influence for visual impact on Chester House Estate



Fig 37 Visual impression of the new greenway between Wellingborough Embankment and Chester House Estate



Fig 38 Visual impression of the new greenway between Wellingborough Embankment and Chester House Estate

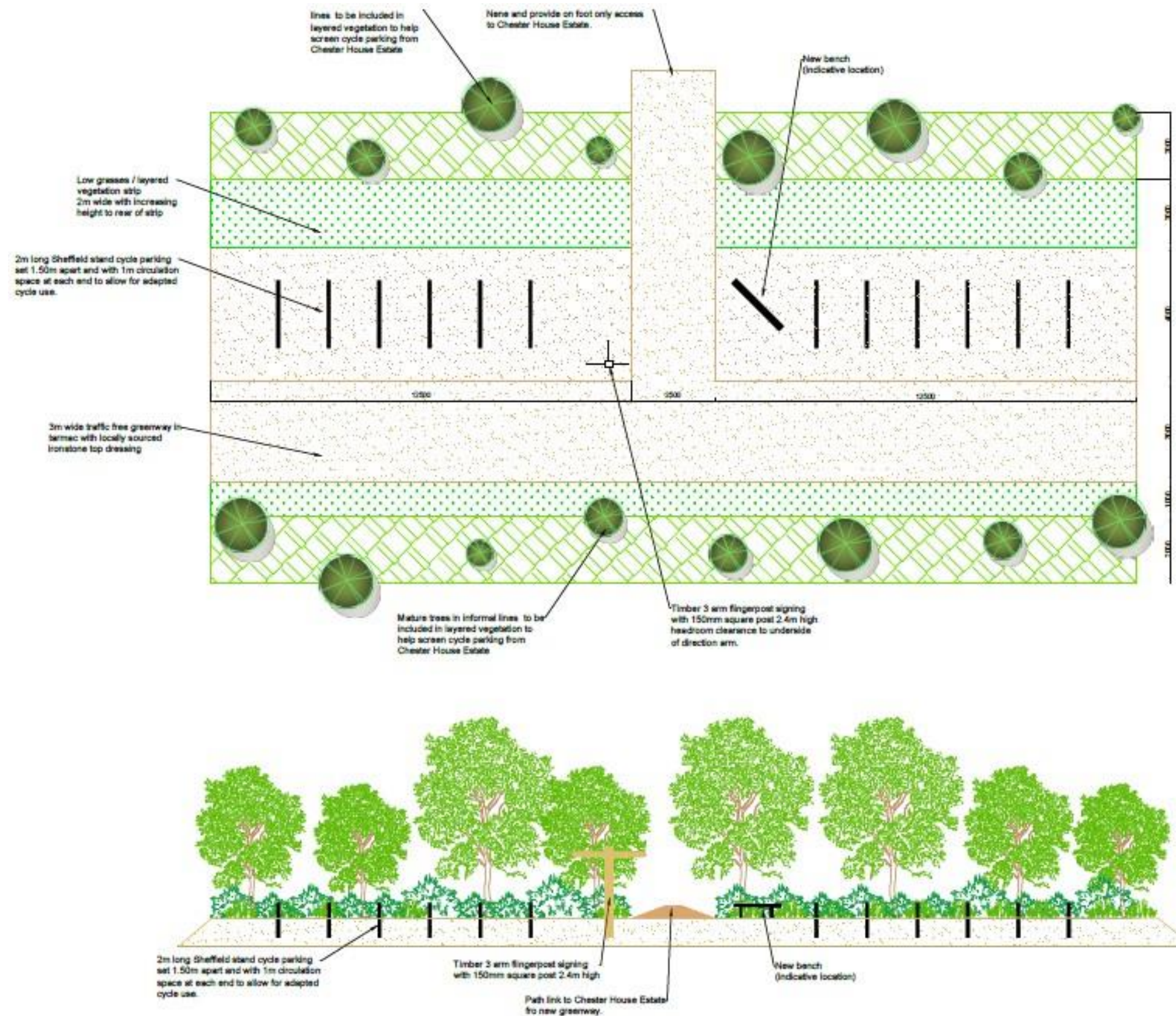


Fig 39 Indicative layout for cycle parking provision along the greenway at the Chester House Estate river bridge

Historic England has acknowledged that development of the greenway will result in cycle parking being required close to the new river bridge access onto the estate.

Two banks of 6 cycle stands are proposed to be located either side of a 2.5m wide connecting path roughly 25m long between the greenway and the new river bridge.

These stands are set 2m long and 1.50m apart, with sufficient additional hard standing area at each end to accommodate tag along / trailer bike adaptations.

Non-standard cycles such as those used as mobility aids can be catered for by extending the circulation space around the cycle stands at each end of the blocks.

Although elevated and at least 150m from Chester House the cycle parking needs to be screened but not necessarily covered.

This can be achieved by including the area within the existing screening strategy for the rest of the greenway – layered vegetation interspersed with semi-mature specimen tree planting.



Replacement bridge structures

The existing structure over the small creek, and the structure over the River Ise are narrow, poorly accessible, and not suitable for retention as part of the greenway corridor.

The proposed design solutions are to create LTN1/20 compliant structures, c15m long x 4m wide bridge decks, with 1.4m high parapets.

Whilst materials such as steel and concrete are very much understood by adopting engineers they would look out of place in this environment and a re-think of what is available is recommended.

The visual image and outline design opposite are taken from a design base that Sustrans have applied to their Lias Line greenway route in Warwickshire.

The bridge deck is formed from a series of perforated GRP composite panels, as used in canal marina pontoons, fixed to a lightweight steel frame, and sat either on helical piles or a concrete bankseat.

Parapets are in green oak timber, and the lower portion can be filled either with vertical timber slats or left open and screened using a wire mesh.

The overall width between parapets of 4m allows for an element of “watching and viewing” without fully compromising the ability of others to move along the greenway route.

Whilst off the shelf timber structures are available from many suppliers this novel approach increases the lifespan of the bridge deck to c40 years and, if sufficient support is included within the steel beams, may be capable of allowing an occasional lightweight maintenance vehicle to retain access.

The inclusion of a perforated deck will also allow for improved drainage – water simply falls through to the ground below and reduces the extent to which shadowing occurs – with benefits for some water loving species.



Fig 40 Visual impression of the greenway approach to the Midland Mainline viaduct

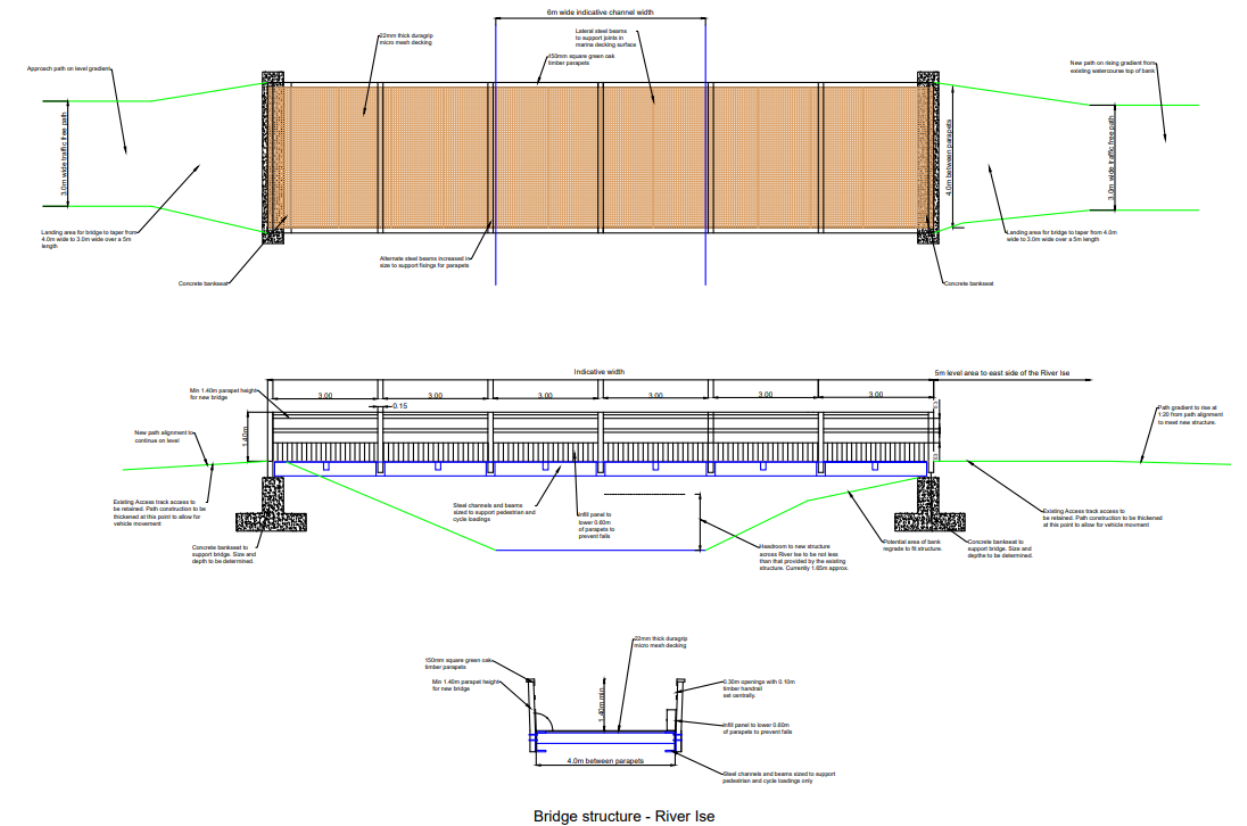


Fig 41 Visual impression of the greenway approach to the Midland Mainline viaduct

Public Rights of Way

As indicated in Section 4.5, the proposed greenway informally follows an existing Public Footpath of multiple definition between Wellingborough Embankment and the east side of the River Nene railway viaducts.

Designation of the greenway as Public Bridleway would legally permit cycle use along the new route and retain it within the Definitive Mapping but the ability for equestrian use elsewhere along the network is extremely limited.

Constructing a new greenway and leaving as Permissive Path would retain the alignments of the existing recognized Public Footpaths.

This approach may benefit the area around the lakes, where Footpaths UL7 and UL8 create an informal path through the open grassland and UL9, which is overgrown in places, puts people directly on the riverbank. Use of these paths may drop off as people simply revert to a new, wider, and less overgrown alignment.

The challenge in this scenario would be around the status of the replacement structures across the River Nene and the creek.

Retaining the existing narrow and largely inaccessible structures would protect the integrity of the current Rights of Way, but would result in new structures sitting alongside old, doubling the maintenance needs of the council.

Removing the old structures requires merging of the Rights of Way and the new greenway to enable a single alignment across the structures to be delivered that is to the benefit for all users but risks the existing Rights of Way becoming disjointed (on the mapping).

With a structure 4m wide to meet the minimum requirements of LTN1/20 it may be viable to dedicate a 1m strip on one side of the bridge deck as “Public Footpath” and have the remaining 3m as “Permissive Path”. That way the legal Right of Way remains on the mapping, all users have a right of access across the structure, and there is a new structure to benefit all users.

The path alignment heading out towards and under the River Nene viaduct is designed to follow an alternative alignment to the Public Footpath FP10, and the bridge design for the new River Nene bridge will over sail this as part of the design.

The link beyond, following the old railway alignment to Ditchford Lane is best retained as a Permissive Path agreement with the landowner, retaining Network Rail and landowner access.

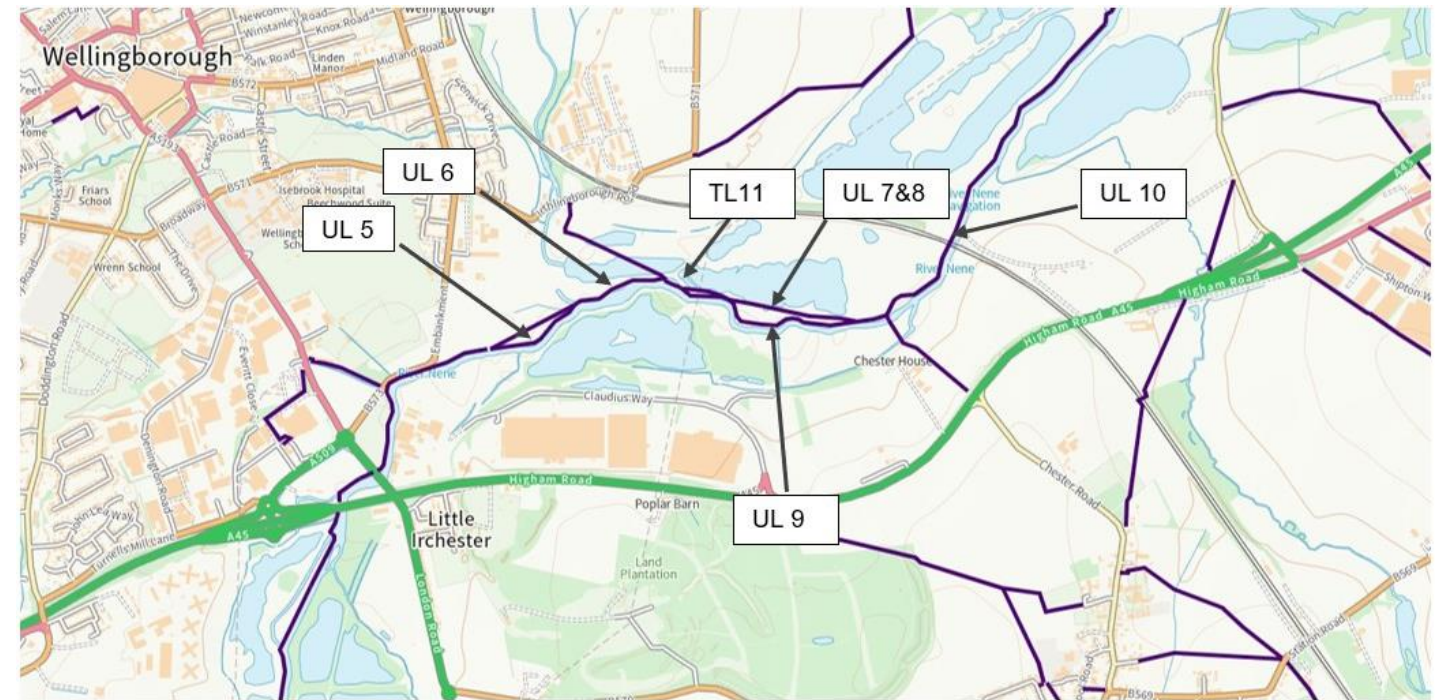


Fig 42 Route alignment between Chester House Estate and Ditchford Lane

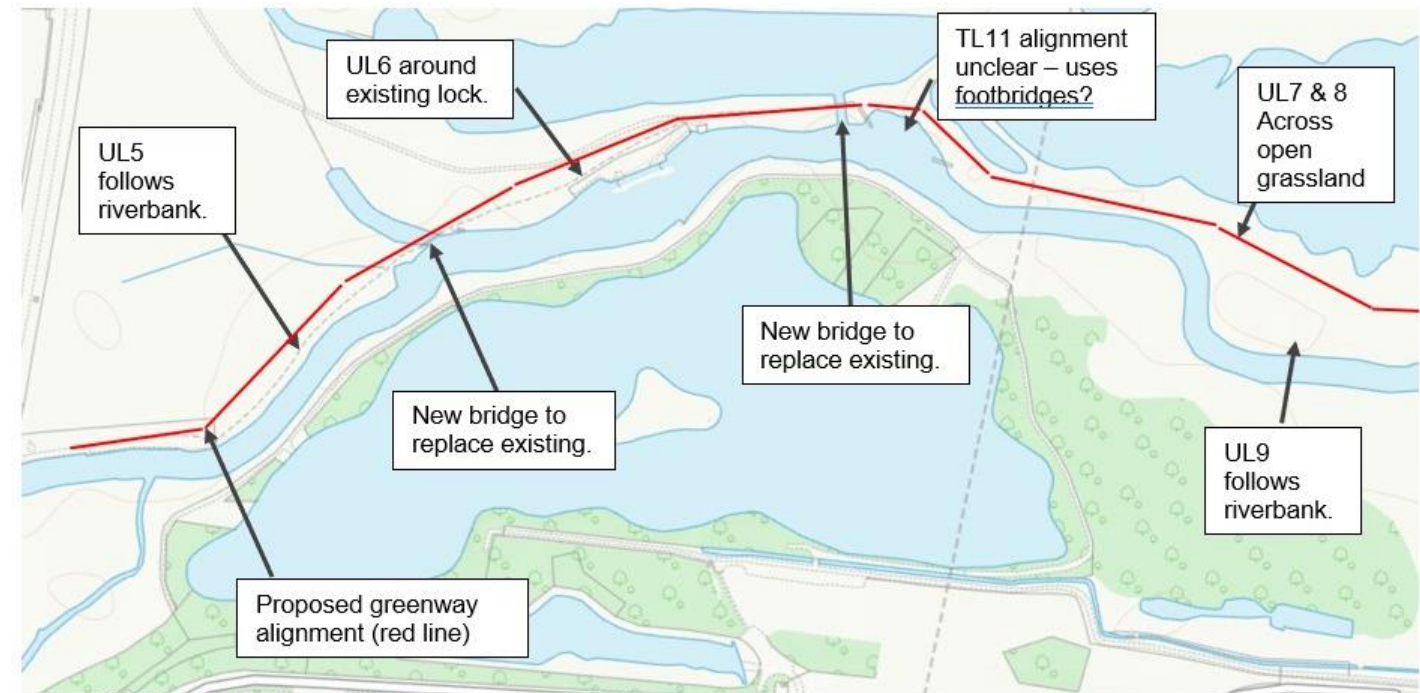


Fig 43 Route alignment between Chester House Estate and Ditchford Lane

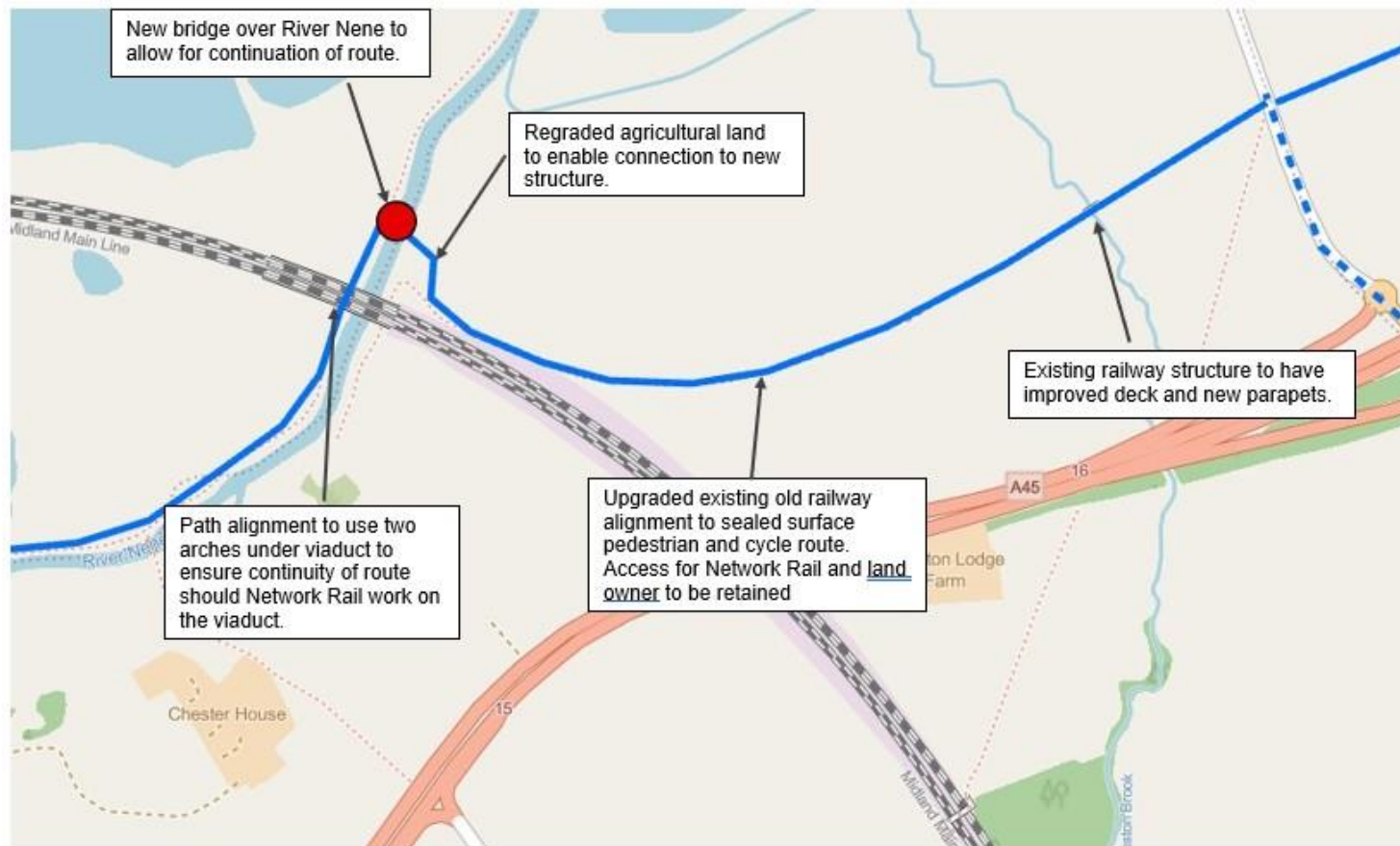


Fig 44 Route alignment between Chester House Estate and Ditchford Lane

Continuation of the greenway from Chester House Estate towards the Midland Mainline viaduct would follow the existing vehicle track rather than the public right of way for the same reasons outlined previously.

Whilst there are no lakes to consider immediately to the north of the new greenway, the open area of grassland is a significantly important foraging area for over wintering wildfowl.

There is already acceptance that a level of disturbance occurs but ensuring that this disturbance isn't escalated disproportionately by the creation of the greenway is a key point for Natural England.

To protect the foraging area from the public straying off the greenway the proposed layering of vegetation will need to be supplemented by an additional post and rail fence.

Access would need to be retained for Cadent and Network Rail around the northern edge of this area for maintenance of their assets and therefore a suitable gated area would need to be provided along with hard standing / turning area.



Fig 45 Visual impression of the greenway approach to the Midland Mainline viaduct



Fig 46 Visual impression of the greenway under the Midland Mainline viaduct

Network Rail and Midland Mainline viaduct

The route needs to pass under the existing Midland Mainline railway viaduct, which is two parallel but separate structures, and cross the River Nene to head up the river cliff to reach the former railway alignment link eastwards towards Rushden.

The railway viaduct, (Network Rail asset ID SPC02-80 River Nene Wellingborough), is not touched by the proposed path, but Network Rail will need to be consulted further about a path under their structure.

Currently there is a worn access track that passes under the viaducts using the second archway from the riverbank. The proposed greenway would utilise the third archway to increase the space available for landing a new structure across the River Nene and leave the maintenance track alone.

Early and high-level discussion with Network Rail have provided some indication that they are supportive of the scheme's development – but in-depth discussion would require North Northamptonshire Council to create an account with ACE. This will lead to the Council entering a BAPA (Basic Asset Protection Agreement) but allow ASPRO to support the project development however any support would incur additional cost.

"We would find it difficult to estimate the full costs of the scheme from an Asset Protection point of view without a greater understanding of the construction methodology and programme. However, following entering an agreement, we could work with the project team to give an indication of costs based on their desired delivery plan."

[ASPRO Network Rail \(oraclecloud.com\)](https://oraclecloud.com)

Path under the railway viaduct.

Network Rail do not have any initial objection to the route passing under the railway viaducts. They currently have access for maintenance and inspection of the structure, but this is limited to small plant and equipment.

Path design would need to be agreed with them as part of the BAPA agreement, however they have stipulated that the new route should drain away from the viaduct.

They have also flagged the potential need for the path to also use a second archway should the existing route be blocked for maintenance purposes (scaffolding / brick repairs / inspections).

Whilst this adds an additional cost and would influence the design of the greenway in this area the inclusion of this extra section of route would secure the alignment against any temporary closure Network Rail may need to employ. The greenway design could use the arch either side, but the second arch is already an access track, and may be blocked by vehicles if maintenance works are being undertaken – use of the fourth arch is identified as the preferred "extra".

Path construction on the approaches to, and under, the railway viaduct would be best using a "No Dig" methodology. This would involve simply removing existing detritus, leveling the area and constructing the path base with "Cellweb" or "Netpave".

Whilst this would limit the construction impact on the foundations of the viaduct, it may not resolve any drainage concerns that Network Rail have.

The distance between the brick arches is 8m, the new greenway is 3m wide and therefore would not utilise the full width of the space. Any surface water run off generated by the path would simply drain into the side vegetation.

Should Network Rail object to this solution switching these products for "Hydrocell" crates would allow for limited excavation underneath the structure and provide storage for any surface water run-off. Discharge into the river or additional soakaway trenches would ensure that water is moved away from the viaduct.

These crates have a load bearing capacity of 62T and should be acceptable to Network Rail's maintenance vehicle requirements.

Bridge across the River Nene

The route needs to cross the River Nene and the preferred option for the location of a new structure is to the northeastern side of the railway viaduct.

At present we estimate that this would be 30 - 40m away from the railway viaduct. Network Rail have indicated that they have no initial objection to a new bridge being constructed at this distance.

They have raised usual concerns over construction activities, especially around installation of the structure and the future maintenance needs of their own asset, including access to the structure for vehicles.

Network Rail and Cadent both require access to infrastructure on the north side of the river and the new River Nene bridge may therefore need to allow for an unspecified vehicle headroom height where the proposed landing ramps would cross the current maintenance track from Ditchford Lane.

There are challenges with constructing a new bridge on either side of the viaduct but on balance the northeastern side is preferred.

Figure 40 overleaf highlights the constraints / challenges to delivering this structure.

The landforms fall from south to north and works on the southern / eastern side of the existing viaduct could be accomplished with earthworks and limited adjustment to the adjacent fields, and retain a good connection onto the old railway formation.

The bridge deck itself should be used as part of the solution to overcome the level differences. The river channel itself is c20m wide and allowing for an element of additional width to enable "low level" flood events to occur a bridge deck length of 40m would seem realistic. At a steady 1 in 20 fall that would equate to a level difference of 1.5m and 2.0m depending on the length of the structure.

Landing the bridge ramps on the northeastern side of the river is challenging, in part because of the soffit levels provided by the Environment Agency for the bridge deck.

At 45.8m this is approximately 6m above the existing riverbank level, and considerably above the underside of the new Chester House bridge installed some 400m west of this structure.

Bridge Location	Visual Impact	Access Ramps	Constraints	Opportunities	Next Steps
Southern side of railway viaduct	Significant	<p>Navigable headroom c 3.5m means ramp length c70m at 1:20 gradient.</p> <p>Flood risk headroom of 6m means 120m long access ramps at 1:20 gradient.</p>	<p>Land to northern bank of River Nene is classed as high-quality foraging grassland for over wintering birds.</p> <p>Land on the southern bank of River Nene falls within the area requiring Scheduled Ancient Monument consent.</p> <p>Network Rail vehicle access will be difficult to maintain as landing ramps will need to be designed to minimize impact on the Scheduled Ancient Monument area.</p> <p>Constructing a new structure will require cranes to be operating in the proximity (albeit below) existing overhead electric wires serving the railway.</p> <p>The new structure will need to be located at sufficient distance away from the existing viaduct to ensure that any accidental damage is avoided.</p>	Limited – but the structure could be used as a viewing platform across the gravel pits.	<p>Topographical Survey required.</p> <p>Ground Investigations required.</p> <p>Network Rail BAPA (Basic Asset Protection Agreement) to be pursued and agreed.</p> <p>The landowner consents to be progressed and agreed.</p> <p>Further discussion with Environment Agency over size of ramps created by advised soffit levels for structure.</p>
Northern side of railway viaduct	Low – the viaduct essentially screens the new bridge	<p>Navigable headroom c 3.5m means ramp length c70m at 1:20 gradient.</p> <p>Flood risk headroom of 6m means 120m long access ramps at 1:20 gradient on the northern side of river.</p> <p>Reduced length on the southern side as ground levels are more favourable.</p>	<p>Existing high pressure gas main crosses the river c20m east of the railway viaduct and will impact upon the location and design of the structure and its foundations.</p> <p>The Northern riverbank is low, and ramps will need to be within floodplain. Southern/eastern bank forms part of a river cliff and will need to be regraded. Depending upon the available extent of earthworks this may result in longer ramps on the northern side.</p> <p>Ecological impact is still in evidence but reduced.</p> <p>Network Rail access still needs to be maintained, but careful re-grading of the river cliff may enable the walking/cycling route to be developed without restricting access.</p>	<p>The re-graded area needed for the southern side could be developed to create a new habitat.</p> <p>The structure and ramps could be used as a viewing platform along the River Nene towards Ditchford Bridge</p>	

Fig 47 Options and challenges for a new River Nene bridge

A headroom clearance of 6m will require the ramps to be 120m in length (at 1/20 gradient), and this will require a larger area take for the structure – and provide North Northamptonshire with a major structure to maintain in the future.

It would not be possible to accommodate a single straight ramp without compromising Network Rail's access under the viaduct.

Creating a ramp link therefore will require a significant footprint within an area that is ecologically sensitive (RAMSAR / SSSI) and will need to sit visually within a sensitive broad river valley landscape.

A zigzag / out and back structure would offer a tight footprint, but ramp lengths could still compromise the ability of Network Rail to access the eastern viaduct, and foundations for supporting piers would need to avoid the high-pressure gas main.

An alternative, and preferred option would be to create a "box" using roughly 50m ramp sections and level areas at each corner and allow the new structure to loop back under itself.

Whilst this increases the footprint of the works area, using helical piles reduces the extents of any supporting works and longer-term ecological damage is limited to the arisings from the borehole.

The deck of any sizeable structure is also going to have a significant impact on the habitat below – shadowing can be problematic, and a solid deck surface will also prevent rainfall from reaching the ground below.

By utilising a different approach, the impact of both these situations can be reduced. Using a GRP type perforated deck (Duragrip 22mm marina decking) will give a robust and practical way of creating the ramp whilst allowing water and light into the grassland below. Its use on canal infrastructure around pontoon's would mean that in theory it wouldn't be totally out of place in this location.

Visually any alignment of the ramp is going to be extensive – rather than steel handrails, which whilst ornate and practical will feel out of place – consider using green oak timbers for a more "natural" visual impact.

The bridge structure itself will also need to "sit" visually within this sensitive environment. The size of span, and elevation above the river, will mean that this becomes a structure that requires concrete and steel form, however dressing the structures façade in a brickwork similar in colour to the existing viaduct will in part allow it to become merged with the much bigger railway infrastructure.

Routing the structural ramps away from the railway viaduct will also significantly reduce the impact upon the existing LHP gas main that crosses the river in this location. The "box" approach also allows for a different visual interpretation and engagement within the landscape – allowing path users to journey through rather than simply travel across – this area.

Further discussion with Natural England, Environment Agency, Network Rail and Cadent are necessary to determine the final alignment and approaches to the viaduct, but providing that all parties work coherently together no matter how challenging there is a solution that can be delivered.

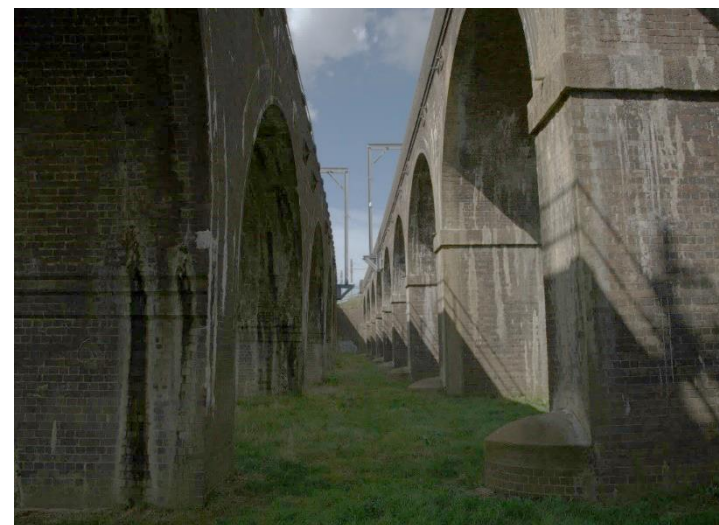


Fig 48 The two viaducts have different headroom clearance which may influence construction plant choice.



Fig 49 The proposed main path would utilise the second and third arches from the riverbank.



Fig 50 Local High-Pressure gas main needs to be considered in any design and construction conversation.



Fig 51 The proposed bridge would be to the right of the gas marker posts, and the ramps would extend away from the viaduct to create a loop and head back under the main

Neither railway viaducts appear on the Scheduled Ancient Monuments register and appear not to be listed structures within Historic England's register. Listed Building Consent is therefore not thought necessary for works under the viaduct – but Network Rail consent is.

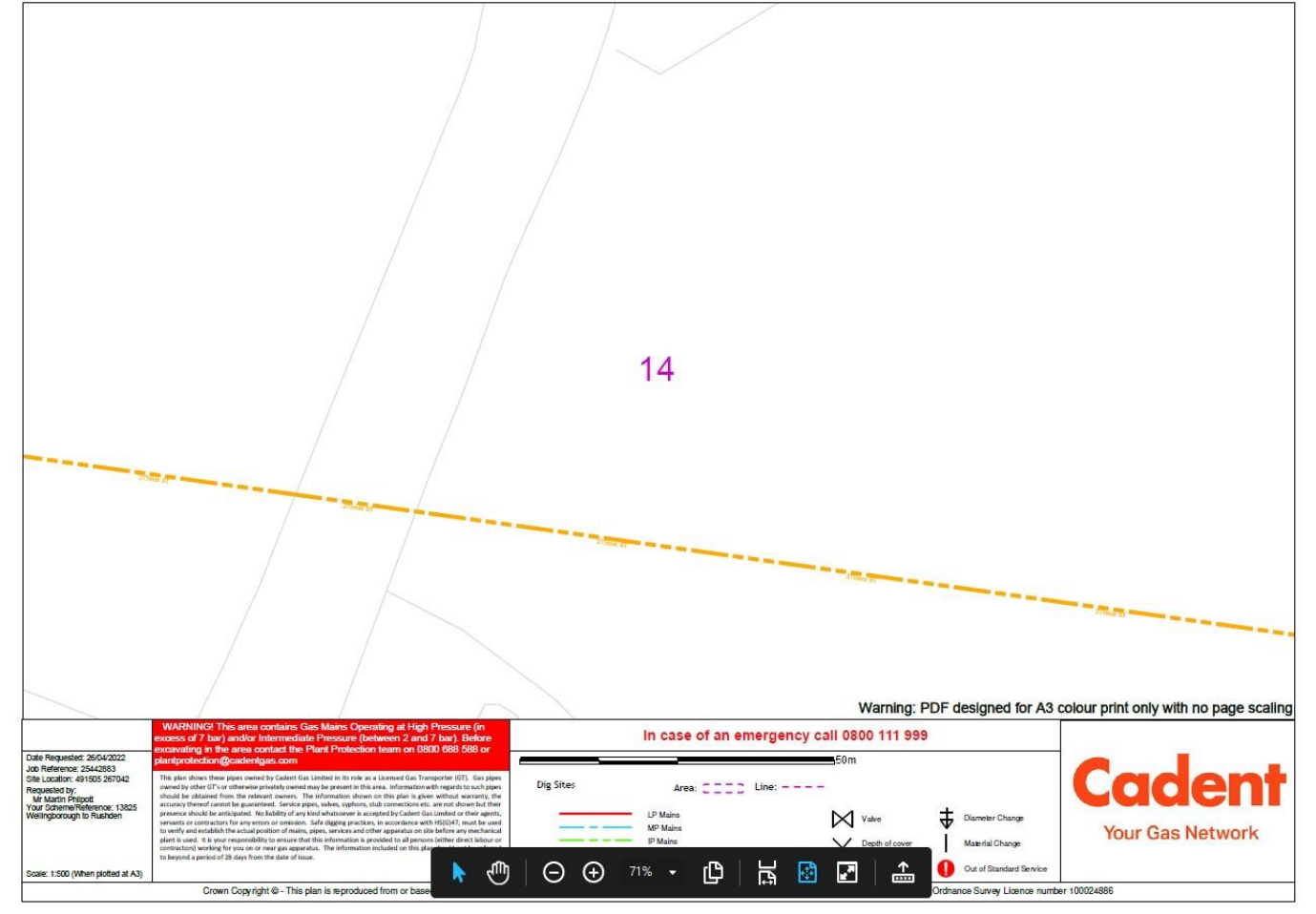
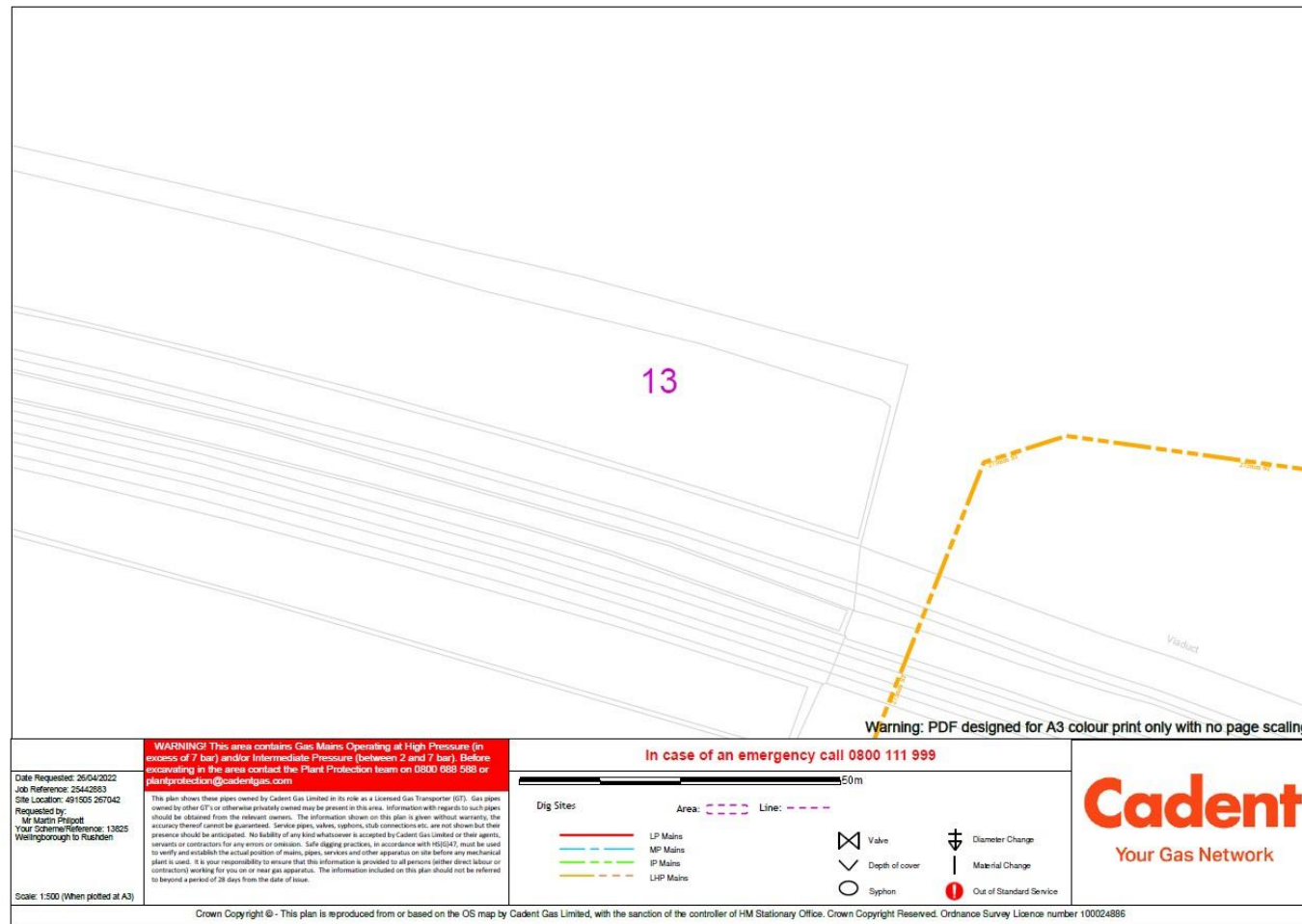
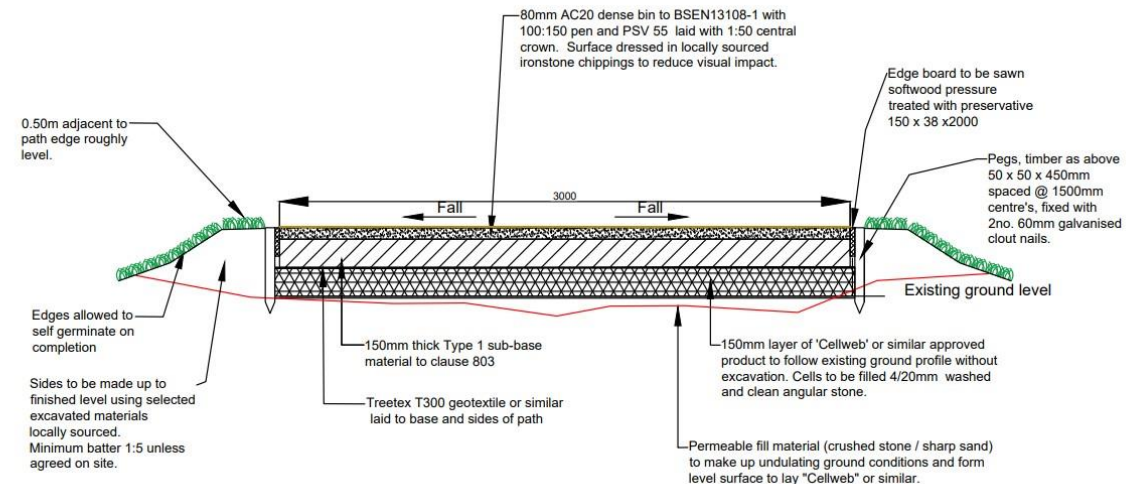


Fig 52 and 53 Cadent network plans for the LHP main in the vicinity of the railway viaduct and the river crossing



- 1) The formation level shall be free from soft spots, tree roots or other organic material.
- 2) Cellweb layer to extend minimum of 1.0m beyond end of tree root protection area and filled with Type 1 stone to avoid differential settlement between construction processes

SD04 Typical No Dig Construction (Trees)

Fig 54 No Dig construction detail



Fig 55 Any new structure needs to blend into the landscape – this is Reach Lode bridge in Cambridgeshire



Fig 55 Proposed alignment for the new bridge across the River Nene

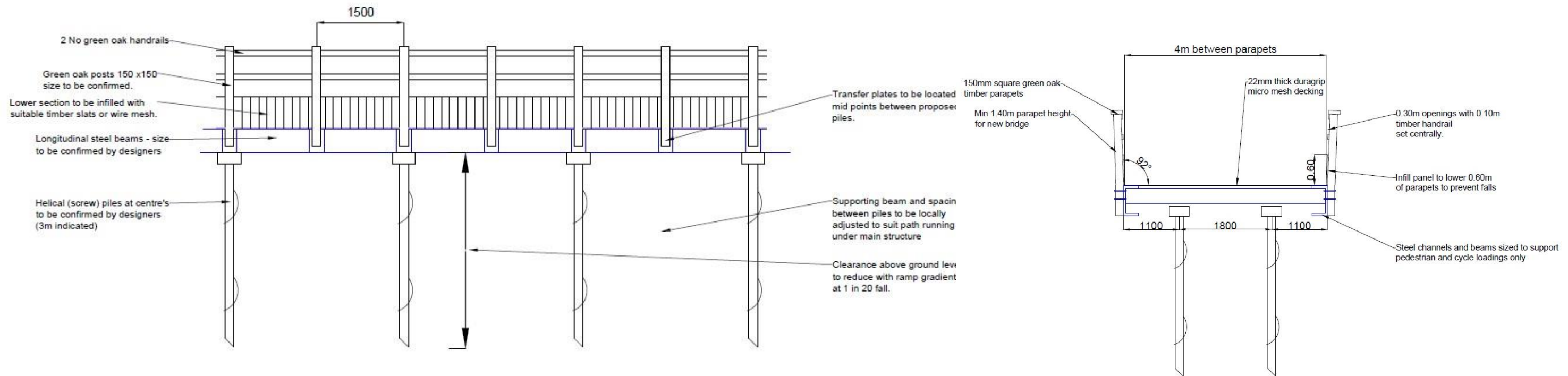


Fig 56 Indicative design for a lightweight bridge ramp for the landing on the northern side of the River Nene bridge

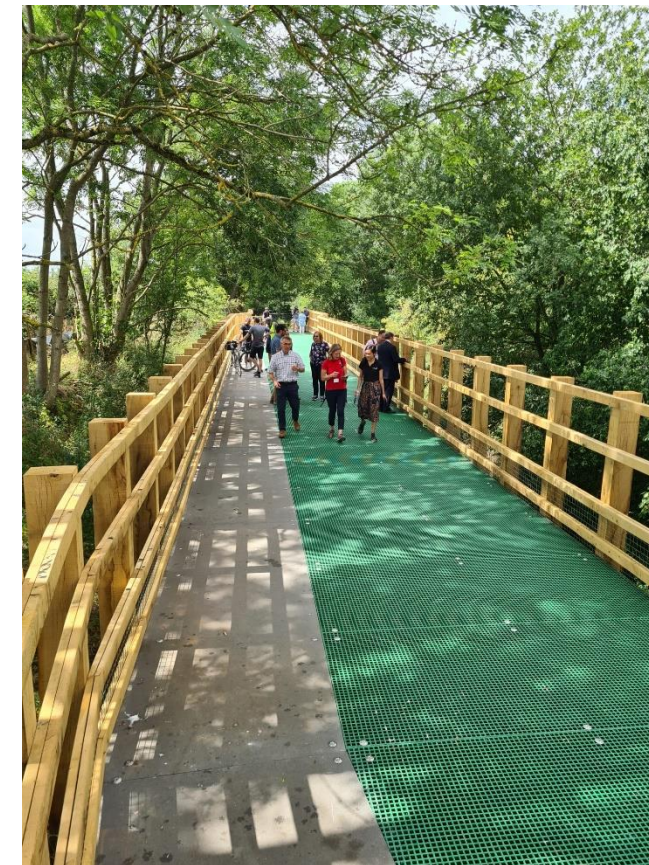


Fig 57,58 and 59 Boardwalk construction on Sustrans Lias Line project in Warwickshire using a similar design principal. Helical piles reduce the ecological footprint, whilst the perforated deck reduces shadowing onto valuable habitat below and allows surface water to fall through.

6.3 Railway line link to Ditchford Road

The path linking to Ditchford Road will follow the railway alignment where it is practicable to do so.

The former track bed is used by Network Rail on a sporadic basis, and by the landowner / tenant farmer for accessing adjacent fields. There are also two large slurry pits / balancing ponds that require infrequent access.

Network Rail require access, to trackside infrastructure, into the compound area at the southern end of the viaduct (the location of the former railway junction) and around the landing area of the new bridge for inspections of the

In any “phasing” of construction activity this section would not necessarily be regarded as a high priority – to access it requires the new structure over the River Nene to have been delivered – and in its current state provides a sound and viable surface for able bodied pedestrian and most cycle users.

Depending upon the nature of vehicles used by construction activities, Network Rail and the current landowner, and the damage that is caused to the overall surface, limited works to repair and retain the existing surface may be a viable short-term option.



Fig 60,61 and 62 Network Rail access points to allow for trackside and viaduct underside maintenance and inspection.

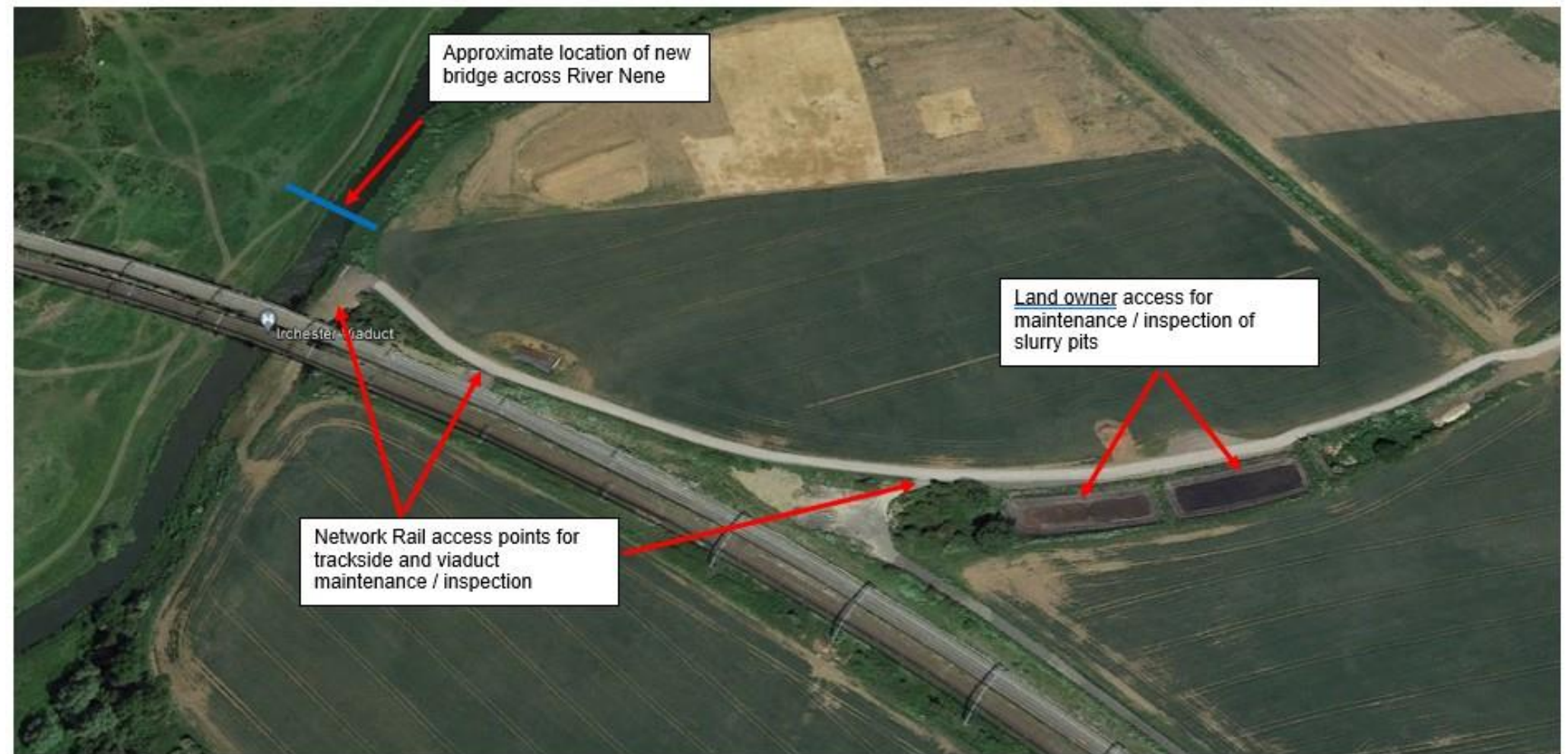


Fig 63 Access requirements by third parties along the former railway line link to Ditchford Lane.

Path Width

For practicality purposes the minimum width for pedestrian and cycle use, 3.0m, should be re-considered, especially if the alignment is to be used by maintenance vehicles.

There is insufficient width available with the existing railway formation to create a separate 3m wide greenway and allow for vehicle movements along a separate area.

Overall, the formation is roughly 4.5m wide and therefore creation of a new path 4.0m wide would allow comfort space should vehicle meet pedestrian on adapted cycle user.

Access Requirements

As well as Network Rail access needs, the existing slurry pits alongside the railway will require occasional emptying and maintenance.

The LHP gas main crosses under the railway formation and runs parallel to the railway embankment through to Ditchford Lane, and therefore access by Cadent for maintenance / inspection is required.

The operational needs of the various organisations will require occasional use by large vehicles and the design of the final surface will need to reflect this.

Frequency of vehicle movement is likely to be sporadic and infrequent. Peak usage for pedestrian and cycle traffic is expected to be around commuting patterns during the week and more regular flows over weekends and holiday periods.

Network Rail's operations around line closure or routine maintenance may therefore compromise user experience on occasion but this can be communicated in advance.

Significant works by Cadent on their infrastructure would also be planned by them and can also be communicated ahead of events.

Surfacing

In the immediate short term, the railway formation provides a sound and usable surface for a large majority of potential path users, and as part of phasing construction works would be lower down the list of immediate deliverable needs.

A low cost, deliverable option would be to re-grade and compact the current track bed, and where necessary adding a layer of geotextile and 150mm layer of type 1 stone and surface with a layer of base course.

This would withstand limited vehicle use (maintenance vehicle on intermittent visit frequency) but would be more susceptible to damage for frequent visit / large vehicle use.

A high cost, deliverable option would be to replace the base course with a layer of reinforced concrete and create a year-round, fully accessible solution.

A workable middle ground may be to employ a more traditional "road construction" layering, stone, upper and lower base course to give a more durable option but without resorting to a concrete track.

Shade and Shelter

This section of route is exposed to the elements, being on top of the ridgeline. Providing shade and shelter for path users will therefore improve their experience of the route.

This could be achieved by selective planting of semi-mature trees alongside the railway where space permits. As the railway runs predominantly west – east maximum benefit for shade is achieved by planting along the southern side.

Shelter from wind and rain is more difficult to predict and there is little space away from the railway formation to create "shelter huts".

Where there is space thought should be given to how benches can be installed and protected from the elements.

The existing, and currently inaccessible, old farm bridge can be re-purposed to provide both a viewing point on good days, and the substantial parapets providing shelter when necessary – adding a low bench provides a seating area.

Fig 64 to 67 Railway alignment opportunities:

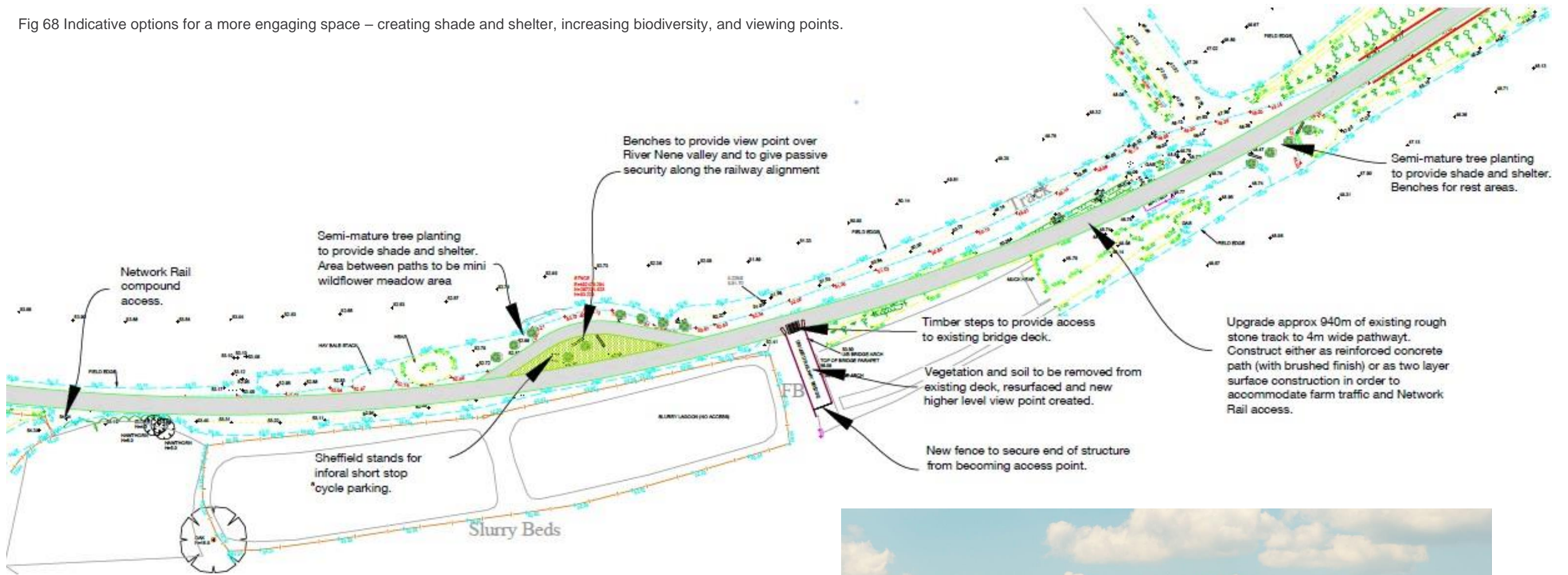
The wide area adjacent to the slurry pits can be reimagined to create an area that encourages biodiversity whilst providing a defensive buffer from access by path users.

The existing bridge can provide both a viewpoint and shade /shelter from the elements.

The open nature of the path can be reduced by additional planting along the edges to provide shade and shelter.



Fig 68 Indicative options for a more engaging space – creating shade and shelter, increasing biodiversity, and viewing points.



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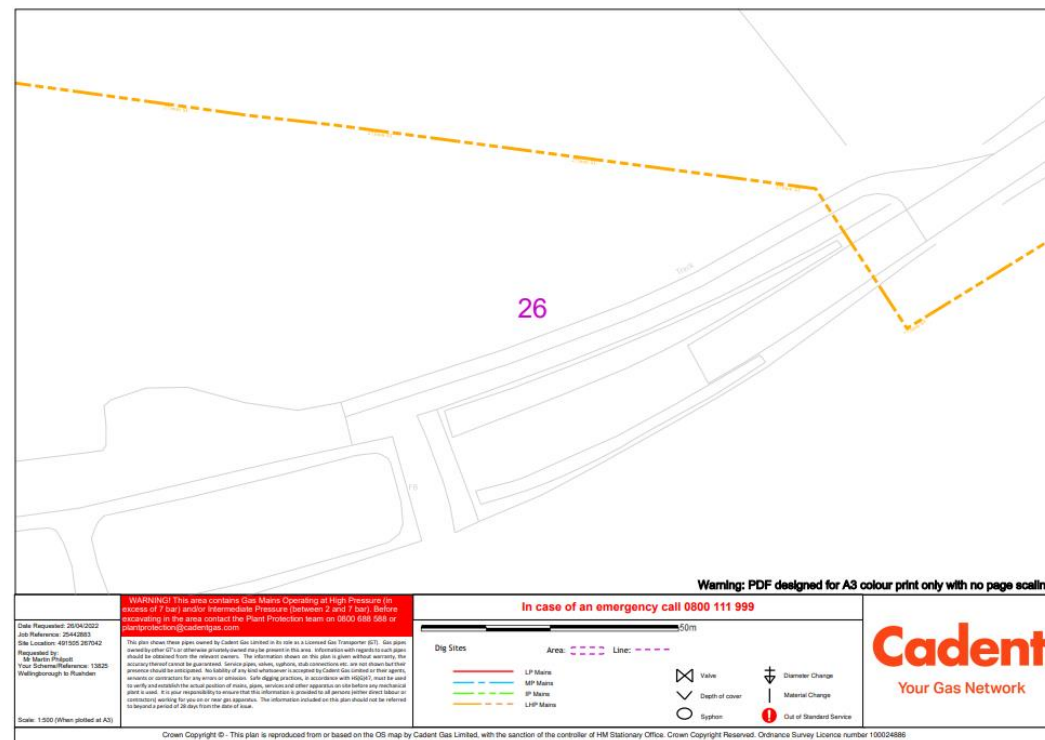


Fig 69 Cadent infrastructure across the railway formation



Fig 70 Impression of how the link along Ditchford Lane can become a viewing point.

Knuston Brook railway bridge

The existing railway bridge over the Knuston Brook is in good condition, albeit with some structural challenges to consider.

Recent inspections by Kier WSP have highlighted concerns over voiding within the existing brick arches which have implications for structural loading that could safely be supported.

They have recommended a 10T limit for vehicle movements, but this could be increased if additional work is undertaken to resolve some of the highlighted issues.

Sustrans, as owners of many existing and disused railway structures, are well versed in returning similar structures back to life.

The issues highlighted in the reports are not beyond resolution and a 10T working weight limit is not an unusual recommendation – and one that skilled contractors can work with.

To protect the integrity of the bridge, the current surface materials should be scraped from the deck to expose the original waterproof layer, which should be assessed for integrity, and any repairs – including a new waterproof layer if necessary – completed.

A dished drainage channel should be installed on each side, with a high point created in the centre of the structure to allow run off to be taken away from the deck.

Soakaways at each end of the channel will allow water to percolate away. Surfacing should be across the full width of the deck –

with a 20mm stone size basecourse and a 6mm surface course layer applied.

Parapet heights will need to be checked and new railings added if the existing height is less than 1.20m.



Fig 71 and 72 West and East approaches to the existing Knuston Brook bridge.

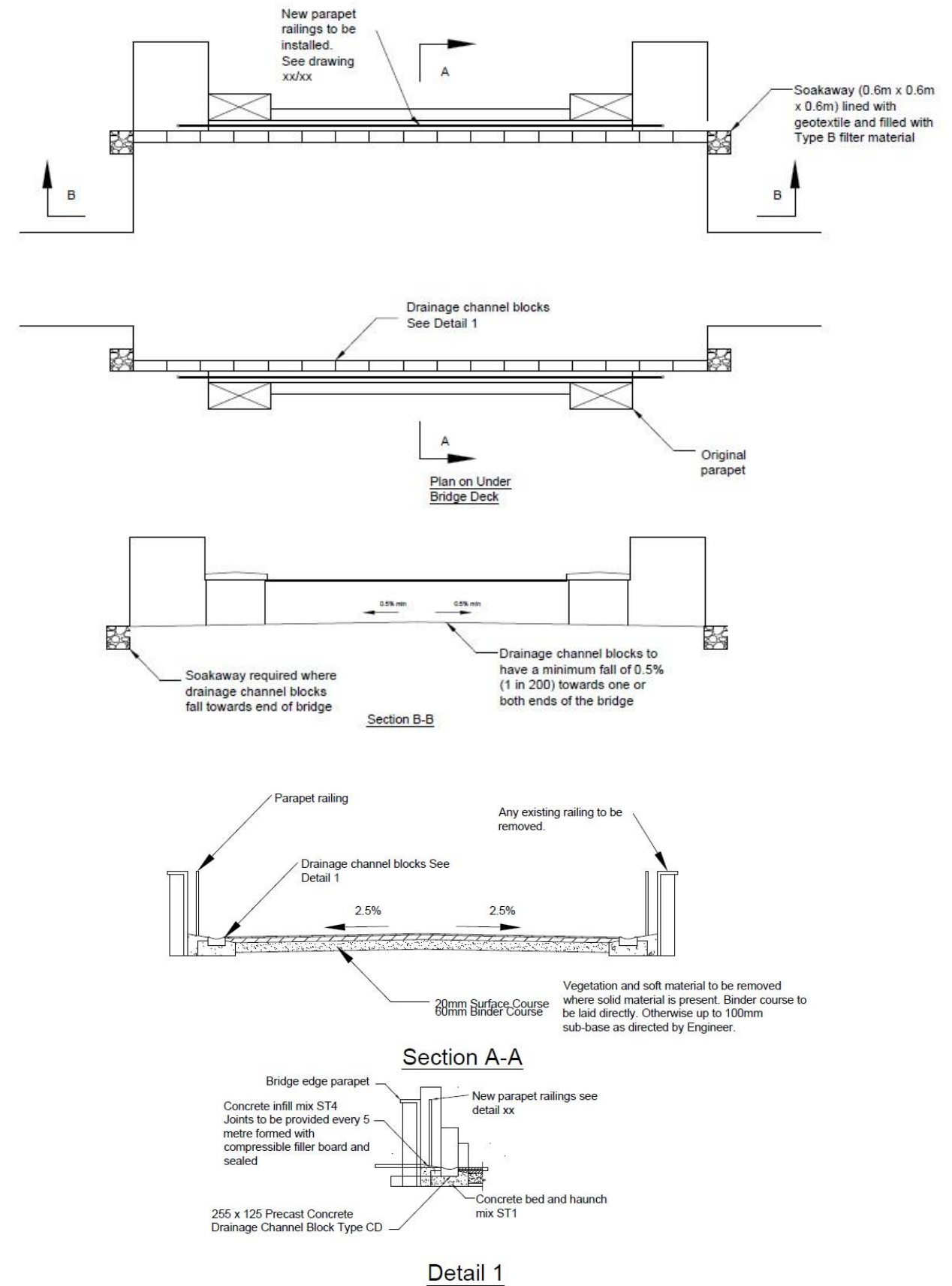


Fig 73 Design solution for a resurfaced deck on a brick arched bridge as employed by Sustrans on multiple greenway routes

Connection to Rushden Lakes.

The connecting link between the railway alignment and Ditchford Road needs to consider the impact of the proposed development of Rushden Lakes and ensure that the movements between the two are fluid, coherent and aren't compromised by space or poor design.

The access will need to be capable of providing a safe connection between the greenway route and a section of on road / shared footway, whilst ensuring that the access track remains secure for the landowner.

Ditchford Road is indicated as a "De-restricted speed limit" and therefore an offset between edge of carriageway and edge of connecting cycle track is of 2m (LTN 1/20 table 6.1)

This may have implications for how the proposed crossings / link with the intended access road for Rushden Lakes. This development is significantly advanced in terms of design / planning whilst funding for the greenway remains uncertain, onsite works to enable a future connection will consist of adaptations to the access road junction.

Sight lines in both directions are good and a 2.0m offset with 3.0m wide path would appear to be deliverable within the extent of the current highway verge, however at the point where the proposed roadside path turns to connect onto the railway alignment the ground falls away sharply and the high-pressure gas main crosses both railway and road.

The design of this important crossing point also needs to reflect the changes in LTN1:20 and ensure that any central waiting area can safely

accommodate the dimensions of a "design cycle".

This is a route that will attract family groups – Rushden Lakes has leisure as well as retail attractions – the designed crossing space should allow for more than one family group - potentially travelling in opposite directions – to wait / cross safely.

This crossing point therefore must be delivered to a standard far exceeding "bare minimum" for the route to be regarded as a success.

If pedestrian and cycle users are left compromised / vulnerable or lacking safety, then the aim of the corridor will be lost.

Offset to carriageway – it is noted that a reduction in vehicle speed to 40mph is proposed through this section. From a pedestrian / cycle user comfort the minimum required offset of 0.5m would meet LTN 1/20 requirements – but this is a rural link road carrying HGV traffic and therefore an offset of 1.0m is more appropriate.

Road crossing – A staggered uncontrolled central refuge layout is unlikely to support a safe waiting space for those using non-standard cycles and is unlikely to enable a "design cycle" to turn within the space available.

The LHP gas main also reappears at this point, compromising the space win which any new crossing, or adjustments to footway can be easily accommodated.

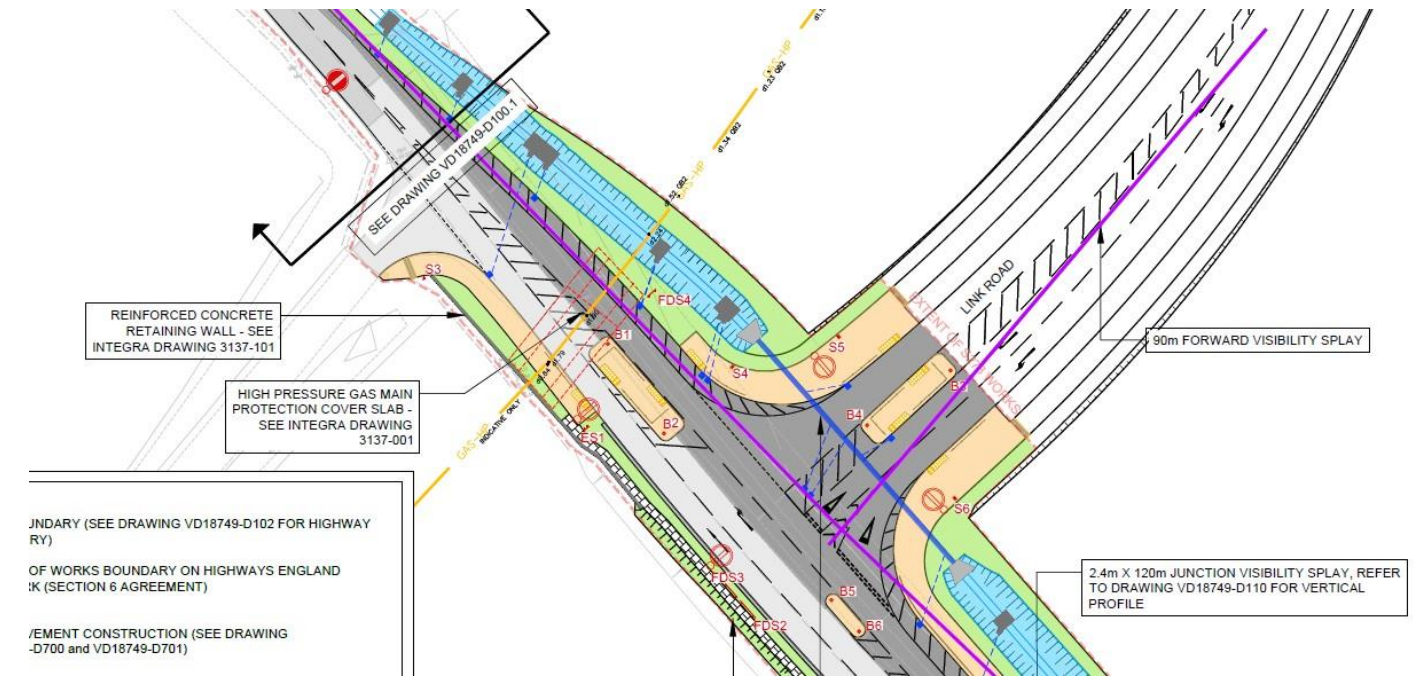


Fig 74 Current access arrangement for the new Rushden Lakes access road, with immitted crossing facilities.

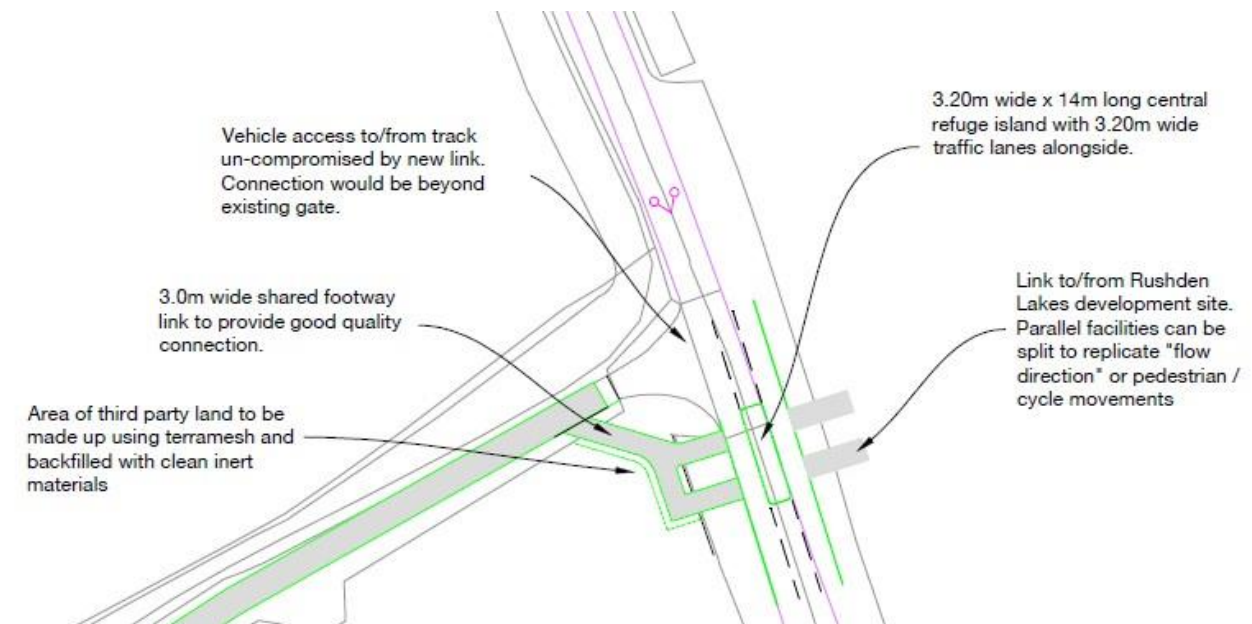


Fig 75 Improved connections between greenway and Rushden Lakes over Ditchford Road

6.4 Rushden links

Rushden Lakes access road

The link to Rushden Lakes from Ditchford Road has been subject to a planning application / consent – ref no 20/00534/FUL, approved in May 2021.

Provision within the link road is acceptable but relies on 2 no 3.0m wide shared footways. One footway runs adjacent to the new link road, and with a 1m wide buffer. This would make it acceptable under LTN1/20 requirements. The second footway, also a 3.0m wide shared facility, is remote from the proposed access road, and meanders through the “landscaped area” to the north of the road. Again, this would be acceptable under LTN1/20 requirements.

However, the provision of two shared facilities – in perhaps an area where there is potential for limited pedestrian movement - may result in points of conflict as cycle traffic may not be aware of pedestrian provision.

Crossing facilities for the new access road are limited and left vague as “footway/cycleway crossing of link road”. In all locations the provision of parallel pedestrian and cycle zebra crossings should be regarded as the “minimum acceptable” design option.

The crossing of the HGV access is set well back but whether enough has been allowed for this to be a priority crossing is not easy to establish. As a minimum this crossing point

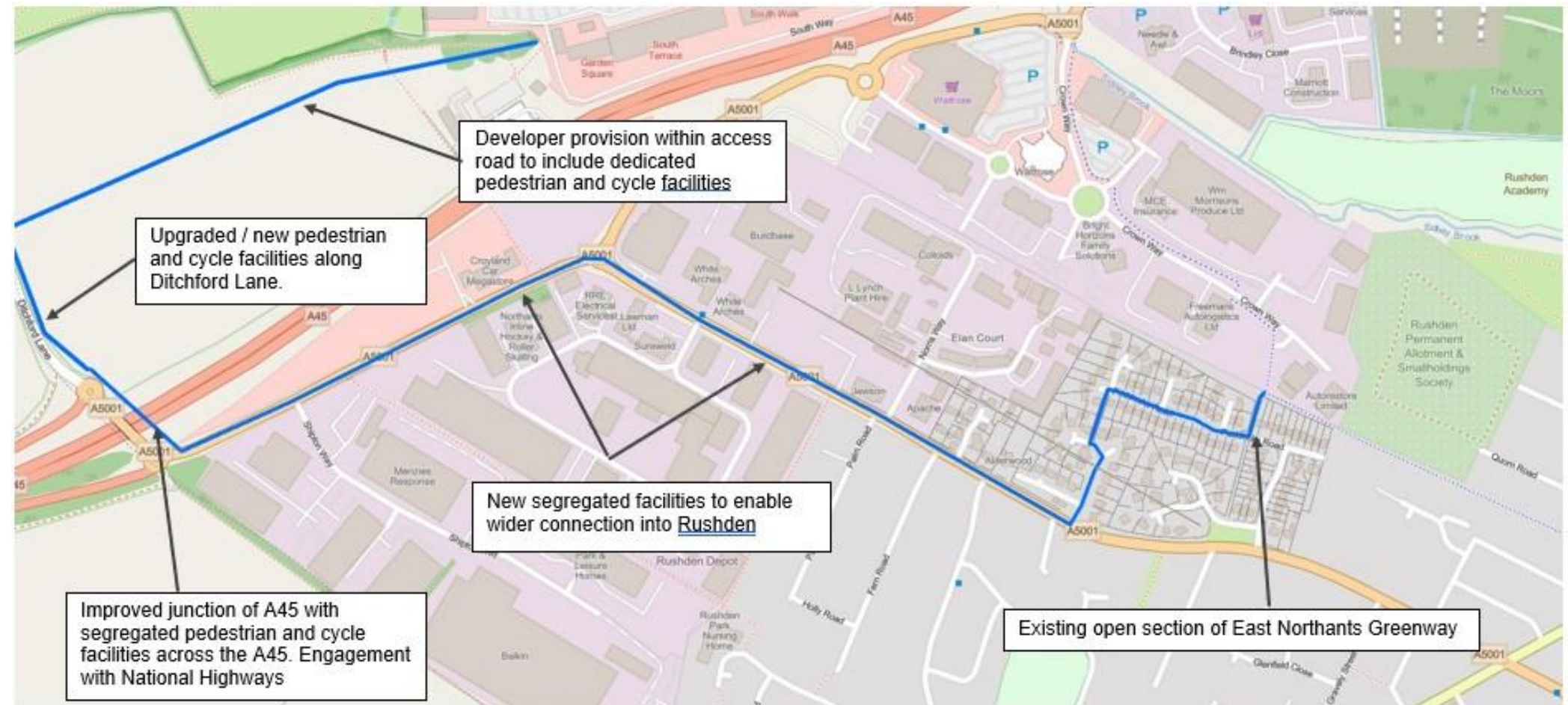


Fig 76 Connectivity within Rushden

should also be a parallel pedestrian and cycle zebra crossing – and should be located far enough from the current give way to enable an HGV to wait without blocking the main access road. This may require a slight amendment to the overall design of the approach paths but is far from impossible.

Ditchford Lane improvements

Failure to create a high-quality pedestrian and cycle environment between the new Rushden lakes access and the southern side of the A45 will restrict the number of pedestrian and cycle journeys made – with a knock on to the overall or perceived, success of the riverside corridor.

The Vectos general arrangement drawings within the planning application detail the proposed changes to Ditchford Road between the new junction and the A45.

The designs as presented are good but become compromised and this may ultimately become a weak link in the overall scheme. The shared footway provision is 3.50m, and so more than the minimum required by LTN1/20 – however there is no recognized buffer to the traffic lanes – simply incorporated into the wider footway. Retaining a planted verge and reducing the path width to 3.0m may be more appropriate, especially as the adjacent “hatched buffer” within the carriageway tapers down to nothing.

This shared path is continuous through the remodelled roundabout for the A45 / Ditchford Lane slip road, but again would benefit from there being a verge rather than the 3.5m wide footway.

Under LTN 1/20 there is a need for a buffer verge at 40mph of 0.50m – and amending the current designs to include this, rather than simply building a 3.50m wide tarmac path would be regarded as a better provision.

Unless the provision over the A45 is significantly improved then the creation of a 3.0m or 3.5m wide link will see very little use.

A45 road bridge

The road improvement scheme stops at the existing A45 bridge. This structure has a carriageway width of c8.90m and 2 2.0m wide footways on each side.

In its current format this would place it outside of LTN1/20 requirements, however it is not an easy option to fix.

Reprofiling the bridge users – is arguably the easiest, but possibly controversial, option and would restrict traffic flows using it to private car use – which would enable the bridge deck to be re-profiled to provide widened footways.

This option would force any HGV traffic wanting to access the new Rushden Lakes development or serve the existing industrial estates into using alternative – less suitable options and therefore is discounted.

Weight limit on the structure – would remove larger HGV traffic with similar results to fully re-profiling but may allow for LGV vehicles. This is not ideal and will still be a challenging environment for pedestrians and inexperienced cycle traffic.

Provision of a new walking and cycling bridge – would provide a dedicated, safe and fully LTN1/20 compliant way of accessing Rushden.

The A45 is a significant barrier to movement and National Highways are keen to remove cycle traffic from this section of road. If cycle traffic cannot safely access the facilities on the northern side of the A45 then the problem that they are trying to eradicate may not be possible.

A new structure, 4 – 4.5m wide and c120m long, is needed to achieve this. The approach from the north can be realigned so that the proposed 3.0m wide shared path can be removed from the proximity of the roundabout and a high-quality connection delivered.

Re-configuration of the current slip roads - allows for additional west bound exit and east bound access. In providing this there is then an opportunity for Northampton Road to be reconfigured to allow for one way vehicle working, releasing space for high quality segregated walking, and cycling facilities. This would involve improving the current pedestrian and cycle facilities across the current Ditchford Road/ A45 bridge to maintain an LTN 1/20 compliant corridor.

Northampton Road

The LTN 1:20 compliant route is challenging along the length of Northampton Road, without significant changes.

This road is the natural feed onto the A45 from Shipton Way and Sanders Lode Industrial Estates – especially for traffic heading west to Northampton and the M1 – and lane widths are at a premium.

Vehicle restrictions, - such as weight limits / timed access could be utilized to prevent HGV and LGV movements on to the A45 at Ditchford Road with vehicles using the more accessible A45 / A5001 roundabout – however to achieve this whilst retaining access for all industrial premises the location of access points / suitable connecting roads may make such an option unworkable.

One way vehicle operation – It is possible to deliver a one-way loop – if both County Highways and National Highways are prepared to sanction an increase in vehicle traffic at the A45 / Ditchford Lane exit, and the A45/A5001 roundabout.

This would create sufficient space within the Highway limits on Northampton Road for high quality segregated pedestrian and cycle facilities, but the layout of the A45 / Ditchford Road junction, with only westbound access / exit would be problematic.

Shared provision – LTN 1/20 permits shared footways where pedestrian footfall is low, and along this section may be quite low – and therefore as an option this becomes workable.

Whilst there are numerous industrial buildings served by this section of road, it is very much arterial feeder out to the A45, and no residential areas or school journeys would be impacted.

A consistent 3.0m wide shared footway, with 3.0m wide traffic lanes and 3.0m wide ghost islands (to access Shipton Way and the car sales) can be delivered with an appropriate 1.0m wide buffer.

It is not simple, whilst remaining within highway-controlled land, and requires a significant shift in carriageway alignment – NCC will need to compulsory purchase / negotiate areas of land from adjacent 3rd parties.

Fig 77-80 Northampton Road, Rushden

High numbers of HGV, low numbers of pedestrian movements and limited highway space to play with makes a high-quality shared footway a preferred option.



Wellingborough Road

An LTN 1:20 compliant route along Wellingborough Road is essential to connect the existing section of the East Northants Greenway with the overall scheme.

It is not easy, and although it relies on road space re-allocation this is not excessive.

There are junctions to be remodeled, and an understanding of how single and bidirectional cycle tracks need to connect / flow – but it is far from undeliverable.

Of concern is the level difference between the line of trees along Wellingborough Road and the rear of the grass verge, however this can be resolved with an open-minded approach to engineering solutions – the use of Terramesh as a means of supporting a new footway is significantly cheaper than resorting to a standard brick wall.

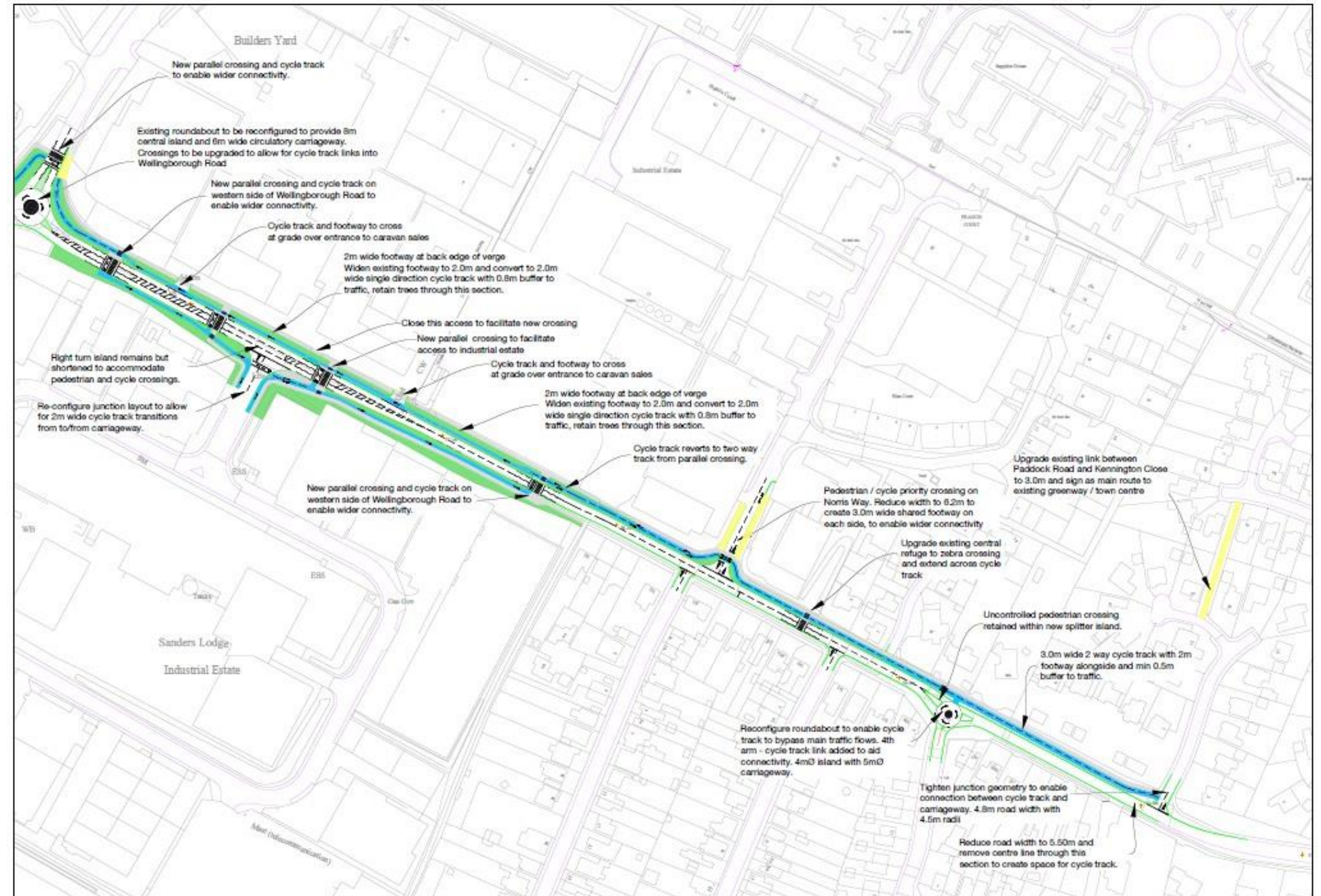


Fig 81 Wellingborough Road, Outline designs for a LTN 1/20 compliant corridor and link to East Northants Greenway.

Fig 82-85 Wellingborough Road, Northampton challenges and opportunity within the existing road layout.



6.5 Wider Wellingborough links

Onward links within Wellingborough need to be LTN 1/20 compliant and this is achievable with the development of the link road to Stanton Cross.

Delivery of this road alignment can have a significant and positive impact on traffic movements into and around Wellingborough.

Locking in changes to Senwick Road, Embankment and Irthlingborough Road at the same time as the construction of the link road will enforce changes to how people move.

This new link road will serve the Leyland Trading Estate meaning that beyond Senwick Road, Irthlingborough Road becomes a dead end serving a limited number of residential properties.

This creates an environment where perhaps traffic flows and speeds are low and slow enough to share the road, or an environment where narrowing carriageways can lead to segregated cycle tracks.

The link road will also enable a connection to Wellingborough station, which will allow for re-working of the current road layouts on Senwick Road and Embankment to reduce through traffic and create an environment that supports the development of high-quality walking and cycling infrastructure.

On Senwick Road, the reduction in traffic flows especially improves the quality of environment (noise / air quality / safer roads) for those living directly on it.

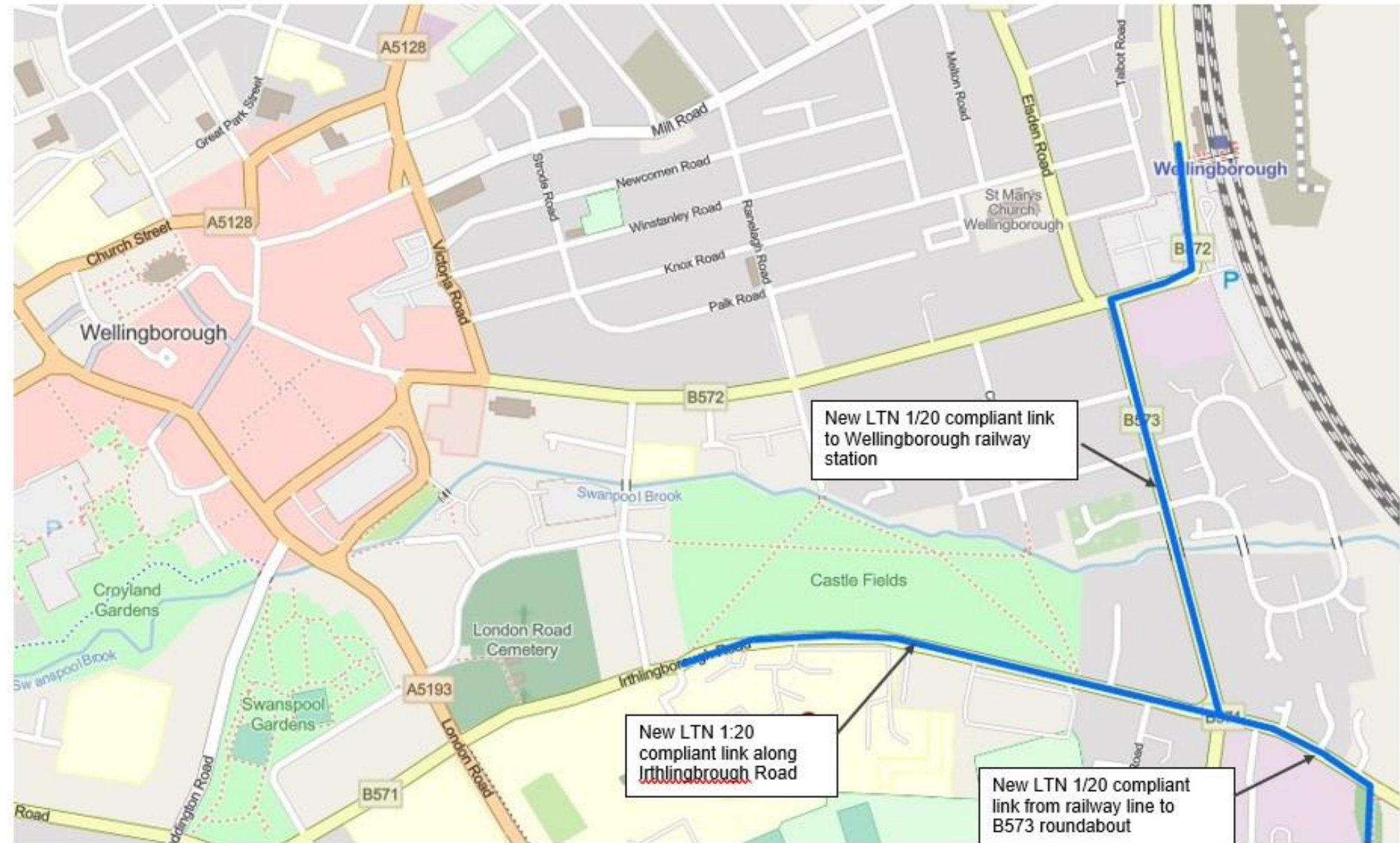


Fig 86 Wellingborough connectivity

On Irthlingborough Road, where partial closure should be explored, the ability to create a high-quality link into and then through Castle Fields not only opens up access to the town centre, but also joining up routes that currently head north via Ranelagh Road can connect Finedon via a series of traffic calmed “Quietway styled” streets.

The timescales for delivery of the link road are therefore fundamental to the creation of the onward link – however this should not mean that development of the improved network should be left until it is opened, rather the changes needed can be developed / refined, the local community engaged, and funding sought for implementation.

The changes are radical, but in line with both LTN 1/20 and with the ambition of many other local authorities – North Northamptonshire Council and the Highways teams can be equally ambitious.

Connecting the greenway project into places where people live and work, or where they need to get to, to make onward journeys is essential to the wider success, and access to

employment / transport is a significant driver for accessing central government funding.

Should the overall development of the greenway become delayed, the section of works within Wellingborough, including the upgrade of the old railway alignment will have a significant, and positive, impact and can be delivered as “standalone” aspects of the project.

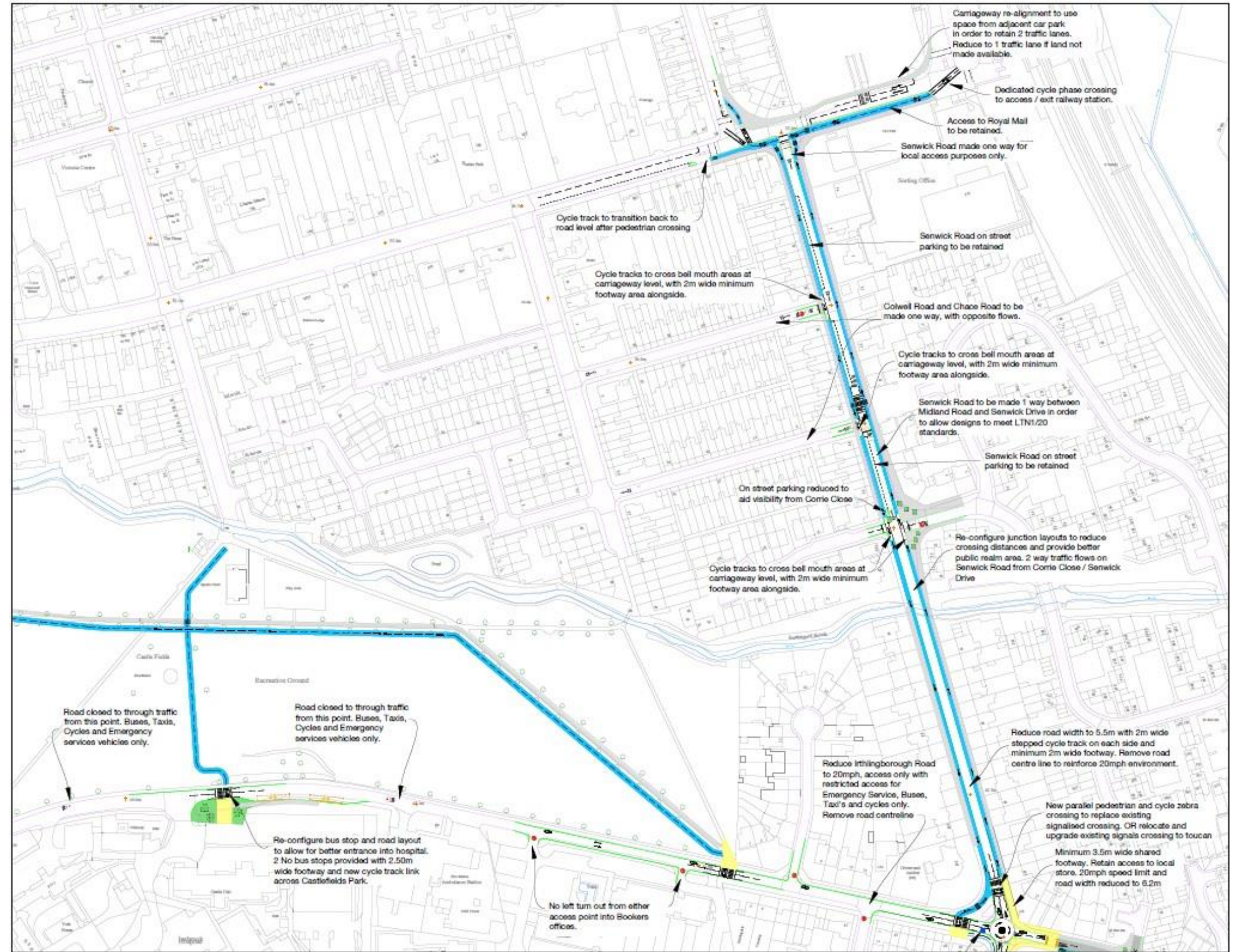


Fig 87 LTN 1/20 compliant options Senwick Road/ Irthlingborough Road,

6.6 Claudius Way link

The creation of a cycle friendly link between the old railway line and the car park for Chester House Estate, using Claudius Way is the preferred route from Historic England’s perspective – with the creation of cycle parking facilities at the current parking area.

Claudius Way is currently a 30mph road, with low traffic numbers – but crucially a large percentage of vehicle movements are LGV and HGV. This challenges the “safe” and “attractive” basis of high-quality cycle provision and may not lead to any significant increase in cycle traffic.

The current footway provision serves the industrial units of Prologis Park and is therefore located to benefit access to these, rather than as a direct link into Chester House Estate.

There are several concerns to delivering a high-quality link – they can be overcome, but rely on agreement between several parties:

1 -There is a c400m section at the western end where verge space is limited and the presence of crash barriers on the outside of the bend makes installation of a continuous route impractical. Road space reduction is not a viable option.

2- The Scheduled Ancient Monument designation extends to the kerblines of Prologis Way between the estate access road and the access into the fisherman’s car park.

3- Claudius Way does not appear to be listed as part of the Local Authority maintained road network.



Fig 88 Claudius Way link to Chester House Estate, Wellingborough

4. Ecological designations appear to extend to the edge of Claudius Way in one location.

Claudius Way though is relatively new – constructed since 2005, and any disturbance to the monument site will have already occurred – therefore it is hoped that intrusive and expensive investigations can be avoided.

Fig xx overleaf identifies the available options and requirements for delivery.



Fig 89 Highways maintained by North Northamptonshire Council are shown in blue.

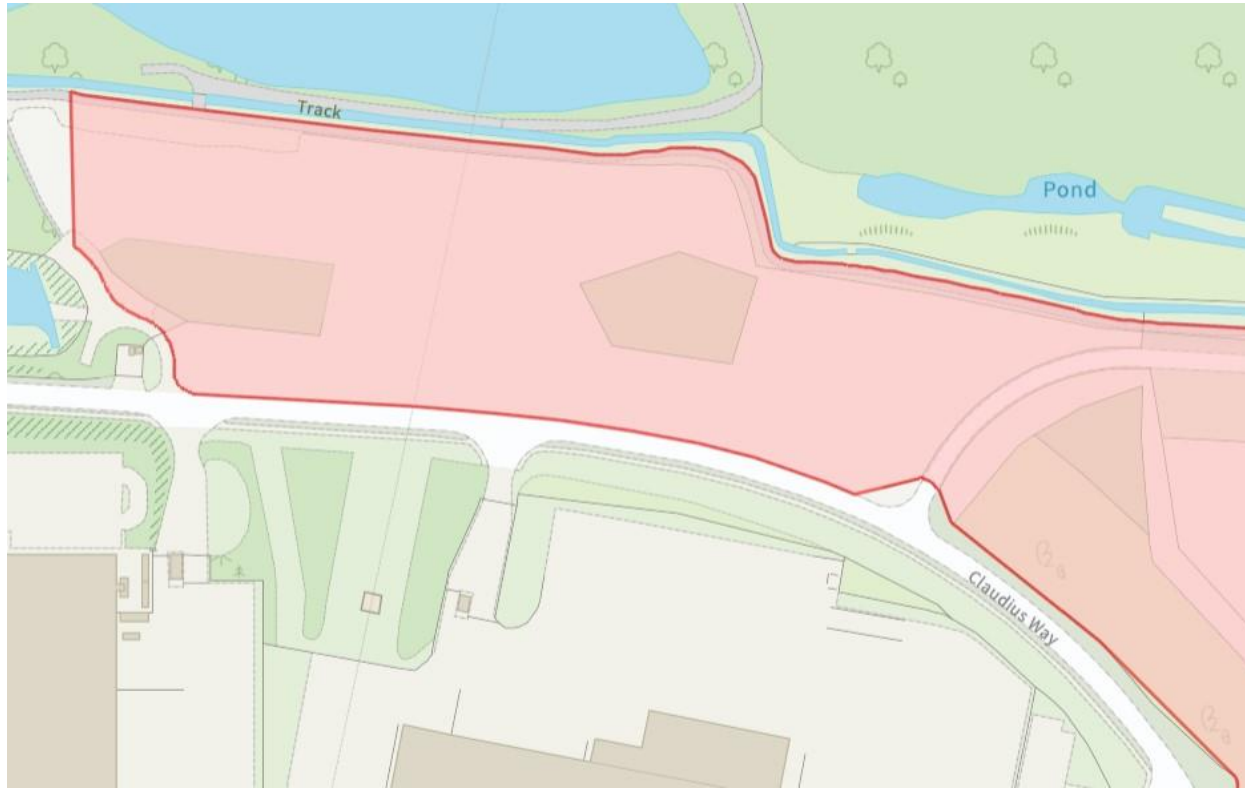


Fig 90 Claudius Way, Wellingborough and extents of Scheduled Ancient Monument designations



Fig 91 Ecological designation extents Claudius Way

Option	Impact	Benefits	Next Steps
Do Nothing	Minimal positive uptake in walking and cycling access to Chester House Estate	None	Ignore
Convert existing footway to shared use	Pedestrian and cycle users can legally share a substandard width footway space. May be challenging at peak times for workers employed at industrial estate and when Chester House Estate is busy	May encourage some cycle traffic.	Ignore
Widen existing footway to accommodate 3m wide shared path	Loss of verge, hard standing area may encourage parked HGV traffic to mount kerb. No segregation strip to vehicle movements. Access from current River Nene bridge and access into Chester House Estate would require two new crossing points. Route would conflict with Scheduled Ancient Monument status at eastern end	Would meet minimum standards for shared paths and allow for connection along Claudius Way.	Review and reconsider if other options are undeliverable
New shared footway on north side of Claudius Way	Space available isn't consistent along length of road, route would conflict with Schedule Ancient Monument designation at eastern end, route would potentially conflict with Ecological designation at western end. HGV parking may be a problem.	Would provide a continuous link between the current path and the entrance to Chester House Estate. LTN 1/20 compliant with buffer applied.	Review and reconsider if other options are undeliverable.
Reduce carriageway width to 6.20m and construct new shared path – or two-way cycle track partly within the carriageway and partly within the verge	Claudius Way appears to be private road and not maintained by North Northamptonshire Highways. Route would conflict with Scheduled Ancient Monument status at eastern end.	Would provide a continuous link between current path and the entrance to Chester House Estate. LTN 1/20 compliant with buffer applied.	Pursue further dialogue with owners of Claudius Way to determine whether this option is deliverable. The 6.20m wide proposed road width would potentially challenge adoptable highway standards for this nature of road however: Traffic flows are modest / light, vehicle movements are predominantly “straight” and vehicle tracking can determine any local adjustment needed to prevent turning overhang.

Fig 92 Available options Claudius Way, Wellingborough

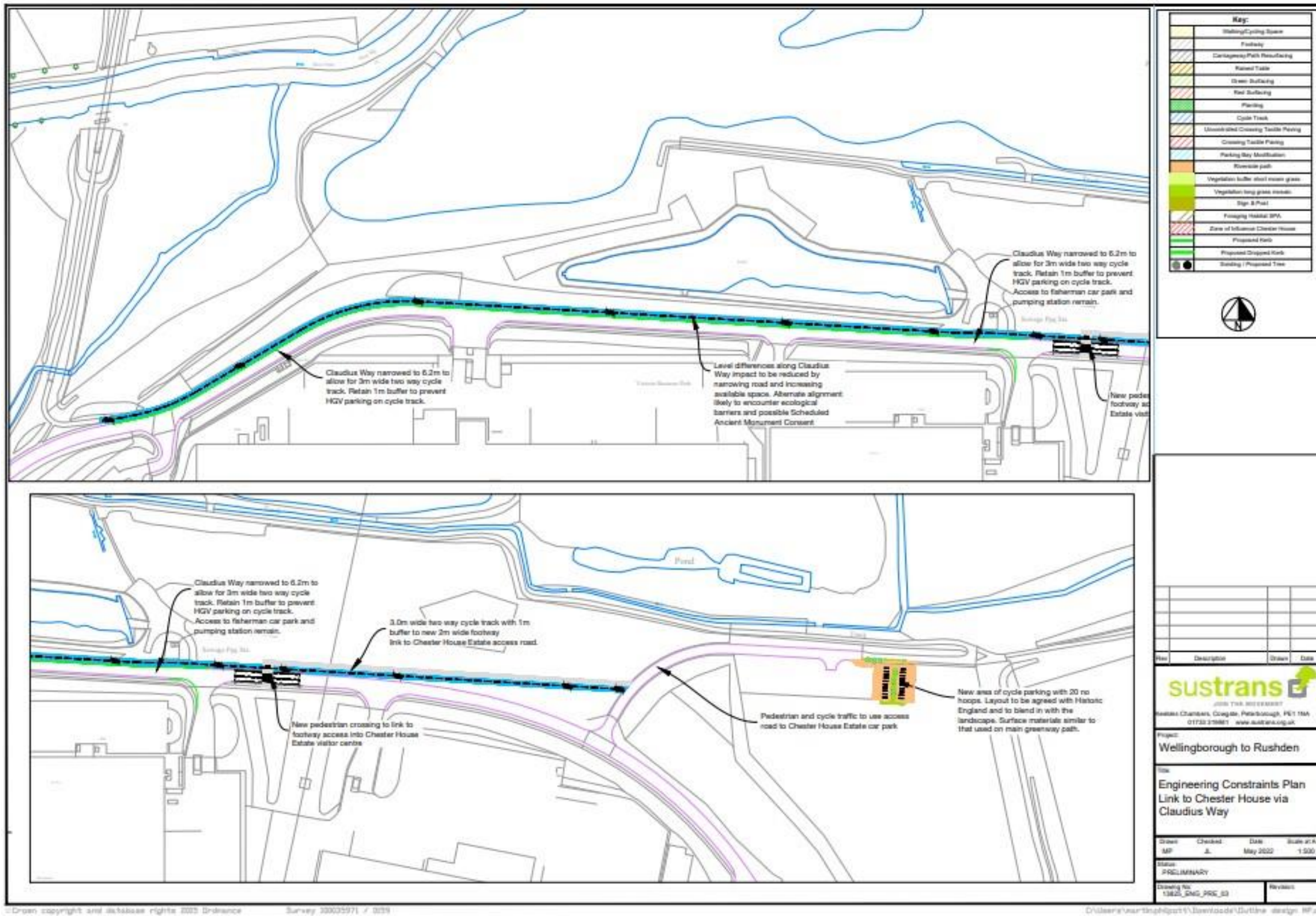


Fig 93 Indicative alignment for path on N side of Claudius Way

7. Land Registry Information

This should be populated by examining the Land Registry and ensuring latest information is used. Copies of the LR Titles and Plans should be collated in an Appendix for closer examination if needed. Further information that might prove useful can be detailed in the text on this page. If the Feasibility Study is to be made public, names and addresses of individuals should be redacted.

Land on map	Title number	Registered owner	Registered owner address	Contact name, email, phone numbers	Date contacted and method	Comments and current disposition (green = supports, amber = unsure, red = opposes)
A	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
B	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
C	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
D	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
E	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
F	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
G	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
H	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
I	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
J	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
K	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
L	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
M	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
N	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
O	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...
P	WYK...	Name	Address	Name and details	Date – phone/email etc	Comments...

8. Ecological assessment

8.1 Report Overview

8.1.1 Scope and limitations of assessment

The likely ecological constraints for the preferred alignment of the East Northamptonshire Greenway from Wellingborough to Rushden have been assessed and are summarized below. A Preliminary Ecological Appraisal in line with CIEEM (2017) guidelines was undertaken including a walkover survey from publicly accessible land. This was undertaken by Hannah Lewis in May 2022. A significant constraint of the walkover survey was that no access was obtained for the section of the route south of the river. Recommendations have been provided to update this report to include this section and the full works area required including works compounds and storage. As this project is in the feasibility stages and the design has not been finalized this should not be a comprehensive assessment but identifies any major constraints for the proposal and the next stage of survey and assessment required.

8.1.2 Scheme Viability and Risks

The main constraint on route deliverability in this location is the proximity of the path to important bird areas in the Special Protection Area. The path development has potential to

increase disturbance to the bird population in this site. Early consultation with Natural England suggests that this will not be a complete barrier to route creation, but further survey and assessment will be required to inform a Habitat Regulations Assessment. Measures to reduce and offset the additional access will be necessary, this may include screening and restricting access to other parts of the SPA to create disturbance-free zones.

8.2 Ecological Baseline

8.2.1 Designated nature conservation sites

The preferred alignment is situated within the Upper Nene Valley Gravel Pits Special Area of Protection (SPA), Ramsar site and Site of Special Scientific Interest (SSSI) and three locally designated sites. It is also situated within 10m of another locally designated site. No other sites with statutory designations were identified within the search area. A further fourteen locally designated sites were identified within 1km of the proposed route.

8.2.2 Habitats

The disused railway embankment at the west of the route comprised broadleaved woodland and scrub. Most of the route through the lakes was situated on a short-mown grassland path through less intensively managed neutral grassland. The route crosses the River Nene and side channels which supported marginal and emergent vegetation. The section of the

route south of the River Nene has not been accessed for close inspection but follows an existing track through an arable field.

8.2.3 Species and Statutory Controls

Badger setts were recorded near the proposed alignment. Suitable habitat was noted for great crested newts, nesting birds (including skylark and kingfisher), white-clawed crayfish, bats, otter, water vole and reptiles. Two invasive species, Himalayan balsam and water fern were both recorded on site.

8.2.4 Species and Notable Assemblages

The habitats summarised above had potential to support species of principal importance including toad, hedgehog, harvest mouse, brown hare and a range of invertebrate species, primarily moths.

8.3 Anticipated Impacts

8.3.1 Designated Nature Conservation sites

The proposal will lead to increased recreational and commuter activity along the preferred alignment which is adjacent to lakes and grassland within the SPA and through an area understood to be a compensation area for damage to the SPA from a nearby development. Without appropriate mitigation,

this could result in a significant negative impact of the proposal on the SPA and would not be permitted by Natural England. The proposal is unlikely to impact the breeding bird population or habitats for which the SSSI is designated, although any work within the SSSI will require NE consent. Minor habitat loss is anticipated in the Local Wildlife Sites through which the route is situated. Opportunities for habitat improvement works in these LWS and PWS have been identified as compensation and for a biodiversity net gain scheme.

8.3.2 Habitats

The proposal will result in the loss of woodland/scrub habitat on the railway embankment including the loss of some mature trees. It will also result in the loss of neutral grassland to build the new bridge over the Nene. Elsewhere most of the habitat loss will be short mown modified grassland along the existing track. Disturbance to the verges of the track may be anticipated during construction, but it is anticipated that this habitat will re-establish. A new hedgerow is proposed to create screening.

8.3.3 Species with Statutory Controls

Depending on the detailed design, impacts that would contravene current legislation (killing, injury and/or disturbance to resting places) could be anticipated for great crested newts, white clawed crayfish, nesting birds, badgers, bats, otter, water vole and reptiles if these

species are present. Further survey and/or avoidance or mitigation measures will be required in relation to these species. If not properly controlled, the work has potential to spread two invasive non-native species within and beyond this site. This can be readily avoided through good biosecurity measures during construction.

8.3.4 Species and Notable Assemblages

No significant impact to populations of species of principal importance have been identified although the works have potential to kill/injure individuals of such as toad, hedgehog and harvest mouse.

8.4 Recommendations

8.4.1 Further survey, assessment and consultation to ensure compliance with statutory legislation.

A Habitat Regulations Assessment will be required to determine the level of impact on the SPA. Where insufficient data exists to support this assessment, two years wintering bird surveys will be required to inform this assessment. Continued consultation with Natural England is recommended as their consent will be required for any development in the SSSI and in and around the SPA. The PEA must also be updated to include all works areas to assess potential risks to species with statutory controls. Further surveys will be required in relation to badgers and water voles.

Surveys for bat roosts and white-clawed crayfish may be required dependent on the detailed design. Updated surveys of invasive weed species will be required to inform the CEMP. Given the high ecological significance of this proposal, these elements should be tied together in a full Ecological Impact Assessment including a Biodiversity Net Gain scheme.

8.4.2 Further survey, assessment and consultation to ensure compliance with planning policies.

Consultation with planning ecologists is recommended at an early stage to ensure all required issues are addressed and the need for a full Environmental Impact Assessment determined. In order to fully characterise impacts, inform design and enable a biodiversity net gain calculation to be undertaken.

- Assessment and consultation with the Local Authority to characterise impacts on locally designated sites and identify opportunities for compensation and enhancement measures.
- An Arboricultural Impact Assessment (compliant with BS5837) underpinned by a full topographical survey will be required to inform final designs for the route on the disused railway embankment.

The provisional biodiversity unit calculation should be updated for the detailed design based on updated habitat condition assessments. A compensation/offsetting

scheme will need to be developed to provide the appropriate level of biodiversity net gain.

8.4.3 Additional considerations for detailed design

Detailed design should.

- Include all avoidance and mitigation measures identified in further studies.
- Minimise habitat loss, particularly of important habitats.
- Maintain a minimum of 5m buffer from lake and riverbanks wherever feasible to protect water vole, white-clawed crayfish and reduce disturbance to species using marginal vegetation.
- Avoid lighting and design any fences to allow free passage of wildlife.

Include biodiversity enhancements as agreed with the local authority.

8.4.4 Licences which may be required.

If impacts cannot be avoided, licences may be required for work relating to bats, otters, water voles and badgers. This project is currently within a great crested newt district level licensing scheme although a site-specific licence can be obtained.

8.4.5 Construction and Environmental Management Plan (CEMP)

A CEMP must be prepared that includes all species and habitat protection measures as identified in Section 4.5 of this report and in further species survey reports. It must also contain construction control measures to minimise the spread of invasive species.

8.4.6 Landscape and Ecological Management Plan (LEMP)

A LEMP should be produced to protect and enhance habitats and populations in the long term (for at least 30 years). This must include measures identified in Section 4.5 of this report and detailed information on the funding and responsibilities for implementation to ensure compliance.

9. Community engagement

Feasibility reports should not seek to undertake community engagement unless specified by the Client.

9.1 Evidence of Support

The proposed development of the route is being led by North Northamptonshire Council but is already engaging several external organisations as well as internal staff and elected members.

All parties understand that delivery of this route is challenging, and several “significant organisations” need to be bought together and various constraints unpicked.

External organisations involved in discussions to date include:

- Historic England
- Natural England
- Environment Agency
- Network Rail
- National Highways
- Nenescape Partnership.

Question	Yes / No	Where	Comments
Does the route pass close to property or are they likely to be overlooked	Yes	Irthlignborough Road and Senwick Road	Visual impact from Chester House Estate needs to be considered. Impact on properties within Wellingborough and Rushden
Does the route pass through a sensitive nature site?	Yes	Along much of the length	Refer to the ecological section for detailed information. PEA essential. Biodiversity element of new planning regulations will add considerable cost unless the improvement of the railway route can be tailored to mitigate.
Does the route follow a footpath that we might want to upgrade?	Yes	Existing PRow between Embankment and River Nene viaduct	A new route would divert the existing RoW onto it to avoid increasing ecological disturbance. Will need to engage local rambling groups to avoid need for public inquiry.
Do we need to convert a current footway to a better level of provision?	Yes	Between the railway alignments at Wellingborough and NE of the existing viaduct.	The current PRow along the north bank of the River Nene is largely inaccessible and the creation of a new RoW, (Bridleway) will enable greater use. The RoW will need to be upgraded to permit legal use by cycle traffic
Do we need to convert a public footpath to legally permit cycle use?	No		The existing RoW would be re-defined as a Bridleway on a new alignment
Do we need to use private land?	Possible	River Nene valley and on links to Rushden	
Are we likely to spoil the aesthetics of a well-loved beauty spot?	Possible	Castlefields Park, Wellingborough	Access to open space should be regarded as beneficial, even where the overall route alignment is to occupy a narrow slither between protected areas. Castlefields Park can potentially unlock an expanded cycle network that ultimately links this scheme with residential and employment areas elsewhere in the town.
Does the route pass through floodplain?	Yes		Nene Valley, construction specification to be robust enough to survive flood events Risk of environmental damage from flooding during construction period / location of site access / compound in flood plain needs to be thought through.

9.2 Audit of Engagement Risk

Development of any new route is likely to generate support from the people that want to use it, but also concerns and perhaps vocal “anti” voices – especially from impacted landowners or adjacent property owners.

The greenway and the changes to the urban areas are beneficial to all and should not be

regarded simply as a way of encouraging cycling.

There are significant benefits for mental health (access to open spaces / physical exercise); respite care or improved experiences for parents with disabled children, changes to air quality from reduced traffic flows, access to employment opportunities for those that cannot drive or cannot afford to run a car.

Fig 94 Engagement Risk

9.3 Audit of Engagement Opportunity

There are likely to be many ways in which the public can become engaged in this project.

Public Engagement can be a challenge, and when done right can be hugely beneficial in generating a ground swell of positive noise about a project.

The 3rd party landowners are they key to this project, without them there is limited scope for development of the whole route.

9.4 Engagement Plan

Successful engagement will be determined by how each set of Stakeholders are approached. Visual interpretation of design ideals will be easier understood by “nontechnical” minded people.

No two sets of engagement are going to be the same, dealing with residents may have similarity but there are several businesses who will need to be considered, and ensuring that their operations are not compromised will be essential.

Private landowners are also likely to be skeptical – especially where it is not obvious what the benefit is to them. There is no generic solution, each landowner will have their own set of concerns, but with thought and good design practice concerns such as “illegal access” can be overcome.

The development of the greenway, and the routes into Wellingborough and Rushden should be regarded as an opportunity to benefit both communities, and engaging around the whole of the

project, rather than focusing one section at a time will help to garner wider support.

Political support, both at a national and local level is essential – but when the time comes for difficult decisions – especially around re-allocation of road space – then there must be full understanding of what ultimately the changes can deliver and see these phases as part of the much bigger picture.

Question	Yes / No	Where	Comments
Does the route pass close to a school?	No		
Does the route pass close to employment areas?	Yes	Prologis Park, Wellingborough hospital, Rushden Lakes shopping village	Railway alignment will link to Prologis Park, LTN 1/20 compliant schemes to link to Wellingborough hospital and railway station, new routes into Rushden
Is there greenspace alongside the route that could be improved with tree planting or play equipment?	Possible	Creation of linear park would add interest.	The proposed alignment will require screening within the SPA/ RAMSAR site – details to be agreed with Natural England
Does the route open links that improves the current Right of Way network for walkers or equestrian users?	Yes	Along the length of the route	The current PRoW along the north bank of the River Nene is largely inaccessible and the creation of a new RoW, (Bridleway) will enable greater use. The RoW will need to be upgraded to permit legal use by cycle traffic
Do we need to convert a current footway to a better level of provision?	Yes	Between the railway alignments at Wellingborough and NE of the existing viaduct.	
Do we need to convert a public footpath to legally permit cycle use?	Yes	The riverside path between the Embankment and River Nene viaduct	The existing RoW would be re-defined as a Bridleway on a new alignment
Do we need to use private land?	Yes	The riverside path between the Embankment and River Nene viaduct Potential links into Rushden	
Are we likely to spoil the aesthetics of a well-loved beauty spot?	No		

Fig 95 Engagement Opportunity

10. Key stakeholder engagement

The following organisations have been identified as Key Stakeholders to develop the route options. The list is far from exhaustive and individual businesses have not been named except for where there are key land or access concerns.

Stakeholder	Requirement
North Northamptonshire Council	Full engagement to establish planning consents, Highways agreements and to enable construction
National Highways	Full engagement especially over links into Rushden
Natural England	Full engagement, River Nene corridor and licensing for works
Historic England	Full engagement, especially for works associated with the visual impact on Chester House
Environment Agency	Full engagement for works within the floodplain and for construction of a new bridge over the River Nene
Network Rail	Full engagement for works in/around the railway viaduct and the link to Ditchford Road and at Wellingborough station
Cambridge University	Full engagement for the section of land W of Ditchford Road
Crown Estates	Full engagement for the section of land E of Ditchford Road
Rushden Lakes	Full engagement for the section of lane E of Ditchford Road
CADENT GAS	Full engagement where there is an impact on infrastructure (Irthlingborough Road, River Nene bridge, Ditchford Road)
Prologis	Full engagement where there is an impact on access to Claudius Way
Wellingborough Town Council	Full engagement for works within Wellingborough
Rushden Town Council	Full engagement for works within Rushden
Nenescape	Full engagement for works along the River Nene valley
Ramblers Association	PRoW and creation of new routes / realignment of existing
British Horse Society	PRoW and creation of new routes / realignment of existing
Vistry Homes	Landowner
Northamptonshire Local Access Forum	
Wellingborough Rail User Group	Full engagement for works in/around Wellingborough station
Royal Mail	Full engagement for works in/around Wellingborough station
Northamptonshire Healthcare FT	Full engagement for works in/around Isebrook Hospital – general engagement over greenway / access to open space

Fig 96 Key Stakeholders

11. Pre-app discussion results

A pre-app discussion should be undertaken with the relevant local Authority to understand the issues that might come with an application and to inform the levels of work likely to be needed at the Detailed Design stage.

Discussion overview

No formal pre-app discussion has been had with North Northamptonshire Council planners, although they have very much been engaged in previous discussions.

The development of the scheme will need to consider whether / how works can be phased, and which external stakeholders need to have created involvement at discussion stage.

The long linear nature of the route and the requirement for a new river bridge makes splitting the scheme into multiple phases a challenge.

Historic England

Discussions with Historic England have been largely positive – they remain very supportive overall but need to protect not just the Roman remains, but also how Chester House Estate (Grade 2 listed) sits within the landscape.

Key indicators include:

Path must blend with the landscape – they accept that a sealed surface construction is

necessary, but request that it is top dressed in a local stone.

Screening of the path – to partially obscure the path from the elevated viewpoint of Chester House, using hedge row planting, grassland mowing maintenance.

Cycle parking – permissible within the footprint of the new structure, however accessing from the path would be problematic, locating several simple hoops (Sheffield stands) adjacent to the path and screening as path of the path screening may be preferable.

Main signed access – would be via Claudius Way and new cycle parking facilities within the car parking area. To achieve this the already small car park would be compromised and therefore a new area adjacent to the car park would be deliverable.

Scheduled Ancient Monument consent – would not necessarily apply to the path on the north side of the River Nene. Any new link along Claudius Way (large % HGV traffic will require segregated facilities) and the new cycle parking area would fall within the area covered by the SAM and consent would be needed.

Natural England

Discussions with Natural England have been largely positive – they remain supportive overall but need to protect the integrity of the Special Protected Area.

Key indicators include:

Path must be screened from wildfowl – they are particularly concerned with general

pedestrian and dog walkers rather than cycle traffic. Wildfowl recognize the movement of legs as predatory and therefore screening of the path from the lakes and foraging grassland is essential.

Public access away from the path – currently although there are no formal paths, the public has access widely around the lakes. The screening of the path – especially the winter foraging areas – must remove public access. Access for Network Rail (to maintain railway infrastructure) and Cadent (to maintain gas main) would be permitted, but access limited to a gated approach using the existing rough track already in existence.

Areas of concern

Planning Consent is going to be necessary for any phase of this project.

The following areas are going to need to be considered and documentation produced to cover:

Flood Risk Assessment – the route will need to ensure that it does not create additional flooding issues. This route should be regarded as “water compatible” development.

Surface water runoff from the section path along the disused railway alignments at each end of the overall greenway alignment will be absorbed into the retained vegetation areas adjacent to the new path and are unlikely to present a significant impact.

QBar rates of between 0.5 and 1 would be anticipated – based on experience of developing railway corridors elsewhere.

A similar approach and QBar figure would be expected from the riverside path – any immediate surface water run off would be intercepted by existing vegetation before it reaches the river channel – and therefore immediate impacts would be minimal.

The riverside element would be more susceptible to flood events and path closure, and this may be of bigger concern. Any development within the river valley will need to be approved by the Lead Local Flood Authority (LLFA) which is North Northamptonshire Council

Construction Management Plan – This will need to highlight / document just how the route would be built, phasing, construction accesses etc. It will need to be a live document for the lifetime of the project and can be updated depending on how work / sections are phased.

Ecology ECEMP and Action Plan – Given that this is an ecologically sensitive and complex site this will require a complete suite of documents to deal with the implications of development, Specific species will require set licences. These will need to be agreed and signed off by Natural England rather than the local planning authority.

Highway and Highway work – Any works within the public highway, such as the changes to the road layouts in Wellingborough and Rushden will need to be designed to meet NCC Highways requirements whilst retaining the design criteria required under the DfT’s LTN1:20 requirements for new cycle infrastructure.

These shouldn’t present a problem – the solutions required are now not new to the UK road network, however the changes are quite

substantial, and will require a level of consensus to achieve the overall benefits.

The works being undertaken to enable access to Rushden lakes will need to be managed so that the proposed new junction layout on Ditchford Road does not compromise the ability of the new route from the west to connect in a safe and coherent manner.

The works associated with the A45/Ditchford Road junction only go so far, and further conversations with National Highways will be necessary to overcome the barrier created by the A45.

Public Rights of Way – Upgrading existing RoW from Public Footpath to Bridleway is most probably going to be supported by the British Horse Society but may face challenges from other competing organisations such as the Ramblers Association.

Any changes to the RoW network will also need to be agreed / approved by NNC Rights of Way officers, and therefore once a definitive alignment is agreed conversations with all parties, including landowners will help to shape delivery that works for everyone. The overriding design standard would still be LTN 1/20 – this standard from the DfT is what funding is secured against.

12. Cost estimates

The costing tables in this section have been compiled to reflect the delivery of the project as a series of mini projects, however in reality the section between Wellingborough Embankment and Ditchford Road will need to be delivered as a single, and expensive, item.

With many timeframes limited to Financial Year spend profiles this at least highlights the amount of expenditure necessary to deliver the project in more able stages.

In 2022 there are several factors that are creating a squeeze on construction costs. The ongoing development of HS2 is forcing the local supply of Type1 stone, concrete and steel in ever increasing prices, and the 2022 red diesel tax to be introduced in April adds c£1.50 per Tonne to bitumen costs – and this + steel is also more exposed to increasing energy costs.

The information contained in this section gives a low unit cost and a high unit cost. For the greenway element these are taken from Sustrans 2021 Tender costs for the Lias Line project (the conversion of the old railway between Long Itchington and Leamington) which is currently under construction. For the one road sections, within Rushden and Wellingborough, a best judgement for the delivery of segregated cycle tracks is used depending upon the complexity of the network, but with a reference back to DfT reports with regards to the delivery of these route types (although DfT data is now c5 years old)

Items such as Biodiversity Net Gain are new and now a part of the planning process. The costs associated with this are “habitat specific” as well as “damage” and “offsetting” and

Item	Item description	Unit	Low cost per m	High cost per m	Quantity	Low total cost	High total cost	Notes
1	Railway line upgrade Irthlingborough Road to River Nene embankment	Lin m	£1233	£2075	450m	£555,000	£934,000	
2	Railway embankment to River Ise bridges	Lin m	£817	£1388	520m	£425,000	£722,000	
3	Replacement bridges River Ise / boardwalk	Lin m	£7200	£22,500	40m	£288,000	£902,000	Elevated high cost due to location / nature of works and market forces on steel price
4	Riverside path River Ise bridges to new River Nene bridge / Nene viaduct	Lin m	£698	£1037	1060m	£740,000	£1,100m	
5	River Nene bridge and reworked river cliff on south side	Lin m	£2823	£6449	160m	£903,625	£2,063m	Elevated high cost due to location / nature of works and market forces on steel price
6	Reconfigured and upgraded railway formation to Ditchford Road, Ditchford Road crossing.	Lin m	£1053	£2553	940m	£990,000	£2,400m	Elevated high cost due to market forces on concrete and steelwork and nature of vehicle movements needed to be considered on this section.
7	Road improvements within Wellingborough to LTN 1:20 COMPLIANCE.	Lin m	£1776	£2589	1600m	£2.842m	£4.143m	All on road / within Highway Boundary
8	Road improvements within Rushden to LTN 1:20 compliance	Lin m	£1578	£2727	1220m	£1.926m	£3.328m	All on road / within Highway Boundary
9	Segregated cycle track Claudius Way and link to Chester House Estate	Lin m	£2330	£3966	800m	£1.864m	£3.173m	
Grand total					6790m	£10.53m	£18.76m	

Fig 97 Headline Costs

therefore the figures included in the following tables are subject to fluctuation. Riverside Biodiversity Net Gain calculations and impacts are significantly more complicated than other habitats and specialist advice will need to be sought.

Figure 85 above contains the headline figures for each section, with the cumulative total to construct the whole route indicated.

To go from “line on plan” to “people walking / riding” and without the links into both Wellingborough and Rushden the greenway element is likely to cost between £5.7-£11m.

The links into both towns, and the wider connectivity beyond even the scope outlined in this project, are essential and have not previously been included within the scope of the project – yet without these links the greenway itself remains largely inaccessible to residents / employers within the Communities.

User numbers may remain low, or indeed people “drive to use the greenway” – creating other- perhaps unforeseen – concerns over parking / additional road traffic.

This is not a cheap greenway to deliver financially – but get it right and a significant investment can become a successful and valuable part of the districts transport network.

Wellingborough Embankment and connection to Irthlingborough Road

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£100	£200	450m	£45,000	£90,000	Will need significant engagement with arboricultural team, ecology and adjacent I/o. Our experiences suggest that clearance from top of embankment to top of embankment enable better engineering understanding.
2	Construction of new sealed surface path 3.0m wide without timber or concrete edgings	Lin m	£200	£300	450m	£90,000	£135,000	Cost per l/m taken from current Sustrans / DfT schemes
3	Creation of new access ramp link onto Irthlingborough Road. Imported materials and reshape of existing embankment	Item			1	£50,000	£100,000	Estimated figure based largely on ability to re-work some of the existing earthworks. Made, or contaminated ground within the current embankment would need to be discounted.
4	Demolition and removal of the remaining southern abutment	Item			1	£20,000	£25,000	Not sure – more finger in air, will need to consider traffic management costs. Material could be re-used as part of the fill / re-work for a new ramp rather than remove from site.
5	Protection / diversion works to CADENT High-Pressure gas main	Item	£10000	£50,000	1	£10,000	£50,000	Exact line and level to be ascertained. May be avoidable with alternative construction methods.
Subtotal					450m	£235,000	£395,000	
Ancillary Items		10%				£23,500	£39,500	Benches / signing / information panels
Works total						£258,500	£434,500	
Design & Preparation		10%				£25,850	£43,450	
Contractors Prelims		15%				£38,775	£65,175	
Contractors Profit		15%				£38,775	£65,175	
Optimism Bias		40%				£103,400	£173,800	
Traffic Management		10%				£25,850	£43,450	
Inflation		5%				£12,925	£21,725	
VAT		20%				£51,700	£86,900	
Grand total						£555,775	£934,175	

Fig 98 Wellingborough Embankment headline

Wellingborough Embankment ramp connection to floodplain and path link to River Ise bridge

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£50	£100	520m	£26,000	£52,000	Will need significant engagement with ecology team as to what can be cleared around the work area. May need more clearance around the locks and on the side of the railway embankment to facilitate the ramp.
2	Construction of new sealed surface path 3.0m wide without timber or concrete edgings	Lin m	£200	£300	520m	£104,000	£156,000	Cost per l/m taken from current Sustrans / DfT schemes, also dependent upon whether there are implications for EA access to service lock.
3	Creation of new access ramp link onto floodplain from railway Imported materials and reshape of existing embankment	Item			1	£50,000	£100,000	Estimated figure based largely on ability to re-work some of the existing earthworks. Made, or contaminated ground within the current embankment would need to be discounted.
Subtotal					520m	£180,000	£308,000	
Ancillary Items		10%				£18,000	£30,000	Benches / signing / information panels / promotion
Works total						£198,000	£336,000	
Design & Preparation		10%				£19,800	£33,600	
Contractors Prelims		15%				£29,700	£50,400	
Contractors Profit		15%				£29,700	£50,400	
Optimism Bias		40%				£79,200	£134,400	
Traffic Management		10%				£19,800	£33,600	
Inflation		5%				£9,900	£16,800	
VAT		20%				£39,600	£67,200	
Grand total						£425,700	£722,000	

Fig 99 Riverside path cost to River Ise bridge

New River Ise bridge

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£250	£500	150m	£37,500	£75,000	Will need significant engagement with ecology team as to what can be cleared around the work area. May need to factor in clearance around moving water and CDM concerns
2	Construction of new 4m wide structure	Lin m	£2000	£5000	40m	£80,000	£200,000	Cost per l/m taken may be determined by over design, availability of materials / market forces and whether specific ecological mitigation works are necessary.
3	Ground Investigation works	Item			1	£10,000	£25,000	Estimated figure largely depending on what is required at outline design stage.
4	Ecological mitigation works	Item			1	£10,000	£100,000	Allowance based on a limited impact or something that needs to offset habitat creation,
Subtotal						£137,500	£400,000	
Ancillary Items		10%				£3,437	£40,000	Benches / signing / information panels / promotion
Works total						£140,937	£440,000	
Design & Preparation		10%				£14,093	£44,000	
Contractors Prelims		15%				£21,140	£66,000	
Contractors Profit		15%				£21,140	£66,000	
Optimism Bias		40%				£56,374	£176,000	
Traffic Management		10%				£0	£0	
Inflation		5%				£7,046	£22,000	
VAT		20%				£28,187	£88,000	
Grand total						£288,917	£902,000	

Fig 100 River Ise bridge costs

New path link between River Ise bridge and River Nene viaduct

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£50	£100	1060m	£53,000	£106,000	Will need significant engagement with ecology team as to what can be cleared around the work area. May need to factor in clearance around moving water and CDM concerns
2	Construction of new 3m wide path between River Ise bridges and area of most visual intrusion to Chester House Estate	Lin m	£200	£300	325m	£65,000	£97,500	Site access for construction will need to be given consideration to ensure that minimal damage is done to the environment and ecological factors may determine most practical alignment
3	Construction of new 3m wide path in bonded gravel across Chester House Estate frontage	Item	£300	£400	475m	£142,500	£190,000	Bonded gravel or similar surface such as Natratex
4	Construction of new 3m wide path between Chester House Estate and new River Nene bridge NE of current viaduct	Item	£200	£300	260m	£52,000	£78,000	
Subtotal					1060m	£312,500	£471,500	
Ancillary Items		10%				£31,250	£47,150	Benches / signing / information panels / promotion
Works total						£343,750	£518,650	
Design & Preparation		10%				£34,375	£51,865	
Contractors Prelims		15%				£51,562	£77,797	
Contractors Profit		15%				£51,562	£77,797	
Optimism Bias		40%				£137,500	£207,460	
Traffic Management		10%				£34,375	£51,865	
Inflation		5%				£17,187	£25,932	
VAT		20%				£68,750	£103,730	
Grand total						£739,061	£1,115,096	

Fig 101 River Ise bridge to River Nene viaduct costs

New bridge over River Nene and re-worked river cliff path

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£50	£100	150m	£53,000	£106,000	Will need significant engagement with ecology team as to what can be cleared around the work area. May need to factor in clearance around moving water and CDM concerns
2	Construction of new bridge across the River Nene with bridge included as part of the general changes in level between river side path and river cliff	Lin m	£3000	£5000	60m	£180,000	£300,000	Site access for construction will need to be given consideration to ensure that minimal damage is done to the environment and ecological factors may determine most practical alignment
3	Construction of new 4m wide path ramp link from new bridge to old railway formation on the river cliff	Lin m	£500	£1000	100m	£142,500	£190,000	Bonded gravel or similar surface such as Natratex
4	Protection / diversion of HP gas main during works	Item			1	£10,000	£250,000	Unknown – depth and actual alignment information needed from Cadent
5	BAPA from Network Rail to enable protection of railway viaduct	Item			1	£25,000	£100,000	Unknown – dependant on Network Rail and their requirements to delivering the structure.
Subtotal					160m	£410,500	£946,000	
Ancillary Items		c2.5%				£10,000	£23,650	Benches / signing / information panels / promotion
Works total						£420,500	£969,650	
Design & Preparation		10%				£42,050	£96,965	
Contractors Prelims		15%				£63,075	£145,447	
Contractors Profit		15%				£63,075	£145,447	
Optimism Bias		40%				£168,200	£387,860	
Traffic Management		10%				£42,050	£96,965	
Inflation		5%				£21,025	£48,482	
VAT		20%				£84,100	£193,930	
Grand total						£903,625	£2,063,946	

Fig 102 River Nene bridge costs

New path between River Nene and Ditchford Road

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation and site clearance	Lin m	£50	£100	940m	£47,000	£94,000	Will need significant engagement with ecology team as to what can be cleared around the work area. May need to factor in clearance around moving water and CDM concerns
2	Construction of new 4m wide reinforced concrete path 250mm thick to accommodate farm traffic / network rail access as well as cycle route	Lin m	£300	£750	940m	£282,000	£705,000	Supply / demand of concrete and steel is being disproportionately impacted upon by HS2 and market forces are volatile. High cost is possibly too high but would rather over estimate at this stage.
3	Junction improvements at Ditchford Lane to accommodate safe crossing for pedestrian and cycle traffic into Rushden Lakes extension	Item			1	£100,000	£250,000	Depending upon what requirements are for Rushden Lakes and National Highways A45 junction improvements this may need to be a signalised junction
4	Protection / diversion of HP gas main during works	Item			1	£10,000	£25,000	Unknown – depth and actual alignment information needed from Cadent
5	BAPA from Network Rail to enable protection of the access track	Item			1	£10,000	£20,000	Unknown – dependant on Network Rail and their requirements to upgrade the access track
Subtotal					940m	£449,000	£1,094,000	
Ancillary Items		2.5%				£11,225	£27,350	Benches / signing / information panels / promotion
Works total						£460,225	£1,121,350	
Design & Preparation		10%				£46,022	£112,135	
Contractors Prelims		15%				£69,033	£168,202	
Contractors Profit		15%				£69,033	£168,202	
Optimism Bias		40%				£184,088	£448,540	
Traffic Management		10%				£46,022	£112,135	
Inflation		5%				£23,011	£56,067	
VAT		20%				£92,044	£224,270	
Grand total						£989,478	£2,410,901	

Fig 103 Railway line upgrade to Ditchford Lane costs

New LTN 1:20 compliant network Wellingborough

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Modification of traffic signals junctions at railway station and Midland Road / Senwick Road to accommodate segregated cycle infrastructure	Item	£100,000	£200,000	2	£200,000	£400,000	
2	Split level cycle tracks Senwick Road, associated junction changes and various modal filtering requirements	l/m	£1000	£1500	500m	£500,000	£750,000	
3	Segregated cycle tracks Irthlingborough Road between Senwick Road and hospital	l/m	£1000	£1500	400	£400,000	£600,000	Segregated cycle tracks to extend as far as hospital entrance.
4	New 3.0m wide segregated cycle tracks Castlefields Park to link to town centre and beyond	l/m	£200	£300	700	£140,000	£210,000	New cycle tracks parallel to existing path network, upgraded and resurface pedestrian paths.
5	Junction works Irthlingborough Road / Embankment	Item	£50,000	£100,000	1	£50,000	£100,000	
Subtotal					940m	£1,290,000	£2,060,000	
Ancillary Items		2.5%				£32,250	£51,500	Benches / signing / information panels / promotion
Works total						£1,322,250	£2,111,500	
Design & Preparation		10%				£132,225	£211,150	
Contractors Prelims		15%				£198,337	£316,725	
Contractors Profit		15%				£198,337	£316,725	
Optimism Bias		40%				£528,900	£448,540	
Traffic Management		10%				£132,225	£211,150	
Inflation		5%				£66,112	£105,575	
VAT		20%				£264,450	£422,300	
Grand total						£2,842,836	£4,143,665	

Fig 104 LTN 1/20 compliant network in Wellingborough

New LTN 1:20 compliant network Rushden

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Modification of Northampton Road to enable 3m wide shared footway	l/m	£500	£1500	520m	£260,000	£780,000	Road layout could be re-configured to 1 way vehicle working IF National Highways reconfigure Ditchford Road /A45 junction
2	Modifications to Northampton Road / Wellingborough Road roundabout	item	£150,000	£250,000	1	£250,000	£250,000	
3	Modifications to Wellingborough Road to create link to East Northants Greenway link ton Rushden Town Centre	l/m	£1000	£1500	700	£700,000	£1,050,000	Mix of single and bi directional cycle track, serves adjacent industrial estate as well as key link to greenway.
Subtotal					1220m	£1,210,000	£2,080,000	
Ancillary Items		2.5%				£30,250	£52,000	Benches / signing / information panels / promotion
Works total						£1,240,250	£2,132,000	
Design & Preparation		10%				£60,500	£104,000	
Contractors Prelims		15%				£90,750	£156,000	
Contractors Profit		15%				£90,750	£156,000	
Optimism Bias		40%				£242,000	£416,000	
Traffic Management		10%				£60,500	£104,000	
Inflation		5%				£20,250	£52,000	
VAT		20%				£121,000	£208,000	
Grand total						£1,926,000	£3,328,000	

Fig 105 LTN 1/20 compliant network in

**New LTN 1:20 compliant link
Prologis Park / Claudius Way**

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
1	Vegetation Clearance	l/m	£50	£100	800m	£40,000	£80,000	Road layout could be re-configured to 1 way vehicle working IF National Highways reconfigure Ditchford Road /A45 junction
2	New two way segregated cycle track to North side Claudius Way	l/m	£1000	£1500	520m	£520,000	£780,000	
3	New two way cycle track across area of open space linking to Chester House Estate access	l/m	£500	£1000	280m	£140,000	£280,000	This section may fall within area requiring Scheduled Ancient Monument consent.
4	New area of cycle parking at Chester House Estate car park	Item			1	£20,000	£50,000	
5	Utilities diversions (electric for street lighting)	Item			1	£100,000	£200,000	
5	New zebra crossing on Claudius Way	Item			1	£35,000	£50,000	
Subtotal					800m	£855,000	£1,440,000	
Ancillary Items		2.5%				£21,375	£36,000	Benches / signing / information panels / promotion
Works total						£876,375	£1,476,000	
Design & Preparation		10%				£87,637	£147,600	
Contractors Prelims		15%				£131,456	£221,400	
Contractors Profit		15%				£131,456	£221,400	
Optimism Bias		40%				£350,550	£590,400	
Traffic Management		10%				£87,637	£147,600	
Inflation		5%				£43,818	£73,800	
VAT		20%				£175,275	£295,200	
Grand total						£1,864,204	£3,173,400	

Fig 106 LTN 1/20 compliant link along Claudius Way

13. Business case and policy match

There are many local benefits to the delivery of the greenway and this single project should be regarded as being a piece in a much wider jigsaw of the efforts that North Northamptonshire Council are making to meet their strategic objectives. (for more detailed information regarding the potential benefits of the proposed greenway please see the supporting information for this section).

Policy Match – North Northamptonshire Council strategic objectives are in agreement with those published by Department for Transport in various strategy documents (Creating Growth, Cutting Carbon – Making Sustainable Transport Happen (2011); Cycling and Walking Investment Strategy (2017); Gear Change: A bold vision for cycling and walking (2020); and Decarbonising transport: a better, greener Britain (2021)) and can be summarised in the single sentence, “...make cycling and walking the natural choices for shorter journeys, or parts of a longer journey.”

In the Northamptonshire Transportation Plan: Fit for Purpose (2013), and its daughter documents, there are 10 strategic policies, and 7 walking and cycling policies, that the proposed greenway aligns with. These broadly fall under the five categories of: Improving connectivity between residents and businesses; boosting leisure and tourism through connection to the green network; reducing CO₂ and air pollution emissions through reducing the number of private vehicle

journeys; improving safety for walkers and cyclists through building off-road green corridors; and increasing economic development opportunities.

Improving connectivity between residents and businesses – evidence shows that inefficient public transport and transport poverty serve as barriers between people and both leisure activities and employment opportunities. For welfare and economic reasons, it is crucial that local authorities facilitate removing these barriers for their residents.

For many, active travel is the most reliable and affordable way they can travel to their destination. However, often local infrastructure provision could do more to support these kinds of journeys. The proposed greenway connects residential areas of Wellingborough and Rushden to several employment opportunity areas such: the Prologis industrial park; Sanders lodge industrial estate; and Isebrook hospital. It also connects Wellingborough train station to the green network and Rushden Lakes shopping centre which will make leisure and shopping journeys in the area easier to make via walking or cycling.

Boosting leisure and tourism through connection to the green network – people who travel via walking and cycling have different spending habits to those that drive or use public transport. Shops and visitor attractions, such as Chester House Estate, that are on walking and cycling networks stand to gain a lot from increased footfall, and consequently increased expenditure.

Using Sustrans' Leisure Walking and Cycling Expenditure Model (LW/CEM) tools it was estimated that there could be an annual

recreational expenditure of between £900,000-£1,800,000 generated due to the increased number of walking and cycling leisure trips associated with the development of the greenway.

Reducing CO₂ and air pollution emissions through reducing the number of private vehicle journeys – private vehicle journeys generate CO₂ and air pollution emissions at tailpipe, whereas walking and cycling journeys do not. The provision of high-quality active travel infrastructure, like the greenway, will encourage modal shift and reduce the number of private vehicle journeys. This is especially true on segments of the greenway that might currently be used for commuter journeys such as along Claudius Way, Ditchford Road to the A45, and along Irthingborough Road to Wellingborough station and Isebrook Hospital.

The provision of a route along the green network, as is the case for the segment between the railway line upgrade and Ditchford Road through the Nene flood plain, gives people the opportunity to reduce their exposure to poor air quality by making journeys further away from busy roads.

Improving safety for walkers and cyclists through building off-road green corridors – most walking and cycling casualties on highways are due to collisions with cars, heavy goods vehicles, light goods vehicles, and buses. Reducing the distance that walkers and cyclists travel on networks that are shared with motor vehicles could well reduce the number of walking and cycling casualties per unit distance travel.

More importantly, dedicated active travel removes barriers that prevent people from walking and cycling. For many people the

biggest barrier to active travel is the fear that roads are not safe. It is no surprise then that one of the most effective interventions local authorities can make to encourage people to walk or cycle is to provide dedicated infrastructure. Traffic-free shared used paths and footways, and segregated cycle paths, proposed in this greenway are good examples of effective interventions.

Increasing economic development opportunities – beyond connecting transport hubs and residential areas to employment opportunities and leisure attractions there are several economic benefits that can be obtained through the provision of active travel infrastructure.

Evidence suggests that employees who commute via cycle report fewer days off sick and are more productive at work. In reducing the number of private vehicles on the road network via modal shift, there is the potential to reduce congestion. Congestion becomes even less of a concern for anyone who chooses to stop travelling via private vehicle altogether and instead walks or cycles.

Building active travel infrastructure and connecting business and leisure attractions to walking and cycling networks has the potential to create jobs. In a Sustrans job creation report it was calculated that “11 jobs are created for every £1 million in sustainable transport infrastructure, and 1.3 jobs are created for every km of route”.

Economic Appraisal – the Department for Transport Active Mode Appraisal Toolkit (AMAT) has identified that the Irthingborough Road to Wellingborough station and Isebrook Hospital segment, Railway line to Claudius way and Ditchford Road to A45 segment provide

the lowest Benefit Cost Ratios (BCR). However, these segments of the entire greenway cannot be considered in isolation as they are a crucial component in connecting residential areas and local transport hub to the wider green network.

The Railway line upgrade between Irthingborough Road and the River Nene embankment and a BCR of 2.00 with the most conservative post-intervention usage estimate. In the most optimistic scenario this segment along with the stretch between the Nene embankment and Ditchford Road had BCRs of 3.42 and 3.53 respectively.

14. Construction and Maintenance

Enabling construction of a long linear route can present its own challenges, but if the route is also ecologically sensitive, or landowners unwilling to allow access over and above that needed for path development and immediate working space, then it can become a complex and complicated process of logistic.

This section therefore looks at where and how specific elements of the scheme can be developed / delivered and the process (from funding sourcing to route opening) can be split into phases as indicated on the mapping below.

Phase 1A and 1B: Irthlingborough Road to Chester House

There are some, but not unsurmountable, ecological, and engineering challenges to delivering both phases but delivery of these links will enable pedestrian and cycle connectivity between the Chester House estate and the edge of Wellingborough. It would also support the development of walking and cycling to Prologis Park employment and connect with the existing River Nene path.

Phasing to deliver these infrastructure improvements could be pursued as a “stand alone” element whilst more detailed conversations involving numerous external parties are continued.

The conversion of the railway alignment into greenway would constitute Phase 1A and the

improved link along Claudius Way as Phase 1B.

Planning consent would be required, and depending upon the status of the highway and verges along Claudius Way additional consent from the Prologis may be necessary.

Of concern would be the timing for the development of the link road serving Stanton Cross, as this cuts across the railway alignment.

This would deliver Historic England’s preferred means of access for non motorised users to the Chester House Estate.

Phase 1C: Improved infrastructure Wellingborough

To some extent the works indicated within the public highway within Wellingborough could be delivered either as part of “Phase 1” - if funding applications become available, or as a separate phasing within the project, in which case they could sit anywhere within the timeframe – even running parallel to the development of the riverside path.

There is significant road space re-allocation required to make links to the railway station and hospitals compliant with LTN1/20 – however the development of the new link road to serve Stanton Cross also provides the opportunity to re-workspace on these roads as traffic flows – especially larger HGV traffic – is removed.

There is momentum behind delivery of high-quality walking and cycling infrastructure – and funding available to support implementation,

and so perhaps the works required are ones that should be progressed sooner.

There is value in this approach, they would link to an existing and upgraded off road route that connects to employment sites, and by extending the reach of the scheme into the wider urban area then the potential for residents to access Chester House is also increased.

Phase 2: Riverside Path to railway viaduct

The delivery of the main link across the most historic and ecologically sensitive section of the route will need planning consents and the various approvals / consents from the Environment Agency Natural England and Historic England.

From experience, Network Rail can be the slowest to respond, their focus is on ensuring that live rail lines remain operational and safe and not on how new paths and structures need to fit around them. Stopping this phase short of the viaduct creates an “out and back” link that the public could enjoy, Historic England have advised that they would support the inclusion of some cycle parking within the footprint of the replacement River Nene bridge, which would allow path users to connect with Chester House albeit on foot only.

There are significant ecological concerns and survey data to be collected and licences sought. Planning consent will be required for the path and for the replacement structure across the River Ise, and although the phase sits outside of the area requiring Scheduled Ancient Monument consent the support of Historic England will be essential.

Phase 3: New River Nene bridge

The delivery of a new bridge across the River Nene to the Northeast side of the existing railway viaduct would complete the East-West corridor and providing that the Rushden Lakes link is built then there is a suitable “origin and destination” at each end of the route.

The bridge alignment, levels and design will need careful consideration and there are several challenges to be overcome which will need an element of pre-planning and even specific timing to undertake.

The presence of the High-Pressure gas main in the area where the bridge is to sit may complicate foundation design / landing points and even how the river cliff is re-worked to create an acceptable.

Discussions to establish the impact, and timing for any protection / diversion requirements can be factored in with the main’s owners, Cadent,

Discussions to establish how the bridge is to land, especially on the northern side of the River Nene, without impacting extensively on floodplain and ecologically sensitive land can be factored in with the various overseeing parties.

All discussions should be undertaken whilst other phases of the scheme are taken through construction / tender phases.

Network Rail will perhaps be the more challenging organization to deal with. They will require sight of, but may not be unduly concerned with, a path at ground level passing under one of the railway viaduct arches – but

they will still need to be a consultee to any planning application.

They will though be concerned about how a new structure is constructed in the shadow of a significant piece of railway estate, with live electrified railway lines running directly above a works area.

Phase 4: Improved infrastructure Rushden

In a similar vein to delivering a bridge across the River Nene, overcoming the A45 may require a “split the route” approach. The Rushden Lakes access includes an element of a new shared footway to be constructed to tie into the current A45 / Ditchford Road bridge.

This bridge, whilst it has footway provision on both sides, is a poor space for pedestrian and cycle traffic to cross. The footway is below minimum width for it to be regarded as a shared option, and the road space used by HGV traffic makes it unsuitable for on road cycling.

New infrastructure between the A45 and Rushden would therefore create a similar situation to the River Nene crossing, whereby National Highways become the eventual barrier to delivering the continuous, high-quality link.

As with links into Wellingborough, works within Rushden can be developed and delivered wither as a separate phase, or whilst other aspects of the overall corridor are also on site. There will be a significant reallocation of road space necessary to achieve an LTN1:20 compliant scheme.

Phase 5: A45 road crossing

The A45 will remain a barrier for walking and cycling if the existing bridge remains the only viable option for people to utilize.

A new pedestrian and cycle structure parallel to the existing road bridge is viable, but not necessarily on National Highways radar to fund or deliver and therefore because this piece is not on any “long list” of current or future deliverable projects having it as the later link in the overall project currently makes sense.

National Highways are fully committed to the overall scheme – but this is being badged as Rushden Lakes to Wellingborough embankment – not Rushden itself.

By raising the profile and extent of the scheme now and placing a “new structure” or “additional access / egress ramps” onto the long list of National Highways now will enable internal and external conversations to be had.

As with all other phases discussions / designs and contracts can be run in parallel with other phases of the overall scheme, but ideally this link would be completed to enable the new link into Rushden Lakes to be maximized. The access works for the retail development include a re-configuration of the current junction alignment and therefore provision of a new bridge, or a new junction entirely should be dovetailed to limit the wider impact that construction works has.

The thought process behind new slip roads relates to the ability to re-configure Northampton Road into a high-quality walking and cycling link. Removal of traffic lanes becomes more viable when HGV traffic can

use a junction at each end of the town to access / exit the trunk road. As it stands any “one way working” on Northampton Road ensures that those accessing / servicing the industrial estates face lengthy detours to undertake U turns at suitable A45 junctions.

Phase 6: Ditchford Lane to River Nene

Delivering the link between Ditchford Lane and the River Nene as the final phase will allow funding to be better deployed to ensure the deliverability of the whole scheme. Structurally the Knutson Brook bridge is OK with minimal works, and the current surface quality, although not sealed, would support use as a greenway until the other elements of the wider scheme are delivered.

Delivery of this section in parallel with the River Nene bridge is also viable as a total project. This may enable connectivity between Rushden Lakes and Wellingborough, with access to Rushden town made via the existing provision within the retail complex.

Weight and Height Limits

There are no weight or height limits within the immediate road network that may impact on access for construction purposes.

Ditchford Road bridge, although traffic signal controlled and within a 40/30 mph transition, is not indicated as having a weight restriction.

Any construction traffic using this route would need to check in advance that the route is suitable.

Access to the railway embankment from Irthlingborough Road may require vehicles to negotiate the “Embankment / Irthlingborough Road” roundabout – which is tight, road space along this section of Irthlingborough Road is also tight and may not suit wide or overhanging loads.

Construction Compounds

Compound locations, materials stores and access points will need to be given careful consideration. The environmentally sensitive nature of the river valley will limit the opportunities available, and the risk of flooding will need to be factored into the construction planning.

Smaller construction phases, more contained site set ups or reconsidering materials used may need to be factored into the final design / development of the whole greenway.



Fig 107 Construction Phasing

15. CDM and Design Risk

Construction Design Management (CDM) forms part of the Health and Safety on construction sites and starts much earlier in the process than people realise.

Under CDM 2015 regulations the AAGP are currently acting in the Client role, and as such they have obligations to fulfill.

These are highlighted in CDM documentation under Regulation 4 and are listed below for clarity.

PART 2 Client duties

(1) A client must make suitable arrangements for managing a project, including the allocation of sufficient time and other resources.

(2) Arrangements are suitable if they ensure that—

(a) the construction work can be carried out, so far as is reasonably practicable, without risks to the health or safety of any person affected by the project; and

(b) the facilities required by Schedule 2 are provided in respect of any person carrying out construction work.

(3) A client must ensure that these arrangements are maintained and reviewed throughout the project.

(4) A client must provide pre-construction information as soon as is practicable to every designer and contractor appointed, or being considered for appointment, to the project.

(5) A client must ensure that—

(a) before the construction phase begins, a construction phase plan is drawn up by the contractor if there is only one contractor, or by the principal contractor; and

(b) the principal designer prepares a health and safety file for the project, which— (i) complies with the requirements of regulation 12(5);

(ii) is revised from time to time as appropriate to incorporate any relevant new information; and

(iii) is kept available for inspection by any person who may need it to comply with the relevant legal requirements.

(6) A client must take reasonable steps to ensure that—

(a) the principal designer complies with any other principal designer duties in regulations 11 and 12; and

(b) the principal contractor complies with any other principal contractor duties in regulations 12 to 14;

(7) If a client disposes of the client's interest in the structure, the client complies with the duty in paragraph (5)(b)(iii) by providing the health and safety file to the person who acquires the client's interest in the structure and ensuring that that person is aware of the nature and purpose of the file.

(8) Where there is more than one client in relation to a project—

(a) one or more of the clients may agree in writing to be treated for the purposes of these Regulations as the only client or clients; and

(b) except for the duties specified in sub-paragraph (c) only the client or clients agreed in paragraph (a) are subject to the duties owed by a client under these Regulations;

(c) the duties in the following provisions are owed by all clients— (i) regulation 8(4); and (ii) paragraph (4) and regulation 8(6) to the extent that those duties relate to information in the possession of the client.

This project is currently set to develop a feasibility study, and therefore many of the requirements of Regulation 4 may not necessarily apply in full at this stage.

Design Risk Register				Risk categories:		sustrans JOIN THE MOVEMENT													
Project:		13825		Ac	Acceptable														
Compiled by:		Martin Philpott		Ma	Marginal														
Document ref:		13825_DRR_01		Mo	Moderate														
Date Updated:		15/06/2022		Un	Unacceptable														
Hazard Identification				Risk Assessment			Risk Response					Risk Monitoring & Control							
ID No.	Date Identified	Identified by	Project phase when hazard may occur	Description of hazard (briefly describe the nature of the hazard and the consequences should it occur)	Severity	Probability	Risk Category	Persons at Risk	Response organisation	Response action description	Response type (E-STOP hierarchy of control)	Action by (name or role)	Action required at project stage	Review date	Severity	Probability	Risk Category	Update (description of any changes since last review)	Current status
1	06/04/22	MP	Pre-construction	Working in alongside navigable river and falling in to deep water.	2	1	Ac	Project Team	Sustrans	Brief team ahead of site visit and ensure that weather forecast is checked before site visit. Avoid visit after period of prolonged rainfall	Operational controls	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Remains as further site visits are required.	Open
2	06/04/22	MP	Pre-construction	Working around areas of open water, risk of contraction of water borne virus / disease	2	1	Ac	Project Team	Sustrans	Brief team ahead of site visit and ensure that weather forecast is checked before site visit. Make team aware of potential for water borne infection/disease	Operational controls	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Remains as further site visits are required.	Open
3	06/04/22	MP	Pre-construction	Working in area of fast moving traffic and being struck, resulting in death or serious injury	3	1	Ma	Project Team	Sustrans	Brief team ahead of site visit and ensure that any team member has appropriate PPE. Limit extent of A45 required.	PPE required	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Remains as further site visits are required.	Open
4	06/04/22	MP	Pre-construction	Working in area of general traffic and potential HGV turning, being struck and resulting in death or serious injury	3	1	Ma	Project Team	Sustrans	Brief team ahead of site visit and ensure that any team member has appropriate PPE.	PPE required	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Remains as further site visits are required.	Open
5	06/04/22	MP	Construction	Working around railway structure over River Nene and risk to plant and network rail infrastructure during construction stage	3	1	Ma	Project Team	Sustrans	Brief team ahead of site visit.	Operational controls	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Site visit planned for 19-04-2022	Open
6	27/04/22	MP	Construction	Working around High Pressure Gas Main, strike or damage during construction phase resulting in serious explosion, injury or death	3	1	Ma	Project Team	Sustrans	Brief team ahead of further site visit and ensure that up to date utilities records are available.	Operational controls	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Records received and shared with project team. Information to be shown on any drawings produced and issued.	Open
7	27/04/22	MP	Construction	Working around HV electric cables, striking or damage resulting in death or serious injury.	3	1	Ma	Project Team	Sustrans	Brief team ahead of further site visit and ensure that up to date utilities records are available	Operational controls	Sustrans	Preparation & Brief	30/06/22	2	1	Ac	Records received and shared with project team. Information to be shown on any drawings produced and issued.	Open
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This Design Risk Register is a live document and the version shown here is dated 15-06-22. North Northamptonshire's project manager for this project should be contacted for further information or to ascertain their most current version of this.

Fig 108 Initial Design Risk Register

16. RAG Report

This should reflect Project Risk not Design Risk

Project title Wellingborough to Rushden		Date RAG report initiated 15/06/22					
Client: North Northamptonshire Council		Date of current edition 15/06/22					
Project Manager Martin Philpott		RAG author Martin Philpott					
Risk ID number	Description	Tasks to re solution	Assigned to:	Date assigned:	Current situation (RAG)	Potential mitigation	Mitigation risk (RAG)
1	Project funding is insufficient to deliver next stage in the process	Funding sources to be investigated by NNC	NNC	15/06/22		Exploration of wide range of sources. Project potentially delivered in phases with S106 funding, engagement with National Highways at UK level. Levelling Up funding bid from central Gov't.	
2	Inability to access land due to landowners not permitting access	NNC to identify all impacted landowners and to work with them to promote the idea of developing the route	NNC	15/06/22		Ongoing discussions with identified landowners to develop common understanding of wider community benefits to greenway route	
3	Ecological constraints make large sections of the route undeliverable	Ecology desk top study as part of the Feasibility Study will be used to highlight next stages in the process. Including planning requirements and funding.	Sustrans	15/06/22		Ecology desk top study included within this feasibility study	
4	Environment Agency refuse permission to construct new bridge over River Nene	Early engagement with EA to ensure support for delivery of new structure	NNC and Sustrans	15/06/22		E.A. already key partner in this overall project. Outline design and feasibility study to be shared with the EA	
5	Planning Permission refused by NNC for development of greenway	Early engagement with NNC planners to understand requirements as part of planning process	NNC	15/06/22		Early engagement with NNC planners to ensure support for the project	
6	Upgrade of existing RoW to permit cycling is objected to by Ramblers Association	Early engagement with RA to ensure that they understand the project, aims and deliverability	NNC	15/06/22		Engagement through involvement meetings and as part of wider steering group	
7	New or upgraded PRow are objected to by landowners	Early engagement to ensure support for new, upgraded or diverted RoW	NNC	15/06/22		Engagement with l/o once preferred alignment is identified and development of individual strategy to approach and ensure supportive of overall aims and objectives.	
8	Objections from Historic England are unsurmountable	Early engagement with HE to establish an agreed alignment and mitigation	Sustrans	15/06/22		Early and on going engagement in developing the masterplan for the scheme.	
9	Make up of the council, or change in MP results in lack of support for the scheme	Early and wider engagement with all political parties to establish consensus to development of overall route	NCC	15/06/22			

Project title Wellingborough to Rushden		Date RAG report initiated 15/06/22					
Client: North Northamptonshire Council		Date of current edition 15/06/22					
Project Manager Martin Philpott		RAG author Martin Philpott					
Risk ID number	Description	Tasks to re solution	Assigned to:	Date assigned:	Current situation (RAG)	Potential mitigation	Mitigation risk (RAG)
10	Public apathy to the project	Engagement with local community groups, town council's, businesses etc	NNC	15/06/22		Exploration of wide range of engagement events to promote the scheme, the benefits and the access to open spaces	
11	xxxx	xxxx					
12	xxxx	xxxx					
13	xxxx	xxxx					
14	xxxx	xxxx					
15	xxxx	xxxx					

Fig 109 Initial Project Risk Register

EXECUTIVE 14th September 2023

Report Title	Kettering Artificial Pitch – Lease and Investment
Executive Director	David Watts, Executive Director Adults, Health Partnerships & Housing
Report Author	Julie Cardwell, Strategic Lead for Leisure Quintin Allen, Sports Development Officer
Lead Member	Cllr Helen Howell – Executive Member for Sport, Leisure, Culture and Tourism

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Site photographs

1. Purpose of Report

- 1.1. This report informs the Council about the lease and investment opportunities for the artificial football pitch, pavilion and athletics track at Thurston Drive in Kettering.
- 1.2. This report seeks approval from the Executive for the proposal to enter into concession contract together with an ancillary long-term lease agreement, and to submit, or support the submission by the concessionaire, of a funding application to the Football Foundation to redevelop the artificial pitch and pavilion.

- 1.3. This arrangement will also support the Kettering Athletics Club and help secure future investment into the athletics track and facilities to ensure the club meets current and future England Athletics standards.

2. Executive Summary

- 2.1 The facilities at Thurston Drive in Kettering include a 3G football pitch, pavilion, and athletics track. The management of the site is currently part of the Freedom Leisure Contract and the Harriers Athletics club have a sub-lease for part of the pavilion.
- 2.2 The 3G artificial football pitch has been condemned for a number of years and the pavilion and athletics track require investment to maintain and improve the facilities. Leisure Services have been working on the development of a funding application to the Football Foundation to redevelop football facilities and have undertaken some minor works on the athletics facilities which has enabled the initial stages of passing through England Athletics accreditation of the track.
- 2.3 The Council has been approached by the Northamptonshire Football Association (NFA) who have offered to support the Council with its intentions to continue to provide these facilities for the community and to redevelop the football and athletics provision on this site. The NFA are keen to have a permanent base on the site by way of a concession arrangement together with a lease of the whole site, to support grassroots delivery of football and to work closely with Leisure services, Harriers Athletics club and England Athletics to support the development of athletics provision and facilities.
- 2.4 The project would also benefit the wider grassroots football development across North Northamptonshire as the NFA will have a North Northamptonshire base from which this will support the development of partnership working with the Council, local football clubs and other stakeholders.
- 2.5 The project is a good opportunity for the Council to realise investment in leisure provision in Kettering by attracting grant funding and, working with the Northamptonshire Football Association, to redevelop the artificial pitch, athletics track and pavilion to provide high quality and accessible facilities and delivery for the community.

3. Recommendations

- 3.1. It is recommended that the Executive:
 - a) Approve the proposal to develop the Council's relationship with the Northamptonshire Football Association (NFA) by way of a concession contract together with an ancillary long-term peppercorn lease for a 30-year period, to include an agreement for continued use for Harriers Athletics club.

- b) Note that the grant of the lease will require the NFA to have financial repairing responsibilities for the site including business rates and insurance, the agreement will include a net profit share. The agreement will be a secure business tenancy but will not have an automatic right of renewal.
- c) Approve the proposal for a contract variation for the Freedom Leisure contract to remove the facilities from the existing Leisure contract and end the lease with Harriers Athletics club.
- d) Note the development of the Football Foundation funding application for the site, by North Northamptonshire Council in collaboration with the NFA.

3.2 Reasons for Recommendations

- The artificial pitch, pavilion and athletics track all need investment. The NFA are a credible organisation intent on providing football opportunities for the community. The proposed way forward will enable increased funding opportunities, redevelopment of the site and development of a delivery programme, supporting existing and future users.
- Match funding from the Council of £150k has already been identified within existing Leisure Services Capital budgets, the earmarking of this budget has been discussed and agreed at Strategic Capital Board in April 2022. This would attract maximum return from the Football Foundation with the NFA support.
- The Community will see an increase in quality of the facilities and services on offer in Kettering.
- The NFA will create a sinking fund for redevelopment in future years to comply with Football Foundation funding requirements which will secure investment in future years.
- To have increased opportunities of success to redevelop the areas needed, to ensure that the whole scheme is delivered to support the sports on the site and to achieve maximum leverage of funding from the Council's £150k capital investment, the NFA is the only organisation who will be able to achieve this from the Football Foundation as they are the National Governing body for Football and also have the staff resource to manage the site and deliver the sports development programmes.

3.3 Alternative Options Considered.

- *Continuation of scheme by the Council and no NFA involvement* - The Council continue to develop and submit the funding application to the Football Foundation on its own to redevelop the artificial pitch. This would limit the opportunities for success as the Council would not be able to leverage the percentage funding needed for the site and could result in just a resurface of the pitch. This in isolation would potentially be deemed

insufficient by the Football Foundation to demonstrate viable security of payback of investment. The level of staffing resource to manage the site and future delivery of the sport development programme would put extreme pressure on the in-house leisure team and restrict other areas of work for the Leisure Services.

- *Freedom Leisure* - continue with the leisure operator managing the site as part of one of the Kettering Leisure Contracts. The associated revenue and capital investment costs required for the site will put increased cost pressures onto the leisure contractor. The escalating costs of this type of project significantly reduce the viability for leisure providers. The requirement for match funding and the future ability to leverage further funding would be as limited as if the Council were to lead the project, and so could result in the project being just a pitch resurface and deemed insufficient for the Football Foundation funding application. It is fair to assume that there would also be further demands on NNC Leisure to provide expert support in ensuring the funding criteria is met, at a time when workforce demand is at capacity. Under the Football Foundation grant terms and conditions, a sinking fund must be established to ensure £20k/£30k is annually ringfenced for 10 years, to make end of warranty, surface replacement possible. It would be incumbent on Freedom Leisure to ensure that there is enough income generated to cover this and NNC to maintain budgets throughout the lifecycle. There is only 5 years left on the Freedom Leisure contract which makes any investment of resource unattractive to the contractor.
- *Community Asset Transfer* to Northamptonshire Football Association – the asset would be transferred in perpetuity; this would not allow time to fully develop and embed a relationship with the NFA. The delay that this process would entail could undermine the timing of an expert third party seeking an opportunity to deliver from this type of site and may mean they explore a similar alternative elsewhere. There has already been a lengthy delay in re-establishing the provision at the pitch and what this means for the local community who want to see this site back in action as soon as possible.
- *Do nothing on the site and to not invest in the facilities* - this would be of detriment to football and athletics offer for Kettering and North Northamptonshire. The Council is committed to supporting the community to be active and provide quality facilities and opportunities for its residents. The local community, football clubs and development opportunities have been limited and restricted since the pitch was closed for use. The community have been keen to see the pitch resurfaced and opened for use, they have been successful in raising funds for football in the area. The funding contributed towards some goals being installed in the local park so young people could have access to informal football whilst the pitch is out of action. This shows the level of feeling in the community and how important the pitch is to the local area. Not investing in this scheme was not considered an option for local sport or the local community, it would also have a longer term financial and staff resource implication for

the Council as there would be a need to upgrade and bring the facility back into use at a later date.

4. Report Background

- 4.1. The pitch on Thurston Drive, Kettering needs refurbishment, the facility was built in 1991 according to the Sport England database. It has been unusable for several years as the surface has passed its life expectancy and has more recently been subjected to vandalism causing further damage to the pitch and ancillary areas. The site currently remains condemned and out of use.
- 4.2. This is a high-profile leisure facility and Kettering Borough Council had previously identified capital funding to use as a contribution towards a funding application to the Football Foundation as leverage to undertake its refurbishment. Councillors at that time requested that prior to developing a funding application that it should be included in the Kettering Leisure Services Management contract to be procured during 2022.
- 4.3. Leisure Services undertook an early engagement exercise through the Councils procurement team to determine the level of interest and support for any potential leisure providers to indicate their willingness to support this development financially and three returns were received. All identified the need to invest in the pitch surface but did not feel that the length of the leisure contract (5 years) was a long enough period for them to be able to recoup payback for any investment into this project within the timeframe outlined.
- 4.4. As part of the alignment process of the Strategic Local Football Facilities Plan (LFFP) for North Northamptonshire the site was identified as one of the priority projects. A Strategic Capital Board (SCB) Business case was developed and presented in April 2022. At this early stage, SCB agreed with the proposal to earmark £150,000 of funding support from the existing Leisure Capital budget towards an application to the Football Foundation. If successful with the bid for the Football Foundation funding, approval will be sort at that stage for the Capital Budget for the whole scheme.
- 4.5. Council Leisure Officers and the Football Foundation met in June to assess the initial proposals suggested for the scheme, the Council was then invited to progress with the application. The first stage of that process has been successfully completed, although the estimated costs are now likely to be closer to £800k/£850k, this is due to an escalation of price of construction, due to increases associated with supply chain and materials.
- 4.6. Research conducted by officers as part of the preparatory bid procedure has established that the limitations of the current pavilion negatively impact both the management process and user satisfaction. Primarily this is due to the challenge of staffing a standalone building during evenings and weekends in a cost-effective way. This previously led to reduced service standards, which failed to match requisite levels of user expectations.

- 4.7. Following a robust procurement exercise, Freedom Leisure were selected as the preferred management choice to deliver the majority of the Council's leisure service provision within Kettering in October 2022. The pitch and track facility were included within that framework, and it makes up a small portion of the contract. The tender submitted did not include any expected income from the pitch as it was not possible at the time of submission to confirm when the pitch would be operational.
- 4.8. Initial discussions with Freedom Leisure have suggested that they would be willing to remove the pitch and track from the existing contract as they have recognised the level of investment and commitment needed on the site.

5. Issues and Choices

- 5.1. During the development of the funding bid to the Football Foundation, a different option for the management of the pitch and track, has emerged. The Council has been approached by Northamptonshire Football Association (NFA). The proposal from the NFA is to take on the management of the facility in its entirety: artificial pitch, clubhouse, athletics track, and car park, subject to a sufficiently long lease being put in place, 30 years is proposed.
- 5.2. It is proposed to enter into a concession contract together with ancillary lease of the site to the NFA for a peppercorn rent whereby the NFA are responsible for repairs maintenance, energy and business rates, with a requirement to establish a sinking fund of up to £30k per annum for a minimum of 10 years to be utilised towards costs in future years to resurface the artificial pitch. The concession and lease will also incorporate a net profit/loss share arrangement with the Council if the income generated by the facilities exceeds the operational and sinking fund cost requirements and will also include an arrangement for use by the Harriers Athletics Club.
- 5.3. The concession contract together with ancillary lease would include the redevelopment of the associated pavilion subject to planning permission and a full or part relocation of Northamptonshire Football Association to the site from their existing premises which will include further investment from the NFA from their own funds.
- 5.4. A further benefit of the relationship is the involvement of the NFA and the Football Foundation to safeguard Kettering Harriers Athletics Club due to a change in policy for their grant funding criteria. Council Officers are currently progressing the athletics track through England Athletics Trackmark scheme, which has identified some areas of investment to ensure it complies with current standards. The athletics facilities need to have fully achieved accreditation to be able to continue to host competitions on the site. By working with the NFA there will be increased opportunity for the athletics facilities to attract external funding.
- 5.5. The NFA, as an expert organisation managing the site and delivery plan, will reduce the resource pressure on the Councils Leisure Services team to be involved in the day-to-day operations of the site and also ensure that there will

be no revenue requirement for ongoing maintenance and operational costs from the Council.

- 5.6. The Council would have a dedicated expert provider on the site, no other organisation would be able to attract the same level of funding or have the expertise to develop delivery on the site.
- 5.7. The Council will continue to develop its relationship with the NFA to support Football Development and delivery across North Northamptonshire.
- 5.8. The NFA will invest financially and will have a base within North Northamptonshire to support local leagues and football clubs as well as Athletics on the site. The NFA can also offer appropriate level of staffing resource and expertise to continue with development and submission of funding applications.
- 5.9. The Council earmarked match capital funding, identified from existing Leisure Services Capital budgets, which can be utilised to the maximum by the NFA's advantageous ability to leverage in higher percentages of match funding.
- 5.10. The arrangement will support other Council owned artificial pitches across North Northamptonshire for possible economies of scale through maintenance agreements and programming support, e.g., Redwell Leisure Centre, Lodge Park Sports Centre and West Glebe Pavilion.
- 5.11. The project is a priority for the Football Foundation and initial surveys have identified it as a viable site. The Council will be the lead applicant for the funding application to the Football Foundation, with the Northamptonshire Football Association supporting the application.
- 5.12. The funding application to the Football Foundation will apply for improvements and refurbishment of the pitch bed/foundations, resurface, new floodlights, extension of area for spectators and improvements to fencing. Internal improvements to the pavilion allow space for both sports to have club/training rooms to support coach and education programmes, improved kitchen and catering facilities. Future opportunities to continue development of the site will include options to extend the pavilion, pitch maintenance machinery, and improvements to the athletics track and associated equipment. The project is estimated to cost £800/850k and will be confirmed once technical survey results are received and priced against the Football Foundation Framework. These will determine the value of the funding bid.
- 5.13. If the funding bid is successful, the procurement of the works and project management would be undertaken through the Football Foundation framework which would include project management ensuring technical specification, timescales and costs are adhered to in accordance with grant award. Council Officers will be involved through the joint management group established for this project.
- 5.14. The Football Foundation now has a planned commitment to invest the money it administers into multi-Sport projects that support both Football and an

additional sport that co-exist on the same site. By 2025, the plan is to commit 40% of overall national investment, worth a projected £92 million over the next three years, into multi-sport facilities. This is as a result of a fresh ethos, wanting to ensure people will be able to access more places to play more of the nation's favourite sports.

- 5.15. A range of funding opportunities for the project have been explored including being fully funded by the Council. This would not create a collaborative approach with local organisations such as the NFA and athletics club, would have limited success of funding, reduced opportunities to develop more of the facilities and would not provide best value for the Council.
- 5.16. England Athletics do not currently have any capital funding opportunities to support the improvements or redevelopment of the athletics track and would not support improvements for any other sport facility such as the artificial pitch for football.
- 5.17. Sport England's current funding programmes are limited to a small grants programme, a crowdfunding initiative to provide match funding of up to £10k which would not provide the funding level needed for this project.
- 5.18. The Harriers Athletics Club, who currently have part of the pavilion on a lease agreement, have limited funding to invest into the scheme, their governing body England Athletics do not have capital funding opportunities and they do not have the resource, skills or experience to take on the full management of the project and facilities.
- 5.19. A bid to the Football Foundation provides the best opportunity to support all aspects of the project including the pitch surface, pavilions and club space, lighting, fencing and pitch maintenance machinery. With the change in ethos to support multi-sport sites this also offers opportunities to support the athletics delivery on the site and provide investment to support the club facilities.
- 5.20. The pavilion has had some recent investment by the Council to replace some external doors, and the athletics club have invested in some internal fire doors following a fire door inspection on the site, but generally there has been a lack of investment for many years and the pavilion does not provide the required facilities for athletics and football to have the club rooms, changing rooms and storage that is required by both sports. The facility needs to be reconfigured to support the delivery of development programmes and changing needs of the sports offered on the site.
- 5.21. The Athletics track and facilities have had some investment by the Council to secure edging on the track, replacement of hurdles, and required improvements to the hammer cage to meet requirements of England Athletics. However, the track itself needs additional investment to ensure that it provides a quality surface for future use by the club. Although the track and equipment improvements for athletics will not form part of the initial application to the Football Foundation, the improvements to the club house will and the NFA experience and skills will be able to support future funding opportunities for investment for the club and facilities.

6. Next Steps

- 6.1. To continue to work closely with Harriers Athletics Club, England Athletics, and the Northamptonshire Football Association (NFA) to develop the relationship and future plans to improve athletics and football facilities on the site.
- 6.2. To progress the deed of variation for the Freedom Leisure contract.
- 6.3. To progress the 30-year lease for the NFA, with requirement to contribute to a sinking fund for future requirement for resurfacing of the pitch and for a profit share requirement.
- 6.4. Form a joint project group with the NFA, the Council, England Athletics and Harriers Athletics Club to oversee the project and ongoing delivery of the football and athletics offer on the site.
- 6.5. Complete technical surveys to inform the project development work, led by the Football Foundation, supported by the Council.
- 6.6. To complete financial modelling on the potential income of the site and inform the profit/loss sharing agreement with the NFA.
- 6.7. To complete the application for funding with the Football Foundation for submission in April 2024.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The financial commitment of the Council is for the Capital match funding of £150k to be included in the application to the Football Foundation. This has been discussed at the Strategic Capital Board in April 2022, and existing Leisure Services Capital budget identified to be earmarked for this scheme, currently estimated at £800/£850k will be brought back to the Executive.
- 7.1.1. An income share arrangement will be put in place with the NFA to ensure that any profit achieved over operational costs, sinking fund requirements and ongoing investment on the site, which may result in an income for the Council.
- 7.1.2. It should be noted that under any profit share arrangement the Council could be liable to share any losses incurred as well. However, the Council has positive experience of such arrangement for artificial pitches elsewhere within its leisure estate.
- 7.1.3. Freedom Leisure currently have the site as part of their leisure contract for Kettering. However, no expectation of expenditure or income was submitted as part of their tender as at the time of submission the Council was unable to confirm when the site would be operational again and what commitment was needed on the site. Therefore, there is no financial impact on the Kettering Leisure contract as a result of the proposed contract variation.

7.2. Legal and Governance

- 7.2.1. The proposed overarching arrangement for this project, a concession contract, is regulated by the Concession Contracts Regulations 2016 (the “CCR”). The implementation and performance under this project as a concession incorporates the granting of a lease which allows occupation under a peppercorn rent. From discussions with the service department it is noted that the overall project costs, as of the date of this report, is below the CCR threshold which is currently £5,336,937 (inclusive of VAT). The CCR apply to procurements where the value of the concession is estimated to be above the relevant threshold; as the value of the concession is estimated to be below threshold there is no requirement to advertise. There are restrictions on the duration of a concession contract (CCR reg. 18). It cannot be of unlimited duration and if the duration exceeds 5 years the maximum duration must not exceed the time that the contractor could reasonably be expected to take to recoup the investments made.
- 7.2.2. This arrangement will be formalised by the Council and NFA entering into a concession contract (CC) and a lease agreement (LA). The CC will form the overarching contractual relationship between the parties, incorporating the LA, The LA will be separately executed by the Council and NFA, but will be incorporated and attached to the CC as a schedule.
- 7.2.3. Regulation 72 (1) (C) of the Public Contracts Regulations 2015 (as amended) allows the Council to amend the current contract with Freedom Leisure whereby the pitch and track from the existing contract is removed and transferred to NFA. A deed of variation will be drafted to formalise amendment to the current contract.
- 7.2.4. The Constitution requires a Council to tender all land opportunities, however the proposal is a direct award to mitigate the risks of obtaining match funding.
- 7.2.5. The grant of a lease is subject to S123 Local Government Act 1972 which requires the Council to get best consideration for lettings. This is supported by the Councils constitution. However, a Council may exceptionally grant a lease at less than best value for Social, Economic or Environmental reasons. The terms of the lease will be subject to a market valuation, and any undervalue will require authorisation by the S151 Officer.

7.3. Relevant Policies and Plans

- 7.3.1. The North Northamptonshire Councils Corporate plan adopted in 2021 has key commitments which are key to this project. These include:
- Active, fulfilled lives: - supporting people to live healthier more active lives. The programme of delivery will offer accessible opportunities for all members of the community to be more active.

- Better Brighter Futures: - supporting young people to have high quality education and opportunities to help them flourish. Activity and learning opportunities will be delivered by this project.
- Safe and thriving places: - thriving economy that shapes great places to live, learn work and visit which can be achieved within this scheme. This project will ensure the site thrives again and attracts positive behaviours and learning opportunities. The site will create opportunities for ongoing investment and development.
- Green, sustainable environment: - Opportunities to develop the pavilion and lighting to be sustainable and incorporate new technologies where possible to ensure the facilities are energy sufficient and reduce carbon emissions.
- Connected Communities: – local clubs and organisations will form and develop relationships to help shape the future provision on the site and ensure their opportunities for involvement are a priority.

[Corporate plan | North Northamptonshire Council \(northnorthants.gov.uk\)](#)

7.3.2. The North Northamptonshire Active Communities Framework which will incorporate an Active Communities Strategy, a Leisure Facilities Strategy and a Playing pitch Strategy are currently being developed. These documents will develop the Council's vision for the provision of leisure services and identify priorities for leisure facilities across North Northamptonshire. Although this work is not yet completed the need for redevelopment of the Council's assets at Thurston Drive have been progressed due to health and safety concerns following the pitch being condemned and persistent anti-social behaviour being a concern on the site.

7.4. Risk

7.4.1. The site is identified on the Leisure Risk register as a site requiring investment to bring it back into use for the benefit of the community.

7.4.2. There is a risk that the Football Foundation bid is unsuccessful. Without investment there will be further deterioration in the condition of the site, which will increase future costs and cause further reputational issues for the Council.

7.4.3. There is a risk the Athletics facilities will not be of sufficient quality to host competitions which will impede the development of local talent and negatively impact the wider benefits for the local economy.

7.4.4. If the NFA do not take on the management of the site the ongoing financial burden to maintain and operate the site could fall to the Council, including provision for the sinking fund for the 3G pitch.

7.5. Consultation

- 7.5.1. There is regular dialogue with the Northamptonshire Football Association regarding football development opportunities across North Northamptonshire and they have been aware and consulted on the project as it has developed through the initial stages of the funding application with the Football Foundation.
- 7.5.2. Freedom Leisure are aware of the plans to redevelop the facilities and have indicated that they are willing to accept a variation to the Leisure Management contract they have for Kettering.
- 7.5.3. A meeting has been arranged with the National Governing body, England Athletics, to ensure that they are aware of the plans for the Harriers home site and can be involved in future discussions and management group for the site.
- 7.5.4. Harriers Athletics Club have been consulted on the plans for the site and have reported back to their committee that they are happy to progress with the arrangement. Initial discussions have ensured that the club feel supported, they will be invited to be part of the management group for the site and have a right of access in the lease between North Northamptonshire Council and the Northamptonshire Football Association.
- 7.5.5. Ward members have been kept informed as to progress.

7.6. Consideration by Executive Advisory Panel

- 7.6.1. This report has not been considered by the Executive Advisory Panel

7.7. Consideration by Scrutiny

- 7.7.1. This report has not been considered by Scrutiny, but will be eligible for call in.

7.8. Equality Implications

- 7.8.1. An Equality screening assessment has been undertaken for the project and has not identified any negative impacts on any of the 9 protected characteristics. The project will be fully inclusive and ensure that the site is accessible for the community. A development plan ensuring the delivery on site is accessible will be developed as part of the funding application to the Football Foundation by the Council and the Northamptonshire Football Association. It is a requirement of the funders that this plan is followed, managed, and monitored. The lease that will be developed by the Council with the NFA will also include a requirement of the lease that it delivers against the plan. The NFA are an experienced provider of accessible sport which gives the Council and the funder the confidence that this accessibility of project and ongoing delivery will achieve its ambitions.

7.9. Climate and Environment Impact

7.9.1. *Pavilion* - The development of the pavilion will take into consideration Carbon reduction and energy efficiency in its plans for any improvements undertaken as part of the funding applications. The project will aim to ensure that the organisations managing and operating the facility will have an efficient and sustainable building to manage. Opportunities to invest into the facility structure and operational plant will be explored with an aim to reduce energy emissions.

7.9.2. *Artificial pitch* – concerns have been raised about the environmental impact of artificial pitches relating to the fibre loss of microplastics and in the case of 3G pitches, the presence of rubber infill which is also a microplastic. Sport England are aware of the European Commission's statement release in September 2022 recommending the introduction of a ban on the future sale of these produced onto the European Market. A six-year transition period has been proposed before the new restriction becomes effective. The regulatory framework for these matters now sits at a UK level. The Department for Environment, Food & Rural Affairs (DEFRA) commissioned an evidence project to review emissions of intentionally added microplastics. It will consider the risks they pose to human health and the environment and include a socio-economic assessment. The project will include rubber infill and will inform any future regulatory actions in the UK.

7.10. Community Impact

7.10.1. This project will have a positive impact on multi-sport, but particularly football and athletics, development within the North Northamptonshire Community, but particularly for Kettering.

7.10.2. This is a high-profile site which has been underinvested in for many years and the pitch condemned and out of use.

7.10.3. The quality of facilities and programmes of activity will be increased on site with development plans for Football and Athletics being a priority for the project.

7.10.4. Local Football clubs, coaches and the community will have access to the facilities with provision attracting target groups of young people, girls, older people, disabilities and hard to reach groups.

7.10.5. Increased opportunity for local people to be more active and for coaching and development programmes to be established for local clubs and coaches to reinvest into sport in the area.

7.10.6. The strengthening relationship with the Northamptonshire Football Association will also support other football sites and clubs throughout North Northamptonshire.

7.11. Crime and Disorder Impact

- 7.11.1. The condemned artificial pitch has attracted anti-social behaviour and continued damage to the facilities since it has been out of use. The site has been accessed by the community who want to use it but is dangerous and unsafe in its current condition.
- 7.11.2. The current structure of the pavilion and pitch makes it difficult to manage and sustain. By involving the NFA and having increased activity on the site as well as staffing resource the anti-social behaviour will be reduced. Programmes will target young people to positively engage and be active positively on the site.
- 7.11.3. CCTV is not currently on the site; this will be explored as part of the redevelopment of the facilities.

8. Background Papers

- 8.1. Physical condition Survey – Recreation sites completed by Oakleaf July 2019
- 8.2. Kettering Pitch & Track – Condition Survey Report completed by Surfacing Standards Limited – 2020
- 8.3. Equality Screening Assessment

Appendix B – Photo of Site area at Lake Avenue, Kettering NN15 7EN



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EXECUTIVE 14th September 2023

Report Title	Sustainable Modes of Travel to School Strategy
Report Author	AnnMarie Dodds, Executive Director of Children' Services
Lead Member	Cllr Scott Edwards – Executive Member for Children, Families, Education and Skills

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Sustainable Travel to Education Strategy

Appendix B – Equality Screening Assessment

1. Purpose of Report

- 1.1. The purpose of this report is to provide Executive Members with an update on the progress of the Sustainable Travel to Education Strategy and seek approval for its public consultation.

2. Executive Summary

- 2.1 The Education and Inspections Act (2006) placed a range of duties upon local authorities to promote the use of sustainable travel and transport, intending to support the choices and flexibility of educational provision across the country.
- 2.2 The Act outlines four main elements to promoting sustainable modes of travel, including the assessment and audit of sustainable travel options within the local authority, the development of a strategy for the promotion of sustainable travel to schools and other educational or training facilities. As such, North Northamptonshire Council is required to produce and publish its Sustainable Modes of Travel to School Strategy (SMoTS) annually.

- 2.3 In developing a strategy, the Council has a statutory duty to follow guidance issued by Government. The latest guidance was published in June 2023 and in which states, Local Authorities must publish a SMoTS for each academic year by 19th September.
- 2.4 The current strategy for North Northamptonshire is the Northamptonshire SMoTS, adopted by the former County Council in 2014/15.
- 2.5 The Sustainable Travel to Education Strategy has been produced in line with the requirements of the SMoTS to reflect the needs of the community, priorities and investment plans. The draft has been developed in line with other strategic policies such as the Corporate Plan, Local Development Framework whilst being coordinated with emerging policies for example the Greenway Strategy and Local Walking and Cycling Investment Plans.
- 2.6 It is proposed that the Sustainable Travel to Education Strategy be consulted on for six weeks from 14th September until 26th October 2023 to allow the community and in particularly the school community to comment on the strategy.

3. Recommendations

- 3.1 It is recommended that the Executive agree to the consultation of the Sustainable Travel to Education Strategy for six weeks from 14th September to 26th October 2023.
- 3.2 Reason for Recommendations: The consultation of the Strategy allows for the community and in particularly the school community to comment on the strategy whilst complying with the requirements to have an updated strategy by the required deadline of 19th September.
- 3.3 Alternative Options Considered:
- To adopt the Sustainable Modes of Travel Strategy and engage with the community through its delivery.
 - Not update the Northamptonshire Sustainable Modes of Travel Strategy.
None of these options are recommended.

4. Report Background

- 4.1 North Northamptonshire Council are required to arrange free, suitable, home to school transport for children of compulsory school age, who are eligible, to their nearest suitable qualifying school in line with section 508B of the Education Act 1996 and the Government's statutory guidance 'Home to School Travel and Transport Guidance 2014'.
- 4.2 The Education and Inspections Act (2006) also places a duty on local authorities to promote the use of active and sustainable travel to education and further support the choices and flexibility of educational provision.
- 4.3 The Act outlined four main elements to promoting sustainable modes of travel, including the assessment and audit of sustainable travel options within the local authority, the development of a strategy for the promotion of sustainable travel to

schools and other educational or training facilities. As such, North Northamptonshire Council is required to produce and publish its annually a Sustainable Modes of Travel to School Strategy (SMoTS).

- 4.4 The Northamptonshire County Council (NCC) Home to School Transport Policy (April 2020) has been consulted to inform the acceptable walking and cycling distances for journeys to schools in the county. The Policy defines the appropriate walking distances for pupils under the Education Act 1996, stating:

“Section 444(5) defines walking distance as 2 miles for pupils under 8, and 3 miles for older pupils, in both cases measured by the nearest available route.”

- 4.5 Post-16 students may be eligible for other sources of financial help, depending on household income, to help with education costs including travel. There is no legal obligation to provide free home to school or college transport to students over the age of 16 or for those who do not meet the statutory requirements through the Education Act. However, there is a requirement for the local authority to consider unmet demand through the Transport Act 1985.
- 4.6 Section 63(1)(a), explains that local transport authorities must: “secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.”
- 4.7 In developing a strategy, the Council has a statutory duty to follow guidance issued by Government. The latest guidance was published in June 2023 and in which states, Local Authorities must publish a sustainable modes of travel strategy for each academic year by 19th September.
- 4.8 In early 2023, the Council consulted on the Home to School Policy. As part of this consultation, the community provided views of possible travel options for the journey to school. This has been considered in developing the Sustainable Travel to Education Strategy.
- 4.9 The North Northamptonshire Sustainable Travel to Education Strategy replaces the Northamptonshire SMoTS, (2014/15).

5. Issues and Choices

- 5.1 Given the age of the current SMoTs, it has been evident since before the Council’s formation that it needed to be updated. The publication of the new Government guidance it is timely to prepare an updated Sustainable Travel to Education Strategy.
- 5.2 Public consultation is a necessary component of the plan’s development. The plan will also be subject to an Equalities Screening Assessment.

6. Next Steps

- 6.1 Assuming the approval of this report, the Sustainable Travel to Education Strategy will be consulted for six weeks from 14th September to 26th October 2023.

- 6.2 The strategy will be reviewed and updated following the consultation and be brought back to Executive for adoption.

7. Implications (including financial implications)

7.1 Resources and Financial

- 7.1.1 The Sustainable Travel to Education Strategy has been developed from using staff funded from existing budgets with its consultation funded similarly.

7.2 Legal and Governance

- 7.2.1 As explained in section 4 above, the Council has a statutory duty to have a Sustainable Modes of Travel to School Strategy (SMoTS). The proposals in this report provide for implementing that duty.

7.3 Relevant Policies and Plans

- 7.3.1 The proposal will assist the Council in meeting the priorities in the Corporate Plan around:

- Better, Brighter Futures
- Support schools to provide physical activity programmes through our Healthier Schools Programme.
- Support schools to provide physical activity programmes through our Healthier Schools Programme.

Safe and Thriving Places

- Enable people to travel across North Northamptonshire and beyond

Green, sustainable Environment

- Promote sustainable, active travel
- Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future.

- 7.3.2 The proposal will assist the Council in developing and delivering Council's Local Transport Plan, which the Council has a statutory duty to deliver. As well as the Carbon Management Plan in reducing the carbon impact of travel to education.

7.4 Risk

- 7.4.1 A risk register will be developed as part of the deliver and implementation of the strategy and will ensure risks are identified, recorded and monitored.

7.5 Consultation

- 7.5.1 Public engagement and consultation are a necessary component of the plan's development and will involve comprehensive engagement, including four rounds of

public consultation, capturing the views of our partners, stakeholders, interest groups, businesses and residents.

- 7.5.2 The engagement builds and facilitates a conversation about current and future journeys to education in the authority. It also ensures the more effective development, adoption, and delivery of the plan.
- 7.5.3 In early 2023, the Council conducted a consultation exercise seeking views on the Council's proposed Home to School policy changes and options affecting the discretionary transport. As part of this consultation, we asked the community for their view of possible travel options for the journey to school. The views provided have informed the Sustainable Travel to Education Strategy.
- 7.5.4 Assuming the approval of this report, the formal consultation of the Sustainable Travel to Education Strategy will be undertaken for six weeks.
- 7.5.5 Engagement will be in line with the Council's engagement principles, as set out below and best practice. We will deliver meaningful engagement through being:
- Simple and accessible
 - Clear, positive, and informative
 - Responsive
 - Identifying relationships to other initiatives
- 7.5.6 To ensure people know how their involvement will shape the plans development after the public consultation a 'we asked, you said, we did' report will be prepared and published. This report will collate and summarise the main issues raised and recommend how these should be addressed. This will include identifying if and how the emerging plan should be amended. Additionally, a log of engagement activities to demonstrate how stakeholders have been involved and informed.

7.6 Consideration by Executive Advisory Panel

- 7.6.1 This matter will be considered by Future Communities, Executive Advisory Panel on 7th September 2023 with their comments provided verbally to the Executive.

7.7 Consideration by Scrutiny

- 7.7.1 Any requests from the Scrutiny Commission will be responded to, and formal engagement or presentations required will take place.

7.8 Equality Implications

- 7.8.1 The Equality Screening Assessment has not identified any adverse impact on individuals with protected characteristics.

7.9 Climate and Environment Impact

- 7.9.1 The Government's Transport Decarbonisation Plan, Levelling Up White Paper and Bus Back Better all lay the groundwork for strengthening the role that transport can play in reducing environmental harm.
- 7.9.2 This strategy encourages people to the take up of active and sustainable travel to education and introduces measures to support their usage.
- 7.9.3 Active travel is mentioned in the Council's carbon management plan and sustainable travel choice is referenced in the highways section. The carbon management plan also identifies that travel is recognised as one of the largest sources of carbon emissions. The carbon management plan was adopted by the full Council in December 2022.

7.10 Community Impact

- 7.10.1 The consultation proposed will support effective policy and decision-making, and scrutiny, making a significant difference to the delivery of sustainable travel, transport infrastructure and services and therefore have an equally significant impact on the local communities.

7.11 Crime and Disorder Impact

- 7.11.1 There are no specific impacts relating to the recommendations in this report.

8. Background Papers

- 8.1 None



North
Northamptonshire
Council

Sustainable Travel to Education Strategy

Sustainable Modes of Travel to School Strategy 2023

DRAFT

For consultation.

www.northnorthants.gov.uk

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Executive summary

This strategy supports schools, pupils and parents/carers to travel more sustainably for all journeys to school. It supports healthier and more active lifestyles for staff, pupils and parents/carers improving their health and emotional wellbeing whilst bringing the whole community the wider benefits of higher footfall for local businesses, tackling school parking issues and reducing traffic congestion and carbon emissions.

North Northamptonshire Council has developed the Sustainable Travel to Education in line with the requirements outlined in the Education and Inspections Act 2006. Developed in partnership across the authority this strategy underscores the need for a co-ordinated approach across the council and beyond if we are to achieve the targets and objectives we have set ourselves. The strategy will be reviewed regularly and update as required.

The strategy sets four targets which are:

1. Children and young people aged 5 to 18 should average at lead 60 minutes of moderate or vigorous intensity physical activity everyday
2. Every school should have a school travel plan by 2033
3. All schools should have AQ below WHO air pollution limits
4. 55% of primary school-aged children walk to school by 2025

The delivery plan sets three principles to deliver the strategy, to be collaborative in a child led manner and to follow the avoid, shift, improve approach and follow the safe systems principles. This supports a programme of travel planning, education, road safety, training and infrastructure improvements. By working together with schools and colleges, parents and guardians and with children and young people themselves we will encourage more journeys to be undertaken actively or sustainably.

Introduction

Everyday children, young people and their families pack bags, walk, wheel, cycle, get the bus, train or car to nursery, school or college. A ritual that bookends the school day.

Travelling to nursery, school or college by walking, wheeling, bus or train is good for children's health, wellbeing and the environment.

Walking, wheeling or cycling to school wakes up the mind and body¹. It allows children to chat to family or friends and arrive healthy, refreshed and ready to learn. The walk to school with parents and carers also provides an opportunity for children to learn road safety skills in an interactive and safe environment. For most children it is the preferred way to get to school.

The whole community benefits when more children walk to school from higher footfall for local businesses, to tackling school parking issues, reducing traffic congestion and carbon emissions.

Making a change to active and sustainable journeys is not possible for many people and requires all parts of the school community to support this type of travel. It requires local understanding and knowledge, considered measures and ongoing support to change to active and sustainable transport.

This strategy sets out how we will work with others to encourage to travel to school or college in a healthy, sustainable and safe way.

This strategy is a living document and should be considered alongside the education, land use, travel and transport policies and strategies emerging or adopted by the Council.

In this strategy we use the general term school to encompass all the different learning establishments.

We know that children travel to school with a variety of different guardians, including parents, grandparents, childminders and friends. In this strategy, we will use the term 'parents and carers' to refer to any adult accompanying a child to school.

Why do we need a Sustainable Travel to Education strategy?

Nationally we can see that even with the benefits, the number of children walking to school has remained relatively static despite the government's target of 55% of primary school-aged children to walk to school by 2025.²

In North Northamptonshire most children and young people already use active (walking, wheeling and cycling) and sustainable (public transport) travel options to get to school. The 2011 school census from NNC schools shows that 61% of pupils walk to primary school and 46% walk to secondary school.

We have seen an increase in children entitled to free travel arrangements on grounds of distance and/or income, or if they have individual needs due to special educational needs, disability or mobility problems. With busy lifestyles, changes in travel habits and the fact that children no longer necessarily go to the nearest school means that many are dependent upon free travel arrangements or on parents driving them every day.

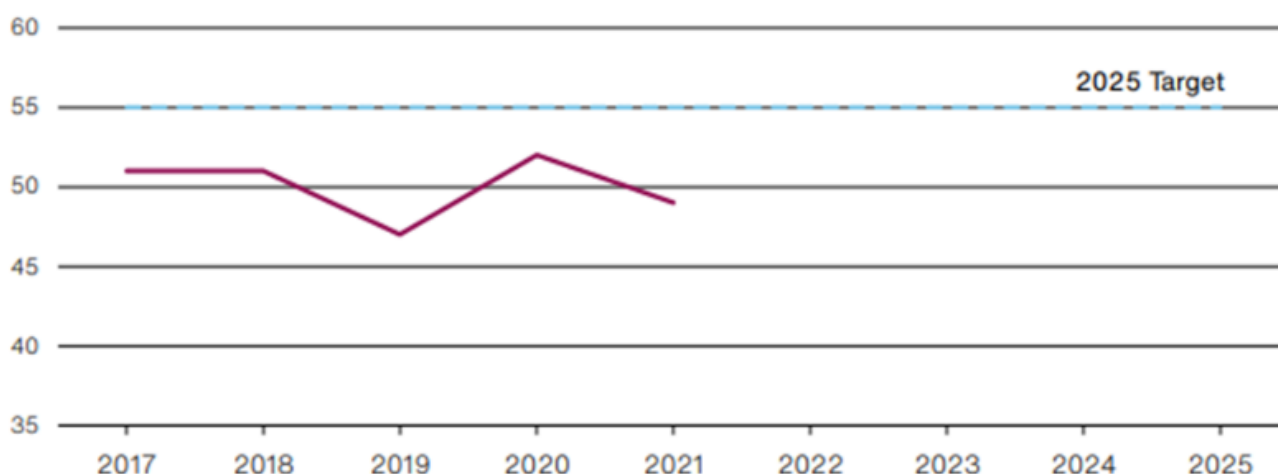
¹ [Children who walk to school concentrate better \(sciencenordic.com\)](https://www.sciencenordic.com)

² Cycling and Walking Investment Plan (2017)

Figure 1

Progress against DfT's objective to increase the percentage of children aged 5 to 10 walking to school

Children aged 5 to 10 walking to school (%)



Our Responsibilities

As a local authority with educational responsibilities, we support children and their families to access education in North Northamptonshire.

The Education and Inspections Act (2006) placed a range of duties upon local authorities to promote the use of sustainable travel and transport, intending to support the choices and flexibility of educational provision across the country.

The Act outlined four main elements to promoting sustainable modes of travel, including the assessment and audit of sustainable travel options within the local authority, the development of a strategy for the promotion of sustainable travel to schools and other educational or training facilities. As such, North Northamptonshire Council is required to produce, publish and maintain its Sustainable Modes of Travel to School Strategy (SMoTS).

North Northamptonshire Council are required to arrange free, suitable, home to school transport for children of compulsory school age, who are eligible, to their nearest suitable

qualifying school in line with section 508B of the Education Act 1996 and the Government's statutory guidance 'Travel to school for children of compulsory school age' (June 2023).

Additionally, to support all children and young people (aged 0 to 25) with special educational needs and disabilities we are required to have a Local Offer according to the following legislation:

- Children and Families Act 2014
- Special Educational Needs and Disability Code of Practice 2014 (0 to 25 years)
- Department for Education Regulations

The Northamptonshire County Council (NCC) Home to School Transport Policy (April 2020) has been consulted to inform the acceptable walking and cycling distances for journeys to schools in the county. The Policy defines the appropriate walking distances for pupils under the Education Act 1996, stating:

"Section 444(5) defines walking distance as 2 miles for pupils under 8, and 3 miles for older pupils, in both cases measured by the nearest available route."

Post-16 pupils may be eligible for other sources of financial help, depending on household income, to help with education costs including travel. There is no legal obligation to provide free home to school or college transport to students over the age of 16 or for those who do not meet the statutory requirements through the Education Act. However, there is a requirement for the local authority to consider unmet demand through the Transport Act 1985.

Section 63(1)(a), explains that local transport authorities must: "... secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose."

This is considered as part of the North Northants Bus Service Improvement Plan (BSIP) which outlines the authority's approach to facilitating commercial bus operators to meet the current and unmet demand. The current provision sees that the non-statutory travel to school plays a substantial part in terms of funding of the commercial services and some tendered services within the local authority area. This is facilitated through commercial bus ticketing arrangements.

How did we develop the school travel strategy?

To develop this strategy, we looked at current evidence, policies, local travel trends and behaviours.

We focused on how children and young people's journey to and from nursery, school and college. Starting with where they go to school, the distance travelled, how they travelled to school, the current infrastructure to support this and the infrastructure within the school when they get there.

We also reviewed recent surveys of how children travel to school and a sample of school travel plans prepared by local schools.

We listened to local concerns from the school community from previous engagement.

We identified opportunities and initiatives to further increase the number of children using active and sustainable modes to travel to school.

Introduction to the strategy

‘Children and young people improve their health and emotional wellbeing through sustainable travel.’

This is our vision, an aspiration. It is our long-term ambition. It is something that we have set our sights on, a vision that we will strive to achieve.

Our Values

Our vision sets out, at the highest level, what we are aiming to achieve. Our values on the other hand, are like a set of guiding principles. They help guide us in the way we provide services and how we will achieve our vision and deliver our priorities for the future.

North Northamptonshire Council’s values, as chosen by its staff, state that the Council and its staff will be:

- Customer-focused
- Respectful
- Efficient
- Supportive
- Trustworthy

Our Objectives

1. Promote and encourage healthier lifestyles for children and young people and create active and sustainable journeys to education
2. Develop and embed lifelong road safety skills in children and young people
3. Contribute to creating safer environments and improve active and sustainable travel options
4. Work with children, young people, parents/carers, educational establishments and the school community to understand travel challenges and promote the options available
5. Support and encourage educational establishments to develop and maintain travel plans
6. Build and strengthen relationships with stakeholders by collaborating with everyone to deliver the sustainable travel to education strategy

Our values make us who we are:



North
Northamptonshire
Council



Customer-
focused



Respectful



Efficient



Supportive



Trustworthy

Travel to Education in North Northamptonshire

Learning in North Northamptonshire

North Northamptonshire has 4 maintained nursery schools and many private nurseries, 113 primary schools, 20 secondary schools and 8 special schools. There are currently approximately 117,000 children attending primary and secondary schools.

According to the latest performance data, 73% of primary schools in the area are rated as good or above, below the government target of 85%. (In contrast the secondary schools are performing above the Government target, with 78% being rated as good or above, 7% over the national aim).

There are just over 70,000 young people aged 15 years or under living in North Northamptonshire. This is set to increase with our growing and changing community. The latest Local Housing Need for North Northamptonshire is 1,784 net additional dwellings per annum which would equate to 35,680 dwellings over the period 2021- 2041. We need to make sure that we have the right infrastructure in place for this new population, and to support future growth including transport links, schools and health facilities, as well as activities for residents.

In addition, with 21% of the authority's population being under 16, access to education, employment and training will increase in importance over the coming years.

There are plans for additional schools across North Northamptonshire, especially places for those pupils with special educational needs and disabilities.

Journey to/from school

With over 115,000 children and young people attending education every day, the journey to and from pre-school, school and college has a significant impact on the community.

Most children walk to school, the 2011 school census from NNC schools shows that 61% of pupils walk to primary school. Walking to school benefits children's health, as 3 in 10 children in North Northamptonshire do not achieve their minimum recommended physical activity level of one hour per day.³ The next most common way to travel to primary school was being driven, with a small percentage (3%) taking public transport and/or accessing school transport.

For secondary schools, walking to school falls to 46%, with greater levels of public transport and or school transport followed by being driven to school. Cycling to school rises from 0% to 2% as pupils move through the education system.

Table 1, North Northamptonshire Travel to School, School Census 2011

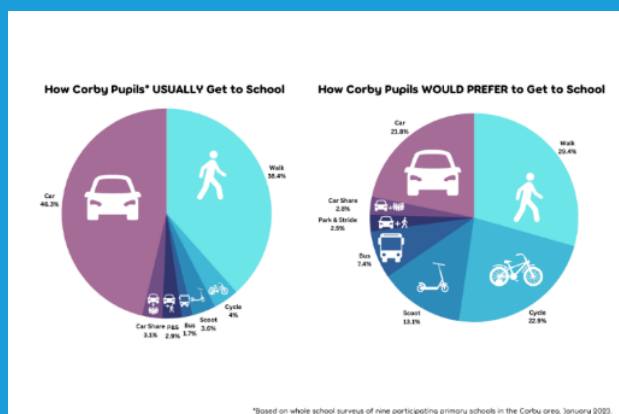
	Walk %	Bi cycle %	Car %	PT/school transport/ other %
Secondary Schools	46	2	18	19
Middle Deemed Secondary	51	0	12	4
Primary Schools	61	0	34	3
Other	44	2	14	36
Total	54	1	26	13

³ [Physical activity guidelines for children and young people - NHS \(www.nhs.uk\)](http://www.nhs.uk)

School Travel Survey 2021 - Corby

Over 2,000 pupils from nine schools across the Corby area took part in our School Travel Survey in 2021. To better understand how pupils currently travel to school - and find out how they would like to.

Overall, rates of walking to school are lower in the Corby area than the UK average of around 50%. The results show that pupils have a strong preference to cycle or scoot and not be driven to school.



Most children and young people in North Northamptonshire live close to their school. With consideration to all primary schools in North Northamptonshire, around 75% of pupils lived within 1 mile of school, except in mainly rural areas where this reduced to 66%, still a significant proportion.

The main rural primary schools have around double the pupils living beyond 2 miles than all other areas at 23⁴%.

Table 2, Distance to Primary School in North Northants

		< 0.5 mile	< 1 mile	< 2 miles	>2 miles
Total number pupils travel distance	Urban	20,197	8,029	4,860	7,141
	Rural	5,797	1,814	1,245	2,298

For secondary's, again schools within mainly rural areas were again lower at just 36% of pupils living within in 1 mile of their school compared to 43% in urban areas, 51% areas with significant rural areas, and 47% in largely rural areas.

Mainly rural areas at secondary level had around 50% of pupils living beyond 2 miles, approximately 20% more than the other areas.

Nationally, the average distance between home and school for primary school aged children has steadily increased: in 2002/3, the average distance travelled to school by primary school children was 1.5 miles, compared to 1.7 miles in 2018 (NTS0615, National Travel Survey, 2018).

Time and distance are strongly related as factors contributing to falling rates of walking to school. Not only have schools, on average, moved further away from where people live, but parents report having insufficient time to walk their child to school.

Many pupils who can walk to school are doing so and only a very small proportion of those within a reasonable walking distance from school are being driven to school or are taking public transport or school buses.

⁴ TDM report

With over 115,000 children and young people travelling to school and college, despite the majority walking and wheeling to school, there is a significant number of pupils taking sustainable travel, primarily buses to school.

Every day NNC provides transport for 4,133 mainstream students to and from 54 schools. Ten schools alone account for 3,614 of those pupils. In addition, there are a further 173 students using the Home to School Service under the Post 16 Policy. The local bus network in North Northamptonshire has 80 buses providing 2,800 seats as part of the journey to school as part of the commercial bus network.

In 2021, 16% of households in North Northamptonshire have no access to a car or van, 40.4% have one car or van, 32% have two and 11.6% of households have access to 3 or more cars or vans. It is important to ensure that individuals can access key services and facilities through ensuring that passenger transport alternatives are available to serve areas where car ownership levels are low.

Traffic speeds have a direct relationship with the actual and perceived safety of a street. In North Northamptonshire, we have 51 schools that have 20mph limits in the immediate vicinity, 43% of all schools. Achieving slower speeds, through a mix of slower speed limits, engineering and enforcement is an important part of making the streets around our schools safer and more attractive places to walk.

The infrastructure to support active travel such as shelters, cycle and scooter parking can impact on how people travel and prefer to travel to school. It is important that this

infrastructure is provided to support active travel to education.

You said, Home to School Policy

In early 2023, the Council consulted on the Home to School Policy. As part of this consultation, we asked the community for their view of possible travel options for the journey to school.

Suggestions included park and ride, car share schemes, offering a discount for bicycles and cycling proficiency courses. There was also an indication that better cycle and walking routes were required too, with meeting points for children to ride to school together.

Regarding bus use, further suggestions were a free pass or reduced cost for public transport and a percentage contribution towards driving lessons for Post-16 to be able to transport themselves.

Some options centered around changes to admissions with children only being offered a place at their nearest school and withdrawing an option of attending a school more than three miles away.

It was also suggested that bus routes could be combined and/or the size of buses used altered, to be more cost effective, supported by more bus stops and logistical support for children, for example at zebra crossings.

For those using home to school transport and not at their nearest school, it was suggested there could be a charge per mile for the difference between the nearest and chosen school so that costs could be recouped.

Delivering Change

This section provides a range of interventions to ensure that children and young people across North Northamptonshire can fully benefit from travelling to school actively and sustainability. It includes initiatives and interventions supported by a monitoring framework.

The strategy follows children and young people through the following stages:

- 0 to 5
- 5 to 11
- 11 to 16
- 16 to 18
- Post 18

The main school-related transitions, when children and young people move into, between and from schools are the:

- home to school transition, which is the move from home or early years settings into primary school
- move from primary to secondary school
- moves between schools, particularly in-year transfers

This strategy hopes to deliver change for children and young people. Interventions are intended as being engaging, collaborative and transformational with a children and young people first approach.

We follow the Avoid, Shift, Improve Model; we will look at actions that can help us avoid travelling. Then actions that can shift journeys onto public transport and active travel, and finally actions that can help us improve the technology we are using to emit less carbon.

When delivering change, we will embed a Safe Systems Approach with a particular focus on reducing risk and managing speeds to reduce collision.

Getting the basics right

It is important that we have the right support, understanding and infrastructure to deliver change. By establishing strong connections with partners, working with schools to develop school travel plans, to design in active travel in our new schools it is imperative that we get the basics right.

Supporting Healthy Schools

The Northamptonshire Healthy Schools Award is a set of evidence-based standards designed to improve the health and wellbeing of whole school communities. It promotes a whole school approach to the following areas:

- mental health and wellbeing
- healthy eating
- physical activity
- personal, social, health and economic education

Teaching about the importance of physical activity, ensuring a supportive school culture and physical environment and engagement of the wider community is key to the healthy school's programme.

Target one - Children and young people aged 5 to 18 should average at least 60 minutes of moderate or vigorous intensity physical activity everyday

Schools should mainstream active travel into the school day, looking for opportunities for children and young people to experience their local area on foot, to normalise walking for short trips and learn road safety skills interactively within the school day, for example as part of geography lessons.

This benefits the children whilst contributing to the outcomes of the Healthy Schools Framework whilst supporting the delivery of the School Travel Plan process which is set out below.

Delivering School Travel Plans

A School Travel Plan (STP) is a document which is led by the school that sets out how a school will promote safer, active and sustainable travel, with the main emphasis on reducing the number of journeys made by private vehicles.

It is vital that any school seeking to embed active travel and the walk to school into their culture brings children and families along on the journey, so that the whole school community has had the opportunity to be involved.

Children will have unique insights and should be actively sought. Schools must also ensure they engage with pupils with additional and/or access needs, so that any initiatives undertaken meet the needs of the whole school community.

With school budgets under pressure, it can be hard to find the resource to support active travel schemes. In the current climate of high demands on teacher time, investing in the walk to school allows schools to reap the rewards of physical activity without impacting on lesson time whilst contributing to the health and wellbeing of pupils.

Transport needs of schools

From pupils, to staff, to visitors, deliveries, servicing and waste collection many people are accessing schools every day and supporting its operation. It is important to consider all the travel needs of a school and this is an important part of the school travel plan process.

We will support schools to manage school deliveries and servicing.

A key part of a STP is the School Route Audit. This assesses streets from the perspective of school children, parents with buggies and people with limited mobility. This helps to build evidence about the condition of pathways and the roads, safety issues and convenience, which can be used to propose ways to improve the walking environment and make walking a more attractive option.

By improving the physical environment in and around education settings, we can impact positively on both the physical and mental wellbeing of children and young people.⁵

Target two -Every school should have a school travel plan by 2033

All schools will be encouraged to develop or update their travel plan. This will become a key requirement before any consideration of highway investment can be considered by the authority. The STP is supported by the authority providing a travel advisor to work directly with schools. As schools undertake STPs this will create a more comprehensive

⁵ Each intervention would require an evidence based business case to demonstrate value for money their would be the need to secure approvals from local stakeholders, statutory consultees, politicians and senior leadership team of the authority.

data set to inform future investment and interventions.

Modeshifts Stars (Sustainable Travel Accreditation and Recognition for Schools Programme) is a national school awards scheme to recognise schools demonstrating excellence in supporting cycling, walking and other forms of sustainable travel. Schools can be awarded with a Bronze, Silver or Gold star if they choose to participate in the scheme.

As part of the STP process schools will be encouraged to complete the Modeshift STARs mode of travel survey annually to provide information on how pupils travel to school, what active travel infrastructure is in and around the school and to record their progress towards achieving the national Modeshift STARs Award and to inform resource decisions.

Forming a relationship between the two accreditations systems, Modeshift STARs and Healthy Schools supports a wholistic approach to supporting active travel and its outcomes.

New schools

As a local authority with education responsibilities, we understand the education need and plan accordingly, particularly with the planned growth in North Northamptonshire.

Designing new schools sustainably, focusing on low carbon design, is crucial for futureproofing, given the long lifespan of schools and education buildings typically have. Supporting these new schools should encourage active and sustainable travel to improve the health and wellbeing of young people.

When designing new schools, it is essential that the integration of a new school into the surrounding area is considered. This is the first step towards encouraging active and sustainable travel to school.

When designing facilities children and young people and staff needs should be engaged as the ultimate users of the school. There are

many ways to do this from surveying what already exists and how people feel about it, through the development and implementation of the strategic (or master) plan, to the ongoing development, management and use of the space.

A zonal approach to school entrances can assist in encouraging active travel; providing a quality entrance to the school, then a traffic-free zone closest to the school, followed by a drop off or public transport zone.

High quality facilities such as secure cycle sheds, scooter parking, parent shelters and well-designed access routes should be provided. These can all contribute to promoting sustainable transport. These should be supported and maintained through a School Travel Plan.

Developer contributions

Where a new school is required because of development, the full cost of its design, construction and fit out will be sought, in addition to which land will be required to be provided to the Council at nil cost.

The anticipated cost of the school will be provided at the time of planning application and secured through a S106 agreement.

Developments may also be required to contribute towards school transport or the provision of safe routes to schools.

Working together

The wider community through local community groups and social enterprises play a vital role in supporting active lives and encouraging and supporting active travel. It is vital to build on existing knowledge and collaborations to bring the most benefit.

Sharing knowledge and best practice through accreditation schemes such as Healthy Schools is one of the best ways to ensure that schools can learn from outstanding examples.

Government initiatives to increase active and safe travel to school such as Bikeability for children, their families and carers, Walk to School Outreach and School Streets are central to improving the take up of active and sustainable travel.

Developing an integrated approach to how we engage with schools and encompass work streams such as the Daily Mile, air quality monitoring, playable streets and spaces is the foundation of clear communication.

Target three – All schools should have AQ below WHO air pollution limits

Tested during the pandemic, staggering school starts can improve air quality, reduce carbon emissions and costs for the local authority, schools and parents.

Working with the North Northamptonshire Enhanced Partnership we can explore how to make bus services accessible, reviewing routes, capacity and timetables. Additionally, information from bus ticketing technology can be used to determine usage for school travel, i.e. smart ticket logging or similar informing decision making. Moving travel onto local bus services away from discreet transport provision could make attendance at after school activities more inclusive.

Explore the potential for switching journeys from car travel and “closed” bus provision to the local bus network to give students and parents more choice within the current economic expenditure through the Enhanced Partnership.

Early Years

What we will do

Adopt a whole family approach and work with established programmes such as Strong Start, social and community groups to encourage active and safe travel, introducing healthy habits early and contributing to children's wider learning journey.

Why

The transition to parenthood, from conception to age 2, is widely recognised as a crucial period in the life course of a developing child. It is also a critical time for families a study by the British Red Cross found that more than 8 in 10 mothers (83%) under the age of 30 had feelings of loneliness some of the time, while 43% said they felt lonely all the time.

Integrated services such as Strong Start offer the opportunity to access a broad range of support and services. Strong Start is a local service, staffed by skilled professionals, who give advice and support to families with babies and young children in key areas of development. The team works closely with health and children's services and supports any parent who contacts them.

As children grow in early years, they are beginning to learn by doing things for themselves, by exploring and investigating, watching and listening, talking and discussing, creating, and communicating.

It is important that all families are offered the opportunity to consider what will meet their needs. From baby carriers, buggies with ride along boards, bike child seats or adapted bikes there are many tools to support active travel as children grow.

Teaching young children the rules of the road is essential. It's important they're able to make their own decisions and understand what keeps them safe.

By law, children under 3 must be in a child car seat and it is important that they are installed correctly.

How

- Work with existing programs such as Strong Start
- Support active travel within the community through locally focused events and activities
- Support learning to wheel (scooter, balance bikes, etc) working with local partners
- Support programmes to provide adapted bikes, cargo bikes to support families to cycle together
- Promote road safety through working with the Northamptonshire Road Safety Alliance to promote and support car seat fitting
- Facilitate early years settings to develop and deliver travel plans

Support the transition to Primary School

As a local authority with education responsibilities, we support children and their families to access education in North Northamptonshire. Through this process we encourage families to consider active travel when choosing their preferred school in the registration process.

In April 2022, 3,857 reception places were allocated for pupils to start in September 2022 in North Northamptonshire. We recognise that transition to primary school can evoke emotions in children which places more emphasis on a well-prepared transition to school. Aspects of the transition preparation will include support for the school run, which may include walking, scooting or driving in the car to school.

5 to 11 year olds

What we will do

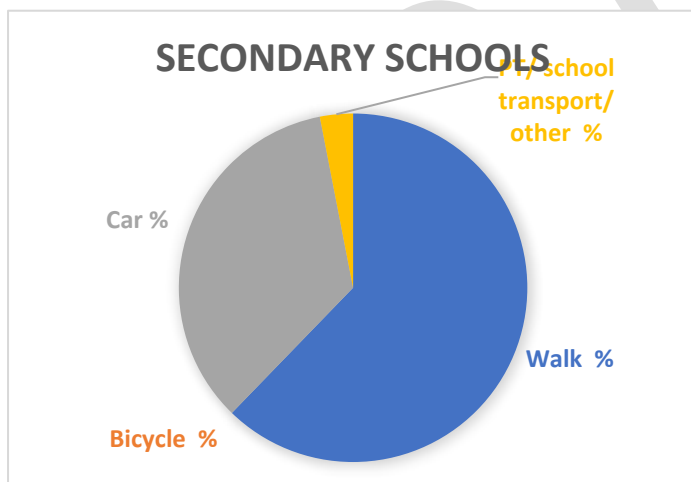
We will build on the skills learnt in early years, building skills and independence when travelling, whilst focusing on walking and wheeling to school.

As part of the Healthy Schools system, we will support schools to develop school travel plans.

Why

In North Northamptonshire there are 113 schools which include infants, primary and junior schools. On average in NNC 61% of pupils walk to school⁶. Whilst cycling to school represents 1% of primary school children.

Figure 2, North Northamptonshire Travel to School, Primary Schools, School Census 2011



The statutory walking distances for a child under the age of 8 is eligible for free travel to their nearest suitable⁷ school if it is more than 2 miles from their home. This rises to more than 3 miles from their home when the child turns 8.

Target four - 55% of primary school-aged children walk to school by 2025

There can be local factors and perceptions that will influence the decision on how a child travels to primary school. Road safety is often cited as a significant barrier, 24% of respondents as to why they do not cycle more and too much traffic was also cited by 16% of respondents⁸ just 14% of parents feeling very confident to use the Highway Code to teach their children to cycle on the road.

It is important to increase the activity levels in children as just under 1 in 4 (24%) of children in reception class were overweight or obese in 2019/20 rising to just over a third (34%) of children in Year 6.⁹

How

- Support the development of school travel plans and through STPs to work with schools on School Route Audits and their implementation.

⁷ Suitable as defined in the 'Travel to school for children of compulsory school age' (publishing.service.gov.uk)

⁸ Department for Transport: Walking and Cycling Statistics, England: 2019

⁹ [Director of Public Health Annual Report 2020-22 \(1\).pdf](#)

⁶ School Census, 2011

- Support high quality active travel infrastructure in schools such as shelters, scooters and cycle parking.
- Investigate Park and Stride involves parents parking at a designated location away from the school and members of staff walking the children, in a walking bus to the school.
- Support active travel within the community through supporting active travel events, led cycles recognising the role of the community in supporting active travel to education.
- Cycle Training
 - Year 3 -This course is for children who are still learning to start, stop and balance. We prioritise children aged 8 (school year 3) and above. Training is held in the safe playground area.
 - Year 6 and 7 students identified as those who would most benefit from the Level 3 Bikeability training and who would therefore be encouraged to cycle to school and facilitated to cycle to secondary school at the transition point.
- Promote road safety issues to school pupils and the wider community through programmes through;
 - The road safety heroes programme and/or
 - The Junior Travel Ambassador (JTA) scheme invites primary schools to recruit a small group of children from years 5 and 6 (Key Stage 2). These children will lead an annual programme of road safety, including assemblies and competitions.
 - Take an integrated approach to engaging with schools and encompass work streams such

as the Daily Mile, air quality monitoring, playable streets and spaces.

Collaboration with school programmes

School budgets are under pressure, and it can be hard to find the resources to support active travel schemes. **PE Pupil Premium** may provide opportunities to look at ways active travel can contribute to the school curriculum.

The **Daily Mile** is a fully inclusive, free and simple initiative which improves the physical and mental health of children. It's a social activity where the children run or jog, at their own pace, for 15 minutes every day and it improves focus in the classroom.

The **Eco-Schools** Programme is designed to be pupil-led, every day the Eco-Schools team have the privilege to learn about impactful environmental actions that have been completed by forward-thinking and innovative young people.

SAMHE is a collaboration between five UK universities and the UK Health Security Agency (UKHSA). The SAMHE research team aims to establish a school-based network of air quality monitors which is representative of the UK's schools.

Supporting the transition to Secondary School

It is important that children and their carers plan out their journey to secondary school. It may be their first time traveling to school alone and so practicing the journey can be an important part of preparing them.

In addition to taking steps towards independence to build up their confidence and independence in preparation for this new and exciting phase of their life.

We will work with schools to support school transitions.

11 to 16 year olds

What we will do

We will support independence and travel choice when travelling to school.

For secondary schools in urban areas, we will focus on active travel and journeys less than 2 miles. For rural secondary schools we will focus on bus services.

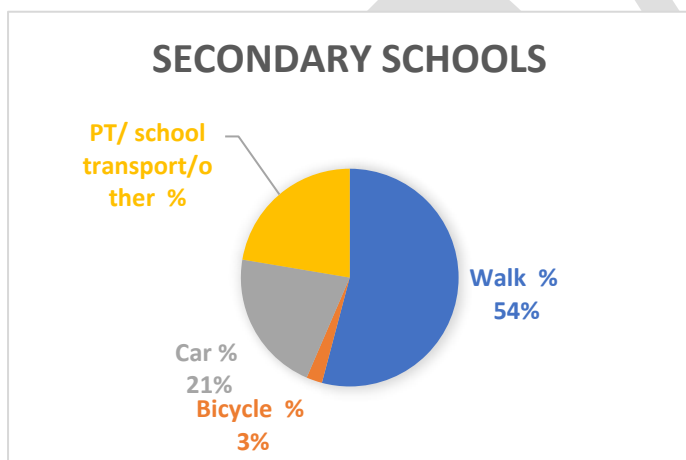
As part of the Healthy Schools programme, we will support schools to develop school travel plans.

Why

There are 21 secondary schools in North Northants with over 47,000 pupils.

They are in Corby, East Northants, Kettering and Wellingborough

Figure 3, North Northamptonshire Travel to School, Secondary Schools, School Census 2011



Schools within mainly rural areas were again lower at just 36% of pupils living within 1 mile of their school, and around 50% of pupils living beyond 2 miles.

Secondary school students have more flexibility to travel longer distances than primary pupils, with many confident travelling on a variety of modes of travel and enjoying greater independence in all aspects of their personal lives.

Independence is an important part of preparing for adulthood and will help them lead fulfilling adult lives.

With their school day becoming less uniform, the benefits of facilitating this independent travel extend not only to parents/guardians but also to school transport services which could reduce the numbers of students having to be transported.

The demand for transport (both entitled and discretionary and including Post-16) is in some geographical areas, bordering on commercial service levels and there is therefore potential to work with operators and other stakeholders to move responsibility for provision of this service to the commercial market rather than relying on the Council. This would also benefit other residents in the same areas by providing an increased public service for other users.

Independent travel training

Independent travel training is a tailored programme to help children with special educational needs or disabilities travel independently, for example by public transport or walking.

Independent travel training will be tailored to children with special educational needs or disabilities who are eligible for free travel to school and who are able to complete the programme.

How

- Support the development of school travel plans and through STPs work with schools on an implementation measure such as:
 - Route Audits
 - School Streets

- Park and Stride involves parents parking at a designated location away from the school.
- Cycle training
 - Year 7 students identified as those who would most benefit from the Level 3 Bikeability training and who would therefore be encouraged to cycle to school.
- Cycle maintenance skills – how to maintain your bike – make it fun, etc.
- Teaching public transport skills – working with the public transport operators to provide an introduction to public transport, etc.
- Bus service review - review local bus service operation, work with the schools and operators to improve bus travel to school
- Develop and deliver independent travel training initially to children with special educational needs or disabilities to travel independently.
- Support the First Gear Programme - The First Gear Pre-Driver Training Day gives trainees their first experience behind the wheel of a car, in a safe, controlled environment, with fully qualified driving instructors. The pre-driver training days are available for young people aged 15 to 17
- Take an integrated approach to how we engage with schools and encompass work streams such as the Daily Mile, air quality monitoring, playable streets and spaces.

16 to 18 year olds

What we will do

We will support independence and travel choice when travelling to education.

For secondary schools in urban areas, we will focus on active travel and journeys less than 2 miles. For rural secondary schools we will focus on bus services.

As part of the Healthy Schools Programme, we will support schools to develop school travel plans.

Why

Independence is an important part of preparing for adulthood and will help them lead fulfilling adult lives.

The local bus network, as facilitated through the Enhanced Partnership, provides more flexible accessibility to Post 16 Education establishments. This allows students to travel more appropriately as timetables do not necessarily align to session times and to other locations for work experience.

There is no provision for reduced fares for 16 to 18 year olds as there is neither a commercial arrangement nor a concessionary pass arrangement in North Northamptonshire. However, from September 2023 the predominant local bus operator has introduced a local bus pass for under 18 years olds called "Study Rider". This allows

for unlimited travel within the former county of Northamptonshire, Wellingborough and Kettering & Corby areas.

There are currently 173 students using the Home to School Service under the Post 16 Policy which will need to be subject to a separate review later in the year.

How

- Support the development of school travel plans and through STPs work with schools on their implementation measure.
- Promote safer use of roads through:
 - Delivering the CarKraft programme. This programme features lifesaving practical driving skills/workshops and is held at the Porsche Experience Centre, Silverstone.
 - Delivering My Pink Trainers (aimed at year 12's) - A road safety educational film called My Pink Trainers to raise awareness of the causes of collisions and the serious consequences these collisions could have.

Post 18

What we will do

We will support independence and travel choice when travelling to education.

Why

Whilst many young people have established travel skills and are able to travel independently there may be some cases where young people particularly those with an Education Health and Care Plan (EHCP) may be entitled to free transport through the authority.

An EHCP is for children and young people aged up to 25 who need more support than is available through special educational needs support. The plans identify educational, health and social needs and set out the additional support to meet those needs.

How

- Work collaboratively with the Local Offer to ensure active travel and road safety information is accessible.
- Develop and deliver independent travel training initially to children with special educational needs or disabilities to travel independently.

Bringing it all together

Table 3, Delivery Plan 2023/24

All	School travel planning	Community active travel events	Cycle security training	Cycle loan and hire scheme	School streets
0 to 5	Car seat fitting	Strong start	Early years road safety information		
5 to 11	Junior Travel Ambassador	Cycle training	Cycle proficiency holiday camps	Park and Stride	Road safety heroes
11 to 15	First gear	Cycle maintenance training	Independent Living and Transport Skills	Teaching transport skills (bus)	Review bus routes and services
16 to 18	My pink trainers	CarKraft	Independent Living and Transport Skills		Review bus routes and services
Young people					



Monitoring framework

This strategy sets our vision and priorities for action. In order to track our delivery against those actions and targets we will publish annual updates including a yearly review, including progress towards targets and status of key actions in this strategy.

Our targets	Every school should have a School Travel Plan by 2033	All schools should have AQ below WHO air pollution limits	55% of primary school-aged children to walk to school by 2025	Children and young people aged 5 to 18 should average at least 60 minutes of moderate or vigorous intensity physical activity everyday
By measuring	No. of current School Travel Plans	Air quality thresholds near schools	Mode of travel through hands up surveys	National Child Measurement Programme – Reception and Year 6 obesity levels
	No. of healthy schools	No. of school route audits undertaken	Participation in cycle training	

Glossary of terms

Term	Definition
AQ	Air Quality
BSIP	North Northants Bus Service Improvement Plan
Council	North Northamptonshire Council
Early Years	Children under the age of 3 years
EHCP	Education Health Care Plan
JTA	Junior Travel Ambassador
Key Stage 1 (KS1)	Children in education who are aged 5 to 7 years old
Key Stage 2 (KS2)	Children in education who are aged 7 to 11 years old
Key Stage 3 (KS3)	Children in education who are aged 11 to 14 years old
Key Stage 4 (KS4)	Children in education who are aged 14 to 16 years old
NNC	North Northamptonshire Council
Post 16	Young people in education who are 16 years and over
Post 18	Young people in education who are 18 years and over
SMOTS	Sustainable Modes of Transport Strategy
STP	School Travel Plan

Appendix one - Policy context

The national context

The Education and Inspections Act (2006)

placed a range of new duties upon local authorities to promote the use of sustainable travel and transport, intending to support the choices and flexibility of educational provision across the country.

The Act defines sustainable modes of travel as: “those that may improve the physical wellbeing of the individuals who use them, improve the environmental well-being of the local authority’s area, or a combination of both”. The sustainable modes referred to include walking, cycling, the use of public transport (bus and rail), and car-sharing.

The Act outlined four main elements to promoting sustainable modes of travel, including the assessment and audit of sustainable travel options within the local authority, the development of a strategy for the promotion of sustainable travel to schools and other educational or training facilities.

In line with the requirements of the Education and Inspections Act (2006), North Northamptonshire Council is required to produce and publish its Sustainable Modes of Travel to School Strategy (SMoTS) annually by 31st August.

Gear Change (2020)

The Gear Change plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to deliver this vision, grouped under four themes. The plan highlights that the UK needs to see a step-change in cycling and walking in the coming years.

Cycle Infrastructure Design, Local Transport Note 1/20 (LTN 1/20) (2020)

LTN 1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. The guidance contains tools that give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes.

Transport Decarbonisation Plan (2021)

The Transport Decarbonisation Plan sets out the government’s commitments and the actions needed to decarbonise the entire transport system in the UK. This includes the pathway to net zero transport in the UK, the wider benefits net zero transport can deliver and the principles that underpin the government’s approach to delivering net zero transport.

The document identified six strategic priorities to deliver a vision of a net zero transport system:

- Accelerating modal shift to public and active transport (this reinforces the commitment to walking and cycling targets as set out in Gear Change);
- Decarbonisation of road vehicles;
- Decarbonising how we get our goods;
- Place-based solutions;
- UK as a hub for green transport technology and innovation; and
- Reducing carbon in a global economy.

Great British Railways and the Integrated Rail Plan (2021)

The Department for Transport (DfT) is the franchising authority for the rail network and is responsible for designing and procuring new and replacement rail franchise services on the national rail network.

In 2013, an independent review of the rail franchising programme was published by Richard Brown¹⁰. In 2022 the Government passed legislation “to modernise rail services and improve reliability for passengers” following the publication of the Williams-Shapps Plan for Rail in 2021.¹¹

Great British Railways (GBR) was set up in response to the Williams-Shapps report, to make the railways simpler for passengers and operators. GBR will own most, if not all national railway stations and infrastructure, currently owned by Network Rail.¹²

The franchise process, along with the rail industry, is currently undergoing a review and reform as part of the Governments reforms, in addition to the setting up of GBR.

The Integrated Rail Plan (2021) outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways. It has also published plans for rail projects in the midlands, which have some links to our rail aspirations.

National Disability Strategy (2021)

This strategy sets out the actions the government will take to improve the everyday lives of all disabled people.

Bus Back Better: national bus strategy for England (2022)

The National Bus Strategy sets out the vision and opportunity to deliver better bus services for passengers across England.

Highway Code updated (2022)

The aim of the Highway Code is to promote safety on the road for all road users. The update in 2022 included key changes:

- Introduced a ‘Hierarchy of road users’ – ‘those who can cause the greatest harm to have the greatest responsibility to reduce the danger or threat they pose to others’;
- Change in priority for those crossing at junctions – pedestrians have priority.
- Walking, cycling or riding guidance for those using shared spaces such as shared cycle/pedestrian paths;
- Cyclist guidance on positioning on roads, at junctions and on roundabouts;
- Horse riding guidance on positioning;
- Updated guidance on safe passing distances and speeds;
- Leaving vehicles – guidance on exiting vehicles by using the hand opposite side to the door being opened (being described as the Dutch reach method).

Active Travel England (2022)

Active Travel England is the Government’s executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.

The regional background

England’s Economic Heartland Transport Strategy (2021)

North Northamptonshire Council is a part of England’s Economic Heartland (EEH) sub-national transport body. EEH covers 11 Local authorities, including all of the Oxford to Cambridge arc. EEH published a transport strategy for the region in February 2021. The strategy sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region’s economic potential and deliver sustainable growth. The

¹⁰ [The Brown review of the rail franchising programme - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/the-brown-review-of-the-rail-franchising-programme)

¹¹ [Great British Railways: Williams-Shapps plan for rail - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/great-british-railways-williams-shapps-plan-for-rail)

¹² more details about the GBRs powers are due to be published in Summer 2023

transport strategy sets out how the region will deliver this step change.

Sets out how the region can reduce its reliance on the private car by investing in strategic public transport infrastructure, alongside investment in digital infrastructure to better connect our communities, and how that needs to be complemented by investment in active travel measures locally. The five-point plan of action includes the following:

1. Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions that create green economic opportunities
2. Promote investment in digital infrastructure as a means of improving connectivity
3. Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic public transport networks
4. Champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential
5. Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery

England's Economic Heartland Regional Bus Strategy (2022)

Build upon regional cross-boundary collaboration the strategy supports the development of the bus network and strengthens key links across the region.

The strategy presents six ambitions to:

- More frequent and reliable services
- Improvements to planning and integration with other modes
- Improvements to fares and ticketing

- Higher specification buses
- Decarbonisation
- Improvements to passenger engagement

Northamptonshire Road Safety Alliance (NRSA), Strategic Road Safety Plan (2021)

This plan sets out the priorities and key actions of the NSRA for the next two years to improve road safety in the County and explains how the work of the NSRA will help road users stay safe and reduce the number of people killed or seriously injured on the County's roads.

The local background

North Northamptonshire Strategic Plan (2021)

The current Local Plan for North Northamptonshire includes the Joint Core Strategy and supporting area-based plans. The Joint Core Strategy adopted in July 2016 provides the strategic planning policies for the future development of the area from 2016 to 2031.

Local Plans

These strategies guide future growth and outline future sites that are permitted for housing and employment development.

North Northamptonshire Corporate Plan (2021)

The Corporate Plan sets out the Vision for North Northamptonshire: "A place where everyone has the best opportunities and quality of life" In addition to its Vision, the Corporate Plan sets out the six key commitments (priorities) the Council is making to North Northamptonshire residents.

North Northamptonshire Equality Strategy (2021)

The Equality Strategy sets four objectives for delivering greater equality these are:

- To lead by example within the community
- Ensure that our services are accessible and inclusive
- Create a fair and inclusive workplace culture
- Reduce inequality in our community

Joint Health and Wellbeing Strategy (2022)

The Joint Health and Wellbeing Strategy sets out how the NHS, Local Government and Healthwatch will work together to improve residents' health and wellbeing.

Community Safety Plan (2022)

North Northamptonshire Community Safety Partnership (CSP) bringing together the local council, emergency services, NHS providers, probation service, voluntary and community-based organisations, businesses and local and parish councils to work together to help create safer places and works to protect vulnerable people from crime. The community safety plan helps support this by:

- identifying and understanding the kind of community safety issues that North Northamptonshire is experiencing now, and is likely to, in the future
- setting out specific outcomes that will make a difference to people's safety, lives and wellbeing

- deciding what actions it can take collectively, using shared resources to achieve those outcomes

Carbon Management Plan (2022)

The Carbon Management Plan is the first step on the Council's journey to reducing carbon neutral by 2030 and focusses on the carbon emissions produced directly as a result of the Council's actions.

North Northamptonshire Vision (2023)

The proposed vision for the best life in North Northamptonshire in 2050 has been based around three key priorities under which sit the suggested goals for our vision.

The proposed priorities to achieve our vision are:

- **A Proud Place:** A place with clear goals and a plan of how to get there, where people feel inspired and safe.
- **A Prosperous Place:** A place full of thriving businesses and a skilled population who can achieve their ambitions.
- **A Proactive Place:** A place which understands the issues its people face and how to address them early, so everyone can live the best life.

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Equality Screening Assessment

The Equality Screening Assessment form must be completed to evidence what impact the proposal may have on equality groups within our community or workforce. Any proposal that identifies a negative impact must have a full Equality Impact Assessment completed before the proposal progresses further.

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1: Proposal

Requirement	Detail
Title of proposal	Sustainable Travel to Education Strategy
Type of proposal: new policy / change to policy / new service / change to service / removal of service / project / event/ budget	As required by the Education and Inspections Act (2006), the Council is required to promote the use of sustainable travel and transport of educational provision. The authority is required to produce and publish its Sustainable Modes of Travel to School Strategy (SMoTS) with the Sustainable Travel to Education Strategy meeting this requirement.
What is the objective of this proposal?	To support and promote the use of active and sustainable travel to education within North Northamptonshire.
Has there been/when will there be consultation on this proposal? (List all the groups / communities, including dates)	In 2023, the Council conducted a consultation exercise seeking views on the Council's proposed Home to School policy changes and options affecting the discretionary transport. As part of this consultation, we asked the community for their view of possible travel options for the journey to school. The views provided have informed the Sustainable Travel to Education Strategy. Furthermore, the consultation of the Sustainable Travel to Education Strategy will be undertaken for six weeks commencing mid-September and running to mid-October.

Requirement	Detail
Did the consultation on this proposal highlight any positive or negative impact on protected groups? (If yes, give details)	N/A
What processes are in place to monitor and review the impact of this proposal?	The plan is required to be maintained and updated annually corresponding to the school year. This provides the opportunity to update the plan.
Who will approve this proposal? (Committee, CLT)	Executive

2: Equality Consideration

In turn, consider each protected group to ensure we meet our legal obligations of the Equality Act (2010).

Protected Groups	General Equality Duty Considerations	Changes	Impact
	<ul style="list-style-type: none"> • Include factual evidence of how people in this group may be affected. • Consider the outcomes and processes. • Does this seek to eliminate discrimination? • Does this promote fostering good relations? 	<ul style="list-style-type: none"> • What changes can be made to mitigate any negative impact? • Are there opportunities to remove possible barriers or disadvantages that a group may face? 	Delete as appropriate. There can be more than one answer per protected group.
Age Different age groups that may be affected by the proposal in different ways.	<p>In North Northamptonshire according to the 2021 census year, there are just over 70,000 people 15 years or under living in North Northamptonshire.</p> <p>Travel and journey patterns change throughout people's lives and journey to schools is one of the earliest and most common journeys that a child or young person makes.</p> <p>The 2011 school census from NNC schools shows that 61% of pupils walk to primary school and 46% walk to secondary school.</p> <p>The Northamptonshire County Council (NCC) Home to School Transport Policy (April 2020) has been consulted to inform the acceptable walking</p>	No barriers identified.	Positive

Protected Groups	General Equality Duty Considerations	Changes	Impact
	<p>and cycling distances for journeys to schools in the county. The Policy defines the appropriate walking distances for pupils under the Education Act 1996, stating:</p> <p>“Section 444(5) defines walking distance as 2 miles for pupils under 8, and 3 miles for older pupils, in both cases measured by the nearest available route.”</p> <p>Travelling to nursery, school or college by walking, wheeling, bus or train is good for children’s health, wellbeing and the environment. From arriving refreshed, supporting socialising whilst providing an opportunity for children to learn road safety skills in an interactive and safe environment.</p>		
<p>Sex</p> <p>Is one sex affected more than another or are they affected the same?</p>	<p>Global research by organisations such as the UN show that women tend to have more complex patterns of mobility characterised by trip chaining (making numerous small trips as part of a larger journey such as running errands and buying groceries on the way to work) and caregiving duties (known as the ‘mobility of care’). Therefore, improving active travel for the journey to school will support active travel for all and particularly women with their caregiving duties.</p>	<p>All strategies, policies, interventions should be subject to an equality assessment.</p>	<p>Positive Neutral</p>
<p>Disability</p> <p>It is likely to have an effect on a particular type of disability? Why?</p>	<p>Every day NNC provides transport for 4,133 mainstream students to and from 54 schools. Ten schools alone account for 3,614 of those pupils. In addition, there are a further 173 students using the Home to School service under the Post 16 policy.</p> <p>Children and young people with Special Education Needs and Disability (SEND) are also potentially entitled to free transport where it is deemed unreasonable to expect them to be able to walk to school, even if accompanied by an adult, due to their SEND or disabilities. In the case of</p>	<p>No barriers identified.</p>	<p>Neutral</p>

Protected Groups	General Equality Duty Considerations	Changes	Impact
	<ul style="list-style-type: none"> • Include factual evidence of how people in this group may be affected. • Consider the outcomes and processes. • Does this seek to eliminate discrimination? • Does this promote fostering good relations? 	<ul style="list-style-type: none"> • What changes can be made to mitigate any negative impact? • Are there opportunities to remove possible barriers or disadvantages that a group may face? 	Delete as appropriate. There can be more than one answer per protected group.
<p>Gender Reassignment</p> <p>Will there be an impact on trans males and/or trans females?</p>	<p>young people with SEND, their nearest suitable school will be the one named in their Education Health and Care Plan (EHCP).</p> <p>The Sustainable Travel to Education Strategy proposes the establishment of an Independent Travel Training programme which supports children and young people with SEND to travel independently if considered appropriate.</p>	N/A	Neutral
<p>Race</p> <p>Are people from one ethnic group affected more than people from another ethnic group?</p>	No identified impact or factors to consider.		Neutral
<p>Sexual Orientation</p> <p>Are people of one sexual orientation affected differently to people of another sexual orientation?</p>	Sexual orientation can impact on personal safety risk and sense of feeling safe. None identified as the others.	N/A	Neutral
<p>Marriage & Civil Partnership</p> <p>Are people in a Marriage or Civil Partnership treated less favourably?</p>	No identified impact or factors to consider.	N/A	Neutral

Protected Groups	General Equality Duty Considerations	Changes	Impact
Pregnancy & Maternity Are people who are pregnant, or have a baby of 6 months old or younger, effected by this proposal?	There can be changes to how people choose to travel during pregnancy and maternity, tending to decrease active travel during pregnancy. ¹ Given the life change with a baby, travel patterns and mode choice are also adjusted. Supporting those in early years to travel actively can improve socialisation, reduce isolation whilst increasing physical activity.	N/A	Positive Neutral
Religion or Belief Does the proposal effect people differently depending on whether they have or do not have a religion or a belief?	No identified impact or factors to consider.	N/A	Neutral
Health & Wellbeing 1. Health behaviours (E.g. diet, exercise, alcohol, smoking) 2. Support (E.g. community cohesion, rural isolation) 3. Socio economic (E.g. income, education). 4. Environment (E.g. green spaces, fuel poverty, housing standards).	3 in 10 children in North Northamptonshire do not achieve their minimum recommended physical activity level of one hour per day. The policy encourages and supports active and sustainable travel the former of which contributes to increasing or maintaining physical activity in children and young people. The policy will inform decision making that includes key aims of improving health and wellbeing promoting active lives, active and sustainable transport, and the environment.	All strategies, policies, interventions should be subject to an equality assessment.	Positive Neutral

¹ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4721300/>

3: Equality Impact

Question	Response
What overall impact does the proposal have on the protected groups? If a negative impact is identified anywhere in section 2, the response will be Negative Impact.	No Impact / Positive Impact
Does an Equality Impact Assessment need to be completed? (Yes, if any negative impact is found.)	No If yes, this Equality Screening Assessment must be adjoined to the Equality Impact Assessment.
Copy attached to relevant report?	Yes
Is this document going to be published with the relevant report?	Yes

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4: Ownership

Question	Response
Directorate	Children's Services
Service area	Children, Families, and Education
Lead officer's name	Marsha Brown
Lead officer's job title	Project Manager, School Organisation
Lead officer's contact details	marsha.brown@northnorthants.gov.uk
Lead officer's signature	Marsha Brown
Date completed	25/07/2023

Completed forms must be sent to Equalities@northnorthants.gov.uk

EXECUTIVE 14th September 2023

Report Title	The Chief Principal Social Worker’s Annual Report
Report Author	David Watts – Executive Director; Adults, Health Partnerships and Housing David.watts@northnorthants.gov.uk Sarah Morris – Chief Principal Social Worker for Adults Sarah.morris@northnorthants.gov.uk
Lead Member	Councillor Helen Harrison – Executive Member for Adults, Health and Wellbeing

Key Decision	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – The Chief Principal Social Worker’s Annual Report

1. Purpose of Report

- 1.1. To provide the Executive with a report of the work undertaken by the Chief Principal Social Worker during 2022/23, her reflections on this and the priorities for her work in 2023/24.

2. Executive Summary

- 2.1. The Chief Principal Social Worker’s Annual Report covers the work she has undertaken with colleagues over the year of 2022/23.
- 2.2. The report details the Chief Principal Social Worker’s work in supporting the learning and development of social workers and social care workers; across a

variety of accredited courses, those provided in-house and bite sized learning provided by the Chief Principal Social Worker. The report describes support provided to social care workers by the Chief Principal Social Worker and the outcomes of the LGA Social Care Annual Health Check, which saw an improvement in social workers' reporting of how well they feel the Council meets the standards for social work employers. The Chief Principal Social Worker has worked with colleagues across the East Midlands and then across Adult Social Care to agree and launch a Practice Framework, which details how we work for the people of North Northants, how we know we're doing a good job and how we're supported to do so.

- 2.3. The report considers the Chief Principal Social Worker's progress on the priorities that were identified for 2022/23 and then sets out the priorities for 2023/24. These are: assurance and preparation for CQC assessment; growing our pool of practice educators and practice assessors to support student social workers and newly qualified social workers (and in doing so improving recruitment and retention); and co-production.

3. Recommendations

- 3.1. It is recommended that the Executive accepts and notes the Chief Principal Social Worker's Annual Report and agrees the priorities for the forthcoming year.
- 3.2. Reasons for Recommendation- These priorities are ones which have been identified through the Chief Principal Social Worker's work, through work with the Senior Leadership Team and with front line workers, and they align with Adult Social Care's priorities to provide an excellent service for the people of North Northamptonshire.
- 3.3. Further priorities may be identified during the year and work picked up. The Chief Principal Social Worker's work includes wider themes and priorities will continuously be monitored and reviewed.
- 3.4. Alternative Options Considered: The Chief Principal Social Worker is responsible for completing an annual report to highlight work undertaken, priorities for the forthcoming year and the Chief PSW's view of the Council's Adult Social Care Services. As such it is important the Executive is provided with the same report that has been presented to Corporate Leadership Team; not to do so would leave Executive without information that has been presented to CLT and that is provided within an annual report from a postholder within a role which sits within statute.

4. Report Background

- 4.1. There is a requirement, under the Care Act Guidance for Local Authorities to have a qualified and registered social work professional practice lead in post, to lead and oversee social work practice and development.

- 4.2. The Principal Social Worker's Annual Report is an opportunity for the Chief Principal Social Worker to report on work undertaken during the preceding year, her reflections on Adult Social Care and her priorities for the coming year.
- 4.3. Please see the report attached as **Appendix A**.

5. Issues and Choices

- 5.1. As this is an annual report to detail work undertaken during the preceding year, there are no choices at this stage.

6. Next Steps

- 6.1. To receive and consider the Chief Principal Social Worker's Annual Report for 2023/24.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. There are no resource or financial implications arising from the report. Any future work will consider resources or financial implications.

7.2. Legal and Governance

- 7.2.1. Any work undertaken over the forthcoming year will consider the legal and governance implications of this work.

7.3. Relevant Policies and Plans

- 7.3.1. The work of the Chief Principal Social Worker progresses the priorities of Adult Social Care as detailed in the Service Plans for Adult Services; Safeguarding, Wellbeing and Providers; and Commissioning and Performance. These identify how Adult Social Care's work aligns with and promotes North Northamptonshire Council's priorities.

7.4. Risk

- 7.4.1. Any work undertaken over the next year will include an assessment of risk and the steps required to mitigate these risks.

7.5. Consultation

7.5.1. One of Adult Social Care's priorities for this year is co-production and any work undertaken will include consideration of how we co-produce, engage or consult with the people or colleagues impacted upon by that work.

7.6. Consideration by Executive Advisory Panel

7.6.1. Not applicable.

7.7. Consideration by Scrutiny

7.7.1. Not applicable.

7.8. Equality Implications

7.8.1. All work undertaken will include the consideration of its impact on all areas of our communities.

7.9. Climate and Environment Impact

7.9.1. None identified. Climate impact implications will be considered within any specific pieces of work undertaken.

7.10. Community Impact

7.10.1. All work undertaken will include the consideration of its impact on specific communities.

7.11. Crime and Disorder Impact

7.11.1. There are no crime and disorder impacts arising from this report.

8. Background Papers

8.1. Not applicable

The Chief Principal Social Worker's

Annual Report 2022/23



Welcome

This is North Northants' second Chief Principal Social Worker's (PSW) Annual Report and the last year has seen significant developments in Adult Social Care (ASC). ASC has come a long way in NNC's second year and this report will detail the work undertaken this year, the Chief Principal Social Worker's reflections on progress and her priorities for the forthcoming year.

The Care Act guidance states that Local Authorities should have 'a qualified and registered social work professional practice lead in place' (Care Act guidance S1.27). The purpose of the role is to 'lead, oversee, support and develop excellent social work practice and in turn lead the development of excellent social workers and social care practitioners'. (Roles and Responsibilities: Adult PSW). A further responsibility of the PSW is to complete an Annual Report as required; to report on progress made and reflections on the Council's provision of Adult Social Care.

Sarah Morris

The Chief Principal Social Worker

Learning and Development



‘When I left school no one thought I could go to university. It’s an amazing achievement!’
SW
Apprentice

The Chief Principal Social Worker is responsible for assessing and supporting colleagues to apply for and undertake accredited courses. In September 2022 the 5 colleagues Adult Social Care had agreed to support began their Social Work degree apprenticeship with the University of Warwick. A further 5 have been identified to support this year and the three who’d begun their degrees before the unitary split completed theirs in February and are registering as social workers. There has been fantastic feedback from them about the opportunity they were given and their excitement at qualifying as social workers; it’s wonderful to see NNC ‘growing its own’.

4 new Approved Mental Health Professionals for Northamptonshire have been warranted over the last year, 2 are just finishing their course and 4 are beginning their second

year with a further 3 starting their first year. There have been a couple of opportunities offered to undertake the Best Interest Assessors (BIA) course and two BIAs have qualified over the last year with others undertaking it at the moment.

6 Newly Qualified Social Workers have been supported to complete their Assessed and Supported Year in Employment. They now have to do a reflective presentation at the end of their year and it’s been great to hear them talk about how their practice and their confidence has developed over that year.

There have also been 2 social workers successfully complete their Practice Educator Professional Standards stage one course, to support students and there are a couple who are just completing stage two. Having more Practice Educators allows ASC to support more students and

show them how great it is to work for NNC.

There are regular recognition events, recognising the achievements of those who've completed an accredited course or gained a long service award.

Alongside the accredited courses the Chief Principal Social Worker supports Adult Social Care colleagues by providing or arranging a range of training opportunities. Over the last year she has provided bite sized learning on Strengths-Based language, Social Care Reform and Learning from Safeguarding Adults' Reviews and has arranged learning on Advocacy, Suicide Prevention and Hearing from Carers. She's also provided training on the Mental Capacity Act (MCA) for colleagues in Housing and is working closely with Housing managers to support them in working with the MCA. The 'Jonathan' Safeguarding Adults Review had identified a need for training on working with people who experience Multiple Exclusion Homelessness, and she has worked with colleagues in Learning and Development (L&D) and Housing to deliver training to Housing and ASC colleagues. A train the trainer event for colleagues across other partner agencies has been arranged for April 2023 to allow them to take that learning back into their organisations.

The Chief Principal Social Worker for Adults chairs the Social Worker Development workstream of the Professional Development Steering Group, chaired by the Assistant Director for Safeguarding, Wellbeing and Providers. The workstream's aim is to review and grow the development and progression opportunities for social workers. Over the last year the workstream members have undertaken a supervision audit and identified the need for support for supervisors in providing reflective supervision; the group will be developing workshops for this over the next months. The group fed into L&D plans for the next year and has agreed a training matrix of which training should be mandatory and

which recommended for roles across social care. Social Worker Development Intranet pages have been created and pages for social workers and aspiring social workers have been designed which give them information on courses and additional roles that they could undertake, and the support that's available to them. Over the next year it is hoped to expand this to include stories of difference (best practice examples) and short interviews with individuals who work within specific roles such as Best Interest Assessor or Practice Educator to advertise these and make them more 'real' for people who might be interested. The Chief Principal Social Worker met with a couple of groups of carers to understand from them what is important in a social worker and from this was able to liaise with colleagues to adapt some of our communication so that it's easier to understand. Recently, the workstream has drafted a risk tool (as this was something that colleagues fed back was needed) and this is being piloted across teams.

The Chief Principal Social Worker has designed and implemented a practice audit, so that all managers are given a case to audit against a range of questions each month. She reviews the findings of these audits with colleagues and feeds back learning to the frontline managers' meeting. Over the early months of next year she will be meeting with teams to discuss the learning from these and how they are supported to address some of the gaps that have been identified.

'It is a real pleasure to be able to support our newly qualified workers and to support them through the transition from student to confident professional.'
Practice Assessor

Northamptonshire Teaching Partnership, and World Social Work Day



Marking the official launch of the Teaching Partnership at the University of Northampton.

As part of the Northamptonshire Teaching Partnership with West Northants Council, Northamptonshire Children's Trust and the University of Northampton, the Chief Principal Social Worker has arranged bite sized learning for social workers and social work students across Northants. She has made presentations to social work students at the University to prepare them for student placements and to advertise NNC and social work roles here.



Together with colleagues from West Northants and Northamptonshire Children's Trust the Chief Principal Social Worker arranged a number of events to mark World Social Work Day in March. Siobhan Maclean's talk on this year's theme of 'Respecting Diversity through Joint Social Action' was particularly well received.

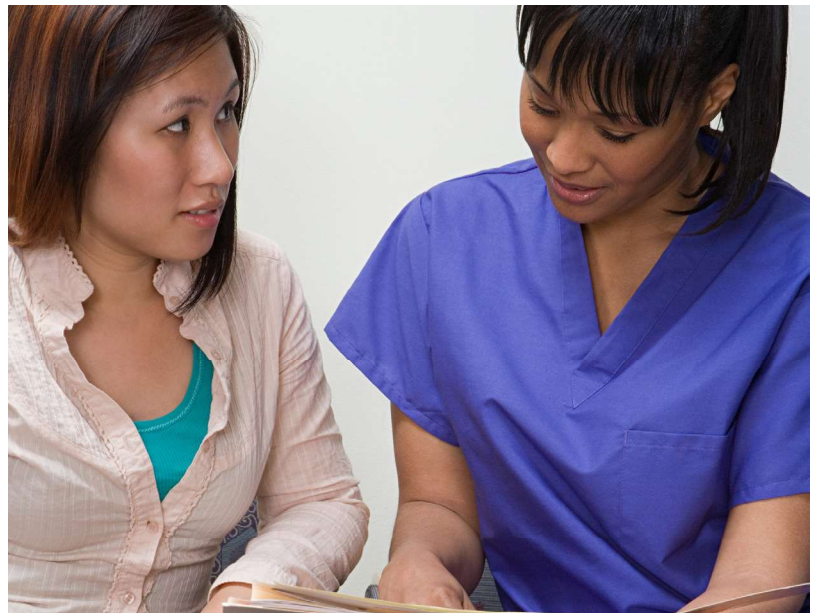
Supporting our Social Workers



In August the Chief Principal Social Worker arranged for Lyn Romeo, the Chief Social Worker for England, to come and meet with a range of our social workers and managers. Colleagues from across the social care teams told her about the good work they're doing and the challenges they face and were really proud to hear how impressed she was with their stories of good practice. In the early months of North Northants some social workers had set up a couple of peer groups to support each other and as a forum to discuss social work issues and developments. The Chief Principal Social Worker has supported these and facilitated the development of these so that they're available to all social workers. It remains a challenge for colleagues to prioritise the time to attend these, so the Chief Principal Social Worker is continuing to review how best we provide these.

The Chief Principal Social Worker for Adults has supported teams with individual case advice, discussing dilemmas, options and opportunities and considering risk and our responsibilities. She has also provided advice to managers on HR and social worker registration issues and is our single point of contact for Social Work England.

The first Annual PSW Report for NNC reported on the outcomes of the Local Government Association's Annual Social Work Health Check. This year the health check was sent out to



social workers but also to occupational therapists and colleagues in non-registered posts in those teams. Positively, social workers scored NNC higher on all of the standards bar one this year compared to last. This includes a significant increase in their satisfaction with the continuous professional development opportunities they are provided with. This is particularly pleasing as this was an area that the report last year identified as a priority. However, the scores under the standard on safe workloads and case allocation dropped; this is an area that had already been identified as a priority as it impacts on the service provided to the people of North Northants, the morale of colleagues across Adult Social Care and the ability of teams to engage in development work, provide student placements and support individuals to undertake further learning.

However, the work the Chief Principal Social Worker has undertaken with the Assistant Director for Adults Services on workforce recognition and retention, to develop a social work career pathway will hopefully see positive results over the forthcoming year. If teams are fully staffed then they will be better placed to manage workloads and support individuals' professional progression.

Northamptonshire Safeguarding Adults Board

In January the Chief Principal Social Worker took on the role of chair of the Learning and Development Sub Group of the Northamptonshire Safeguarding Adults Board (NSAB). She also sits on the NSAB Delivery Board and the Strategic Board. The L&D Sub Group arranged weeks of learning in June and November 2022, and the Chief Principal Social Worker supported social care colleagues to deliver a learning event during the November week, feeding back on good partnership working in a specific case and how this had safeguarded and promoted the independence of a number of adults within a family.

Strengths- Based Working

The Chief Principal Social Worker's work with the Principal for Strengths-Based Working is supporting teams to review and develop practice. They have provided guidance on recording and the Principal for Strengths-Based Working has worked alongside Community Teams to review and improve their ways of working and to provide guidance. Teams have fed back that this has improved systems and made it easier to review and balance the risks in those people awaiting involvement with us. The Chief Principal Social Worker is involved in the work to review the structure of teams across Adult Services to best support the people of North Northants, working within the place-based Integrated Care System approach and ensuring that social care teams are resilient and have the knowledge and tools to do their work.



Work with the East Midlands PSW Network

The Chief Principal Social Worker for Adults has been heavily involved in NNC's preparation for the Care Quality Commission's (CQC) Inspection regime. She has attended a number of East Midlands Association of Directors of Adult Social Services' (ADASS) events on preparing for assurance and along with colleagues in the East Midlands PSW Network has agreed a Practice Framework, which she is working with colleagues here to ensure is appropriate for North Northants. This will be a commitment from ASC to the people of North Northants but also a commitment to colleagues within ASC as to how they'll be supported to deliver those services and how ASC measures how well it is doing.

The East Midlands ADASS branch organises peer reviews to enable Councils to support one another by providing a critical friend review of an area of work identified by the Director of Adult Social Services (DASS). When Derbyshire led a review of how well NNC is promoting independence through commissioning, therapy and reablement/

enablement activities, the Chief Principal Social Worker worked with the PSW from Derbyshire to arrange a Team 2 Team day, when she and a colleague came and spoke with front line workers here to understand how well they feel ASC is doing, and to facilitate them to undertake practice audits. Similarly, when the Executive Director of Adults, Health Partnerships and Housing (and the DASS) led a peer review team to Lincolnshire in February the Chief Principal Social Worker led a team of front-line colleagues on a day with teams there, discussing how well they feel they're doing and completing audits. She fed the findings from this day into the peer review team and was part of that team that went and spoke with managers, partners and people accessing services. The findings of Derbyshire's review of NNC has been fed into NNC's Self-Assessment to identify actions to continually improve the service provided and the assurance of that.

Adult Social Care Practice Framework	Why?	We want every person in North Northamptonshire to have the best opportunities and quality of life					
	What?	Wellbeing and independence	Information and advice	Active and supportive communities	Flexible and Integrated care and support	When things need to change	Workforce
		Living the life I want, keeping safe and well	Having the information I need, when I need it	Keeping family, friends and connections	My support my own way	Staying in control	The people who support me
	Who?	Everybody		People with urgent needs for support		People with longer term needs for support	
		We listen to people to understand what matters to them. We make connections and build relationships to improve people's wellbeing and independence		We don't make long term plans in a crisis. We work with people until we are sure there is no immediate risk to their safety, health or wellbeing and they have regained stability and control in their life.		If people need longer term care and support, we work with them to understand what a good life looks like for them. We make sure they have resources and support to live the life they choose and do the things that matter to them as independently as possible	
	How?	We're kind and respectful	We're trusting	We're transparent, efficient and we demonstrate our behaviours		We're supporting	We're trustworthy
		We respect and understand people as individuals. We don't make snap decisions	We trust people know what's right for them. We listen and we keep an open mind	We know and follow the law, ethics and best practice. We are always open to improvement	We are open about our procedures, making them clear so people know what they can and cannot expect	We connect and engage well with people. We respond in a timely manner	We are honest about what we are going to do. When we say we are going to do something, we do it.
		We know the language we use matters, we use plain, respectful and kind language					
	So?	Better experiences and better lives for people		Improved morale and satisfaction for our workforce		More sustainable use of resources	

with thanks to Bryony Shannon

Reviewing The Year's Priorities

In June the Chief Principal Social Worker co-ordinated NNC's response to the consultation on the Liberty Protection Safeguards (LPS) draft Code of Practice and Regulations. The implementation of LPS has since been delayed again, without a planned implementation date but she has been involved in the multi-agency group across Northamptonshire to plan for the implementation, will be again when required and will continue to support colleagues to develop their understanding of the Mental Capacity Act so that they are prepared for this.



Reviewing The Year's Priorities

Alongside preparation for CQC and Workforce Development, the last Chief Principal Social Worker's Annual Report also identified co-production, and equalities, diversity and inclusion as priorities for this year. It is acknowledged that co-production continues to be an area that Adult Social Care needs to develop. There are pockets of this within teams, but it needs to be developed on a wider scale over the next year so that people can have a real say in the services the Council provides, and tools such as the Practice Framework can be developed with them.

The Chief Principal Social Worker has worked closely with colleagues in Health, Safety and

Wellbeing, HR and IT to make sure the Council has simpler systems that support colleagues who need specialist equipment following an Access to Work assessment, and their managers. The Teaching Partnership has commissioned a piece of research from the University to look at the experience of student social workers and newly qualified social workers from the global ethnic majority; to identify whether there are any barriers to them having a good experience and identify how we remove these barriers so that everyone has great opportunities to progress their career here and wishes to work here.

Next Year's Priorities

Assurance and preparation for CQC will continue to be one of the Chief Principal Social Worker's priorities across the next year; how does ASC know how well it's doing and how is this evidenced?

There has been a lot of work to continue to develop strengths-based working across social care teams, but this now needs to be rolled out wider, across all of Adult Social Care and then across the Council so that services are working together to deliver this.

Adult Social Care has achieved a lot in regards of the development opportunities that are available to social workers but there are still challenges in growing the pool of practice educators and practice assessors to support students and newly qualified social workers. There is also a significant challenge in training and recruiting the number of Approved Mental Health Professionals the Council needs; this is a national and a local challenge. It is particularly important if the Council wishes to disaggregate the service which is currently hosted on behalf of North and West Northamptonshire. These are areas that will improve as the numbers of

experienced social workers increase but the Council needs to be able to provide good learning opportunities for students and newly qualified social workers in order to encourage them to stay here. The Social Worker Development workstream will build on the SW Development intranet pages and advertise these specialist roles, their importance and what people can gain from taking on a new role and development opportunity.

Co-production and receiving and responding to feedback continue to be priorities; both in terms of developing services with people so that the Council is designing what people want, and also receiving and responding to feedback so Adult Social Care knows and can evidence how it's doing and can improve services based on what is learned.

Adult Social Care has come a long way over the last 12 months and can look forward to the challenges of the next year, there are some really exciting plans that will continue to improve the services Adult Social Care provides to the people of North Northants and the support it provides to colleagues.



The Chief Principal Social Worker's

Annual Report 2022/23

www.northnorthants.gov.uk

EXECUTIVE 14th September 2023

Report Title	Energy Procurement Contract
Report Author	Graeme Kane, Executive Director for Place and Economy
Lead Member	Cllr Matthew Binley, Executive Member for Highways, Travel and Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

None

1. Purpose of Report

- 1.1. This report seeks approval to secure a new energy broker contract for North Northamptonshire Council with a view to aligning the energy supply across the whole council estate with one provider from 1st October 2024.
- 1.2. The report recommends a preferred way forward and seeks permission to procure the new contract through to completion.

2. Executive Summary

- 2.1. The Council has inherited varying contractual arrangements to energy supply from the predecessor councils. These contractual arrangements expire at the end of September 2024, which provides an opportunity to harmonise the procurement of energy supply with effect from 1st October 2024 up to 30th September 2028.

- 2.2. Harmonisation of the contracts supports the Council obtaining value for money and delivery of the Council's Carbon Management Plan, and target to be carbon neutral by 2030.
- 2.3. To advise the Executive of the role of Public Buying Organisations "PBO's" and how their use supports the public sector to achieve energy cost reductions in the deregulated gas, electricity and water markets.

3. Recommendations

3.1. It is recommended that the Executive: -

- a) Notes the requirement to progress the procurement of a new energy contract to take effect from 1st October 2024
- b) Approve the procurement of Energy Supplies via a Public Buying Organisation, noting the proposed use of a Flexible Purchase in Advance (PIA) option, subject to the rates received.
- c) Approve the purchase of a Fully Managed Service (FMS) including a bureau service.
- d) Delegates authority to the Executive Member for Highways, Travel & Assets, in consultation with the Assistant Director Assets & Environment to procure and award the contract following conclusion of the Council procurement process.

3.2. Reason for Recommendations:-

- To accord with the Council's procurement requirements.
- To support the Council's carbon management plan, and target to be carbon neutral by 2030.
- The recommended approach allows the Council to be supported by energy expertise and corporate landlord monitoring.
- The recommended approach supports budget forecasting by mitigating the risks of having supplies out of contract.

3.3. Alternative Options Considered:

- The Council currently does not have the expertise or resources available to undertake an individual procurement for energy supply, as the sovereign councils, like most Local Authorities, utilised public buying organisations.
- Do Nothing – this is not an option as it would not comply with procurement legislation or the Council's procurement policy. Additional

costs would arise as any supplies not part of an agreed contract would be liable for 'out of contract' penalty rates. Moreover, there will be high uncertainty around utility costs as their prices are directly affected by market volatility.

4. Report Background

- 4.1. The Council is currently using two Public Buying Organisations (PBO's), the LASER and Eastern Shires Purchasing Organisation (ESPO) frameworks for procuring electricity and gas for the period 2020-24. These reflect the historical arrangements in place in the former Councils operating in Northamptonshire prior to the establishment of NNC in April 2021. In 2007 the former Northamptonshire County Council (NCC) adopted the fully managed Energy Procurement Service provided by Kent County Council through their LASER Energy Buying Group. The predecessor Councils, except for Kettering, were also contracted with LASER but had slightly different contractual arrangements. Kettering are contracted with ESPO for both gas and electricity supply until 2024.
- 4.2. Both LASER and ESPO are well established PBO's with the purpose of helping the public sector achieve energy cost reductions in the deregulated gas, electricity and water markets.
- 4.3. Following Local Government Reorganisation in Northamptonshire, NCC Council novated the LASER utilities contract for the former NCC sites to NNC and merged this with the remaining LASER utility contracts for the former Corby, East Northamptonshire and Wellingborough councils. Kettering remaining contractually tied in with ESPO.
- 4.4. To support with the Carbon Management Plan and budget monitoring , NNC varied the current contract with LASER to include a Fully Managed Service (FMS) which provides an energy monitoring service, as well as additional accounting support.
- 4.5. Purchasing through a PBO such as LASER or ESPO is permitted under regulation 55 of the Utilities Contract Regulations 2006 operating as a central purchasing body as defined in the regulations. This ensures that the process fully complies with procurement.
- 4.6. All PBO's have flexible procurement models which aggregate the energy volumes of customers, monitor the market prices and purchasing the energy requirements in multiple blocks over a period prior to the point of use.
- 4.7. To spread the market price risk and to avoid buying during periods of peak market pricing, The Office of Government Commerce's Pan Government Energy Project recommends that it is best practice for public sector organisations to buy energy through Central Purchasing Body frameworks such as PBO's as this provides the best solution to cost reduction in complex and volatile markets. Gas and electricity have been extremely volatile with uplifts in some supplies reported by LASER as high as 1200% at one stage last year,

although these levels did not impact Council accounts due to the existing contracts in place. The recommendation is to use an approved PBO, with the focus on managed aggregated contracts.

- 4.8. Flexible procurement contracts are aimed at smoothing future price fluctuations and spreading the risk by pooling the Council's energy requirements. The current contracts have protected the Council during the energy crisis, demonstrated by securing prices below the Government's threshold for receiving financial support.
- 4.9. This flexibility in approach is also important in supporting the Council with securing and implementing its Carbon Management Plan by identifying opportunities to enhance sustainable energy supply and energy management of its estate.

5. Issues and Choices

- 5.1. The Council currently uses PBOs to procure and monitor energy. The proposal is to continue to use a PBO as a delivery model as a PBO can procure better rates, invest in and retain the resources to provide energy monitoring and advice, and have a proactive, knowledgeable resource to monitor accounts and challenge utility providers on the Council's behalf. There are no resources in-house to undertake the work currently completed by the PBO.
- 5.2. The proposed way forward is to procure and award a new four-year contract. A project team has been established, including legal and procurement experts, to support the service with the procurement and ensure that it is completed following due process.
- 5.3. The PBO offers flexible framework procurement opportunities, and customers can choose which option best suits their requirements. The flexible framework opportunities are explained below:
- 5.4. The Council could procure its own energy supply directly from suppliers but does not have the resources or expertise to do this. It would require significant investment in resources for both staff and systems; the current teams within the Council do not have the time or budget to put this in place and the prices received would potentially be materially higher than using a large buying organisation.
- 5.5. **Flexible Purchase in Advance (PIA)**
- 5.6. With this option, the PBO aggregates the energy volumes of all customers who utilise the PIA basket option. All volume is purchased in multiple trades in advance of each 12-month supply period. The sum of all trades is used to calculate the aggregate wholesale basket price, which is applied to all customers in the basket. All non-energy costs (such as network charges and environmental levies) are then added to arrive at the delivered price to apply on invoicing for the following 12-month supply period. This price is firm for the 12-month period.

5.7. **Flexible Purchase within Period (PWP)**

5.8. In this option the PBO aggregates the energy volumes of all customers who utilise the PWP basket option. Ordinarily, a proportion of the required energy volume is progressively purchased prior to each six-month supply period and the remainder is purchased within the supply period.

5.9. A reference price will be set to apply on invoices for each six-month supply period. The reference price is based on the cost of all energy purchased prior to the supply period (the 'closed volume') and forecast of costs to purchase the remaining energy within the supply period (the 'open volume'). At the end of each six-month supply period, once all energy requirements have been purchased, reconciliation takes place between the reference price applied to invoices and the final (achieved) purchase price. This then leads either to a credit or an additional invoice, a credit being more likely when the markets are less volatile. The former Corby Borough Council had the PWP arrangement in place and their prices were higher than for the PIA arrangement.

5.10. **Flex Set and Reset (FSAR)**

5.11. Flexible Set and Reset allows customers to purchase a proportion of the required volume prior to delivery for each 6-month supply period. The remainder is then purchased within this period. Budget limits are agreed in advance, with commodity purchases closed out if market prices move above the pre-set limits. This option facilitates the sell back of volume if the market falls by more than the pre-set triggers. A mechanism is then in place to buy back prior to the point of use.

5.12. Reviewing the options with finance, legal and procurement, the recommended basket is the PIA option. This will mitigate the risk of a volatile market flexible purchase in advance; PIA provides the greatest level of mitigation and budget certainty.

5.13. **Renewable Energy**

5.14. Utility providers promote the use of Renewable Energy Guarantees of Origin (REGOs) which were established with the aim of demonstrating that electricity has been generated from renewable sources. The current contracts do not provide the Council with any renewable energy supply. There is the option of purchasing REGO's (Renewable Energy Guarantees of Origin) with both LASER and ESPO obtaining these for an additional cost in the region of 1 – 1.7p per kilowatt hour. The cost of REGO's has increased significantly since 2021 and combining this with the fact that there is no absolute guarantee that the supply is linked back to renewable sources it is proposed to not pay the additional cost for REGO's (£500k + pa) and instead explore direct investment into other energy projects which can be set off against NNC's carbon footprint.

5.15. The REGO regime has been the subject of some criticism, because on days of low wind and solar energy production, much of the electricity supplied on the green energy tariffs still comes from fossil fuel production. Two energy suppliers have stopped using REGO amid concerns of misleading customers.

The estimated cost to the Council in committing to REGOs is in the region of £500,000 based on current consumption levels. This would be a significant increased pressure on the financial budgets and with the challenge that there can be no guarantee that the supply is sourced from renewables it is not considered good value for money to invest in REGOs.

5.16. The Council has committed to becoming carbon neutral by 2030. To enable this commitment, a budget of £1m was created to support climate change initiatives. Greater gains towards achieving the Council's carbon neutral commitment can be made by investing funds into measures such as retrofitting buildings with renewable energy sources and energy efficiency projects rather than investing in REGOs. Work has already begun on evaluating the energy efficiency of significant corporate sites and work will continue to be progressed through current mechanisms as outlined in the Council's Carbon Management Plan.

5.17. **Public Buying Organisations (PBO)**

5.18. Benchmarking information from LASER and ESPO's during the current contract shows that both contracts outperformed the market year on year securing utility prices below the market average until 2023. However, due to the volatility of the market and different hedging strategies it is not suggested that this represents a single determining factor for determining the contract award.

5.19. The recommendation to purchase a Fully Managed Service (FMS) including the bureau service includes:

- Invoice validation of all accounts received. This provides a corporate landlord model review and ensures the Council are not invoiced for any charges if a supplier invoice fails PBO's internal checking system.
- Query management and resolution with utility suppliers. The PBO's Customer Relationship Management (CRM) team deal with all queries with the utility companies on behalf of the customer. This facilitates the management of the contract as there will not need to be a direct relationship with the two electricity and gas suppliers.
- Online account management – including access to billing history, consumption, meter readings upload and query progress. This corporate landlord model allows the Council to obtain information on the whole Council estate.
- Smart meters rollout programme: The PBO's CRM team will work with the Council to deliver a smart meter rollout programme. This ensures the required information for swap out will be centrally recorded, to mitigate billing risks. Smart meters will provide actual consumption data for billing purposes and result in minimal use of estimated billing and will prevent allocating resources to manually read the electricity and gas meters.

6. Next Steps

- 6.1. Implement the preferred procurement route with a suitable PBO. As part of this process the most suitable framework tariff will be evaluated, to determine the best price available to the Council, in considering available budget and risk.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The contract value over a 4-year period will be circa £33m based on current budget information. The contract period of 4 years will provide a forward procurement window to track the market and purchase supply at optimal times. This timeframe also enables the Council to progress its Carbon Management Plan 2022 sufficiently to inform future procurements whilst having the benefit of the availability of additional energy management services and volume tolerance flexibility.
- 7.1.2. Energy prices are affected by two main external factors, government policy and market forces. Due to market volatility, it is difficult to forecast energy prices and the frameworks are only just starting to purchase for customers who have committed to the 2024 to 2028 framework.
- 7.1.3. The proposed way forward supports the Council with budget forecasting as the PBO will benefit from beneficial rates due to its larger purchasing power. This will reduce risks of unforeseen costs and support the Council's budget setting process and delivery of their Medium-Term Financial Plan.

7.2. Legal and Governance

- 7.2.1. The contract will be procured and awarded in accordance with all legal requirements, including relevant legislation and the Council's Contract Procedure Rules.
- 7.2.2. A member of the Council's in-house Legal team will sit as a representative on procurement project teams and will be advisor throughout the process and up to execution of any resulting contract.
- 7.2.3. All reports relating to a procurement which require legal review and/or comment to be provided to the Legal officer with conduct of the matter to which the report relates.

7.3. Relevant Policies and Plans

- 7.3.1. The proposed way forward will support the Council to achieve its Carbon Neutral 2030 aim, by providing accurate energy information to assist with decision making.

7.3.2. It also supports the Corporate Plan commitment of a green, sustainable environment and modern public services, working towards reducing energy consumption across the Council's estate.

7.4. Risk

7.4.1. Market volatility remains an ongoing risk in respect of budget provision. This is mitigated as far as possible by the chosen pricing mechanism to ensure a level of budget certainty and the whole organisation budget manager monitoring of energy spend to forecast into the Medium-Term Financial Plan.

7.4.2. A further risk associated with the proposal is that there is a reduction in contracted volumes from changes to the portfolio, and as renewable energy and energy efficiency schemes come online. This risk would be mitigated by the contract allowing flexibility in volumes with notice of any change being provided to the buying organisation.

7.5. Consultation

7.5.1 There is no external consultation required as part of this decision.

7.6. Consideration by Executive Advisory Panel

7.6.1. This item was considered by the Executive Advisory Panel Sustainable Communities on 9th August 2023, whose members made the following observations:

- Surprise that green energy was more expensive.
- Confirmed that REGOs were not popular because of the inability of utility firms to guarantee energy from renewable sources.
- Interested to learn of progress and the part energy monitoring has on the decarbonisation of the estate.
- Stressed the importance of the role NNC has in influencing what businesses do in North Northamptonshire through our own actions.
- A desire for NNC to explore all options for decarbonisation and reducing its reliance on energy derived from fossil fuels.

7.7. Consideration by Scrutiny

7.7.1. This item is eligible to be reviewed by the Place and Environment Scrutiny Committee as part of their work plan.

7.8. Equality Implications

7.8.1. An equality impact assessment is to be undertaken as part of the procurement process. There are no equality implications for the recommended procurement route, but an equality impact assessment is required as part of the procurement process.

7.9. Climate and Environment Impact

7.9.1 The managed service will provide energy monitoring data, monitoring energy is a requirement of the carbon plan, and will facilitate decision making in connection with carbon reduction capital investments and surplus assets.

7.9.2 Purchasing energy contracts containing REGOs has been considered but has been disregarded for the reasons set out in this report, namely that they do not guarantee the supply of renewable energy. It is considered better value for money and more effective to reduce the Council's carbon footprint through energy efficiency and renewable energy measures. The Council has previously agreed a budget of £1m for the development and implementation of the Council's Carbon Management Plan which seeks to achieve carbon neutrality across the Council's estate by 2030.

7.10. Community Impact

7.10.1. The Public Services (Social Value) Act (2013) transformed the way public bodies buy services and the 2021 National Procurement Policy Statement identify social value as being a key Government priority. Councils are required to consider how the services they procure might improve the social and environmental wellbeing of their local area. This has been included as a requirement of the Frameworks e.g., the PBO requirement to securing funding from the supplier for social value projects.

7.11. Crime and Disorder Impact

7.11.1. None directly arising.

8. Background Papers

8.1. There are no background papers.

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EXECUTIVE 14th September 2023

Report Title	The Establishment of a North Northamptonshire Standing Advisory Council for Religious Education (SACRE)
Report Author	AnnMarie Dodds – Executive Director of Children’s Services Jo Hutchinson – Head of School Effectiveness (Executive Report)
Lead Member	Cllr Scott Edwards – Executive Member for Children, Families, Education and Skills

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A - Equality Screening Assessment

Appendix B - North Northamptonshire SACRE Constitution

Appendix C - North Northamptonshire SACRE Principles

Appendix D - North Northamptonshire SACRE Agreed Syllabus Conference

1. Purpose of Report

- 1.1 To request that Executive approve the establishment of a North Northamptonshire Standing Advisory Council for Religious Education (SACRE).

2. Executive Summary

- 2.1 Every local authority has a duty to establish a permanent body known as the Standing Advisory Council for Religious Education (SACRE) in accordance with the Education Act 1996.

- 2.2 The broad role of the SACRE is to support the effective provision of Religious Education (RE) and collective worship in schools and to enrich the experience of RE and collective worship for all pupils. Further information about SACRE is set out in this report.
- 2.3 There is currently a SACRE serving the whole of Northamptonshire.
- 2.4 The report sets out a proposal to establish a specific North Northamptonshire SACRE to reflect the change to a unitary authority. A North Northamptonshire SACRE would:
- Fulfil SACRE statutory duties operating as North Northamptonshire unitary authority;
 - Ensure that SACRE membership is reflective of the local communities, religions and beliefs in North Northamptonshire; and
 - Ensure the best outcomes for all children by collaboratively engaging with schools in North Northamptonshire to facilitate high quality Religious Education (RE) and collective worship, suitably tailored to specific locality strengths and areas for improvement where appropriate.
- 2.5 If approved, a North Northamptonshire SACRE would adopt its own Constitution (attached as **Appendix B**).

3. Recommendation

- 3.1. It is recommended that Executive approves the establishment of a North Northamptonshire SACRE.
- 3.2. Reasons for Recommendation:
- To ensure the best outcomes for all children in North Northamptonshire for Religious Education (RE) and collective worship, and access to a high quality RE curriculum.
 - To ensure that the following SACRE duties are met for North Northamptonshire Council:
 - Advise the local authority (LA) on matters related to agreed syllabus Religious Education (RE) and collective worship;
 - Publish an Annual Report on its work and on actions taken by its representative groups;
 - Monitor the provision and quality of Agreed Syllabus RE and of collective worship in order to provide targeted advice and support on teaching Agreed Syllabus RE;
 - Advise the LA on the provision of training of teachers;
 - Consider complaints about RE and collective worship referred to them by their LA;
 - Consider whether changes need to be made to the Agreed Syllabus, in partnership with the LA;

- Offer advice to the LA in respect of the Agreed Syllabus and its implementation.

3.3 Alternative Options Considered: There are no alternative options as legally each local authority must have its own SACRE according to Section 390 of the Education Act 1996. There is no reason why North Northamptonshire SACRE cannot work collaboratively with West Northamptonshire SACRE once they are both established in the future should this be agreeable.

4. Report Background

4.1 Section 390 of the Education Act 1996 states that it is the statutory duty of the Council to establish a permanent body called a SACRE to advise the Council on matters concerned with RE and collective worship.

4.2 Councils must appoint representatives to each of four committees, representing respectively:

- Group A: Christian denominations and such other religions and religious denominations as, in the authority's opinion, will appropriately reflect the principal religious traditions in the area;
- Group B: the Church of England;
- Group C: teacher associations;
- Group D: the local authority.

4.3 The broad role of the SACRE is to support the effective provision of RE and collective worship by:

- Giving advice on methods of teaching the Agreed Syllabus for RE;
- Advising the Council on the provision of training for teachers;
- Monitoring inspection reports on RE, collective worship and Spiritual, Moral, Social and Cultural Development (SMSC);
- Considering complaints about the provision and delivery of RE and collective worship referred to it by the LA.

4.4 SACRE was first established in Northamptonshire in 1988 with great enthusiasm from teachers in general as well as RE teachers. There were a number of training sessions provided for teachers by the former Northamptonshire County Council (NCC) and the very first Agreed Syllabus Conference (ASC) took place.

4.5 In April 2021, and following Local Government reorganisation in Northamptonshire, North Northamptonshire Council (NNC) and West Northamptonshire Council (WNC) were formed, and the County Council was abolished. However, since that time SACRE has continued as a single standing advisory council across the whole of Northamptonshire.

4.6 With two different and separate local authorities now operating in Northamptonshire it was proposed by the current SACRE members that two standing advisory councils were established in order to reflect this significant change.

- 4.7 The establishment of a North Northamptonshire SACRE would:
- Establish responsibility for all of the SACRE statutory duties ensuring that they are being appropriately fulfilled;
 - Recognise, welcome and represent all faith communities and non-faith communities in North Northamptonshire;
 - Ensure that membership of a North Northamptonshire SACRE appropriately reflects the four committees set out in section 4.2 above and in the constitution.

5. Issues and Choices

- 5.1 A Local Authority SACRE must adhere to the statutory duties outlined in this report and the supporting documents.
- 5.2 North Northamptonshire Council has been operating as a unitary council for approximately two years. SACRE must be representative of the local authority area that it is in and therefore it is deemed necessary, as time has progressed, to request the establishment of a North Northamptonshire SACRE.
- 5.3 A North Northamptonshire SACRE would operate under the relevant statutory duties including reporting annually to Executive.
- 5.4 A North Northamptonshire SACRE would operate under its own constitution. This is because each individual SACRE is required to do so under Section 390 of the Education Act 1996.

6. Next Steps

- 6.1. Should the establishment of a North Northamptonshire SACRE be approved by the Executive, the relevant members from the current countywide SACRE will begin work immediately on planning the transition to North Northamptonshire SACRE. The aim is to complete this by September 2024.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1 The Council's responsibility to convene the Agreed Syllabus Conference (ASC) comes with a duty to provide funds and support for its work. The allocated budget for the production of an Agreed Syllabus is approximately £5,000.
- 7.1.2 The cost for a SACRE Advisor for one day a week for an academic year will be approximately £12,000.

7.2. Legal and Governance

7.2.1. The SACRE constitution sets out the requirements of SACRE. The constitution is underpinned by legal information stating that the SACRE has been established under the provisions of Section 390 of the Education Act 1996.

7.2.2 Every local authority must have a SACRE and it must meet sufficient times to fulfil its statutory duties. North Northamptonshire SACRE will meet three times per year.

7.3. Relevant Policies and Plans

7.3.1. The work of SACRE, through its statutory duties, links to the Corporate Plan key commitments of:

- Better, brighter futures; and
- Connected communities.

7.3.2 Specifically, the statutory duties that SACRE must adhere to will assist the Council in meeting its commitment to:

- Ensuring that every child has equal access to a high standard of education; and
- Informing and listening to our communities, giving them a greater say in their future.

7.4. Risk

7.4.1. There is a risk that North Northamptonshire SACRE may not achieve adequate representation from the various faith and non-faith communities in the localities.

7.4.2 To mitigate this risk, the SACRE Advisor and current SACRE members will be actively engaging with their local communities to invite members of the various local faith and non-faith communities to North Northamptonshire SACRE.

7.4.3 The North Northamptonshire SACRE membership should reflect and represent the local community.

7.5. Consultation

7.5.1 Before the proposals in this report were put forward to Executive, a working party was set up to create the necessary unitary constitutions. These were then shared, discussed and consulted upon within the current SACRE.

7.5.2 The SACRE currently comprises of four groups: the Church of England, other Christian denominations and the major faiths represented in Northamptonshire, teachers and the Council.

7.5.3 All groups have voted in support of the proposals put forward in this report.

7.6. Consideration by Executive Advisory Panel

7.6.1 The Future Communities Executive Advisory Panel (EAP), at their meeting on 7th September 2023, considered the Establishment of a North Northamptonshire Standing Advisory Council for Religious Education (SACRE) and linked documents. The key issues raised by the panel will be verbally updated at the Executive meeting.

7.7 Consideration by Scrutiny

7.7.1 This report has not been considered by the Council's scrutiny function.

7.8 Equality Implications

7.8.1 There is no detrimental impact on any protected characteristic as a result of the recommendations in this report.

7.9 Climate and Environment Impact

7.9.1 There is no detrimental impact on the climate or environment as a result of the recommendations in this report.

7.10 Community Impact

7.10.1 The proposal to establish a North Northamptonshire SACRE will have no distinct negative impact on the community.

7.10.2 The proposal is likely to have a positive impact because a more local North Northamptonshire SACRE will better reflect the makeup of the locality areas, giving members an opportunity to contribute and add value to the wider duties of SACRE.

7.11 Crime and Disorder Impact

7.11.1 The recommendations in this report will have negligible, if any, crime and disorder impact.

8 Background Papers

8.1 None



Equality Screening Assessment

The Equality Screening Assessment form must be completed to evidence what impact the proposal may have on equality groups within our community or workforce. Any proposal that identifies a negative impact must have a full Equality Impact Assessment completed before the proposal progresses further.

1: Proposal

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Requirement	Detail
Title of proposal	The Establishment of a North Northamptonshire Standing Advisory Council for Religious Education (SACRE)
Type of proposal: new policy / change to policy / new service / change to service / removal of service / project / event/ budget	Change from a SACRE, serving the whole of Northamptonshire, to a local North Northamptonshire SACRE
What is the objective of this proposal?	To establish a North Northamptonshire SACRE
Has there been/when will there be consultation on this proposal? (List all the groups / communities, including dates)	<p>A scheduled meeting has taken place within the current SACRE about the proposal to establish a North Northamptonshire SACRE. A North Northamptonshire SACRE would:</p> <ul style="list-style-type: none"> • Fulfil SACRE statutory duties operating as North Northamptonshire unitary authority; • Ensure that SACRE membership is reflective of the local communities, religions and beliefs in North Northamptonshire; and • Ensure the best outcomes for all children by collaboratively engaging with schools in North Northamptonshire to facilitate high quality Religious Education (RE) and collective worship, suitably tailored to specific locality strengths and areas for improvement where appropriate.

Requirement	Detail
Did the consultation on this proposal highlight any positive or negative impact on protected groups? (If yes, give details)	The meeting discussion/consultation of SACRE members identified that moving to a more local SACRE would enable greater membership from local faith and non-faith local communities, facilitating better representation and wider participation from locality areas in North Northamptonshire. This was perceived as a positive outcome of the proposal.
What processes are in place to monitor and review the impact of this proposal?	North Northamptonshire LA Officers, inclusive of the SACRE Advisor should an appointment to this role be successful, will work with SACRE to create a timeline for the change provided that this is approved by Executive on 14 th September 2023.
Who will approve this proposal? (Committee, CLT)	Executive will approve this proposal. This proposal will be share with current SACRE Members, the Executive Director of Children's Services (DCS), Assistant Director (AD) of Education, Corporate Leadership Team (CLT), Executive Advisory Panel (EAP) – Future Communities.

2: Equality Consideration

In turn, consider each protected group to ensure we meet our legal obligations of the Equality Act (2010).

Protected Groups	General Equality Duty Considerations Include factual evidence of how people in this group may be affected. Consider the outcomes and processes. Does this seek to eliminate discrimination ? Does this promote fostering good relations ?	Changes What changes can be made to mitigate any negative impact? Are there opportunities to remove possible barriers or disadvantages that a group may face?	Impact Delete as appropriate. There can be more than one answer per protected group.
Age Different age groups that may be affected by the proposal in different ways.	This proposal can be considered to have a positive impact upon all age ranges represented in the current SACRE and the NNC SACRE should this be approved. All colleagues currently part of SACRE will offer stability and experience going into the local SACRE, should this be approved, thus creating a strong transition.	Should the proposal be approved it is likely that in the local SACRE moving forward there will be opportunities created to invite new colleagues from faith and non-faith organisations. This should include a Youth SACRE which will broaden the reach to a further range of ages invited to be part of the local SACRE.	Positive impact

Protected Groups	General Equality Duty Considerations Include factual evidence of how people in this group may be affected. Consider the outcomes and processes. Does this seek to eliminate discrimination ? Does this promote fostering good relations ?	Changes What changes can be made to mitigate any negative impact? Are there opportunities to remove possible barriers or disadvantages that a group may face?	Impact Delete as appropriate. There can be more than one answer per protected group.
	The promotion and fostering of good relationships will be at the heart of creating the local North Northamptonshire SACRE with stronger links being made from the local authority to all schools in North Northamptonshire, from local authority advisors to the local SACRE and from the local SACRE to the locality communities of North Northamptonshire.		
Sex Is one sex affected more than another or are they affected the same?	This proposal will not adversely affect one sex more than the other. SACRE recognises its responsibilities regarding the importance of equal representation so as to ensure a balanced view in every meeting.	SACRE will be inviting representation from more localised organisations in North Northamptonshire and in doing so will be keen to engender equal representation on the council board.	Neutral
Disability It is likely to have an effect on a particular type of disability. Why?	This proposal will not adversely affect anyone with a disability or anyone with a particular type of disability. All/any reasonable adjustments will be made for anyone that requires them if the proposal to establish a local SACRE is approved.	The benefits of a local SACRE will be for those members living in North Northamptonshire as they will be closer to home and therefore may be able to walk to or travel a shorter distance to the chosen location for the SACRE meetings. SACRE will ensure that all meetings and documents produced are in accordance to the inclusion guidance; for example, writing in clear plain English, etc...	Positive Impact
Gender Reassignment Will there be an impact on trans males and/or trans females?	It is not expected that this proposal will have a negative impact on this aspect.	This is an opportunity for SACRE to harmonise relations between people through actively promoting a broad representation of members from faith and non-faith organisations, inclusive	Neutral

Protected Groups	General Equality Duty Considerations Include factual evidence of how people in this group may be affected. Consider the outcomes and processes. Does this seek to eliminate discrimination ? Does this promote fostering good relations ?	Changes What changes can be made to mitigate any negative impact? Are there opportunities to remove possible barriers or disadvantages that a group may face?	Impact Delete as appropriate. There can be more than one answer per protected group.
		of trans males or trans females, so as the local demography of North Northamptonshire is reflected.	
Race Are people from one ethnic group affected more than people from another ethnic group?	<p>The proposal of a local North Northamptonshire SACRE will foster the opportunity to invite faith and non-faith communities and ethnic groups onto the SACRE.</p> <p>This will promote better engagement opportunities reflective of the locality areas and NN multi-faith communities.</p>	<p>The anticipated improvements in engagement and the building of, in some cases, new relationships with more localised faith and non-faith groups will serve to promote a broad and representative approach to the work of SACRE, the revised curriculum offer and the relevant oversight of strategic support and guidance from SACRE.</p>	Neutral
Sexual Orientation Are people of one sexual orientation affected differently to people of another sexual orientation?	<p>The proposal will not adversely affect this aspect</p> <p>A North Northamptonshire SACRE will be created if this proposal is approved. The board will require representation from local multi faith groups from the community including those with no faith. This will be inclusive of those from the LGBTQ+ communities in North Northamptonshire.</p>	<p>Through its work, SACRE promotes community cohesion and in doing so will want representation which will foster trust and good relationships between and within the diverse local community ensuring that the Agreed Syllabus is also reflective of this.</p> <p>This work will be continued through the 5 year cycles of the Agreed Syllabus reviews and also through effective liaison between SACRE and the newly appointed North Northamptonshire Local Authority SACRE Advisor whose role it is to work with schools to promote, support and challenge the high quality delivery and RE curriculum content</p>	Neutral

Protected Groups	General Equality Duty Considerations Include factual evidence of how people in this group may be affected. Consider the outcomes and processes. Does this seek to eliminate discrimination ? Does this promote fostering good relations ?	Changes What changes can be made to mitigate any negative impact? Are there opportunities to remove possible barriers or disadvantages that a group may face?	Impact Delete as appropriate. There can be more than one answer per protected group.
Marriage & Civil Partnership Are people in a Marriage or Civil Partnership treated less favourably?	The proposal will not adversely affect this protected characteristic. SACRE's purpose, in moving to a North Northamptonshire SACRE, is to better reflect the local communities by inviting multi faith organisations and those with no faith to be represented on the board.	Different aspects of the community will be reflected in the work of SACRE, most importantly through their strategic duty to oversee the Agreed Syllabus and its relationship to community cohesion. This will be operationally lead in schools by the NN SACRE Advisor who has recently been appointed and who will be active in role from September 2023.	Neutral
Pregnancy & Maternity Are people who are pregnant, or have a baby of 6 months old or younger, effected by this proposal?	The proposal will not adversely affect this protected characteristic	Where there is a member of SACRE who may fall into this category, which is not the case at this time, appropriate safeguards will be applied for the individual.	Neutral
Religion or Belief Does the proposal effect people differently depending on whether they have or do not have a religion or a belief?	The proposal will not affect people differently depending on whether they have or do not have a religion or a belief.	NN SACRE aims to bring those with a religion or belief together with those who do not have a religion or belief to ensure that this is reflective of the local community in which the SACRE is based.	Positive Impact
Health & Wellbeing 1. Health behaviours (E.g. diet, exercise, alcohol, smoking) 2. Support (E.g. community cohesion, rural isolation) 3. Socio economic (E.g. income, education).	Inevitably the work of the SACRE advisor, who will be part of the North Northamptonshire SACRE, will promote these aspects through the high quality teaching of RE and collective worship in schools, ensuring that the curriculum embraces these aspects alongside the Agreed Syllabus.	The LA SACRE Advisor will update, guide and inform SACRE on these aspects and continually develop them with schools and settings as well as ensure that any national changes in these areas are also included. The SACRE Advisor will also be expected to liaise with other departments within North Northamptonshire as part of their work, for	Positive Impact


Protected Groups	General Equality Duty Considerations Include factual evidence of how people in this group may be affected. Consider the outcomes and processes. Does this seek to eliminate discrimination ? Does this promote fostering good relations ?	Changes What changes can be made to mitigate any negative impact? Are there opportunities to remove possible barriers or disadvantages that a group may face?	Impact Delete as appropriate. There can be more than one answer per protected group.
4. Environment (E.g. green spaces, fuel poverty, housing standards).		example the Healthy Schools team regarding diet, exercise, alcohol, smoking etc.	

3: Equality Impact

Question	Response
What overall impact does the proposal have on the protected groups? If a negative impact is identified anywhere in section 2, the response will be Negative Impact.	The overall impact on the protected groups is either positive or neutral meaning that there will not be a negative impact on anyone in these groups.
Does an Equality Impact Assessment need to be completed? (Yes, if any negative impact is found.)	Not at this time.
Copy attached to relevant report?	Yes
Is this document going to be published with the relevant report?	Yes

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4: Ownership

Question	Response
Directorate	Children's Services
Service area	Education
Lead officer's name	Jo Hutchinson
Lead officer's job title	Head of School Effectiveness
Lead officer's contact details	Jo.hutchinson@northnorthants.gov.uk
Lead officer's signature	

Question	Response
Date completed	31/07/2023

Completed forms must be sent to Equalities@northnorthants.gov.uk

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NORTH NORTHAMPTONSHIRE

STANDING ADVISORY COUNCIL

ON RELIGIOUS EDUCATION

(SACRE)

CONSTITUTION

July 2023

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Glossary:

Act	Education Act 1996
Agreed Syllabus	The agreed syllabus for RE adopted by the Local Authority Agreed Syllabus Conference
Clerk	The person appointed in accordance with the Act
Committee A, B, C or D	Shall mean the respective committees as described in the Education Act 1996
Local Authority Officer	The person designated by the Local Authority to attend meetings
NASACRE	National Association of Standing Advisory Councils for Religious Education
SACRE Adviser	The person contracted by the Local Authority to provide advice to SACRE on RE teaching and related matters
RE	Religious Education
SACRE	The North Northamptonshire Standing Advisory Council
Representative Members	The individuals appointed to the SACRE Committee or ASC as the context requires
SACRE Committees	A,B,C,D to represent relevant groups
Local Authority	North Northamptonshire Council

The Constitution

This constitution has been drawn up in accordance with the provisions of the Education Act 1996.

SACREs are legally constituted bodies, appointed by the Local Authority to perform statutory functions. Every SACRE needs a constitution to ensure it operates efficiently and fulfils its statutory duties. The constitution provides a structure for its work and ensures SACRE meetings are held in a way that is publicly accountable.

The Local Authority has a duty to establish a permanent body known as the Standing Advisory Council on Religious Education for North Northamptonshire ("SACRE") in accordance with the 1996 Education Act.

The Local Authority has a duty to establish an occasional body known as an Agreed Syllabus Conference ("ASC") to review an Agreed Syllabus in accordance with the Act.

This document sets out how the SACRE and the ASC will operate, their membership and composition, the procedures both bodies will follow and their decision-making structures. The aim is to ensure that both SACRE and the ASC operate efficiently, transparently and are fully accountable to the public.

The Aims and Objectives of SACRE

The broad role of the SACRE is to support the effective provision of RE and collective worship in schools in North Northamptonshire and to enrich the experience of RE and collective worship for all pupils.

North Northamptonshire Council and the SACRE recognise the changing landscape of our schools and the diversity of the type of schools. SACRE will endeavour to work with all schools within their area whatever their designation for the benefit of our children and young people and the local community within which they reside.

The SACRE must comply with its statutory obligations as set out in the Act and shall advise the Local Authority on matters connected with:

- RE to be given in accordance with the Agreed Syllabus; and
- Religious worship in community schools or in foundation schools which do not have a religious character
- Following a referral from the Local Authority for such advice or otherwise as the SACRE sees fit;
- Monitor the provision and quality of RE taught according to the Agreed Syllabus together with the overall effectiveness of the syllabus;
- Provide advice and support on the effective teaching of RE, the choice of teaching materials for RE and the provision of teacher training;
- Upon receipt of an application from a Head teacher of a community, foundation or controlled school, the SACRE shall determine whether the requirement for Christian collective worship should apply to that school or any class or description of pupils at that school
- Review any determinations made by SACRE on receipt of an application for such a review.

Membership and Composition of SACRE

A representative acts as conduit of information/messages from SACRE to their group as well as bringing messages/questions to the SACRE which would be reflected in the minutes.

1. The North Northamptonshire Standing Advisory Council on Religious Education (“the SACRE”) shall consist of representative members appointed by North Northamptonshire Council (“the Local Authority”) to represent respectively: -
 - (a) such Christian and other religious denominations as, in the opinion of the Council, will appropriately reflect the principal religious traditions in the area of North Northamptonshire;
 - (b) the Church of England;

(c) such associations representing teachers as, in the opinion on the Local Authority, ought, having regard to the circumstances of North Northamptonshire Council, to be represented; and

(d) the Local Authority.

2. The composition of the groups of representative members (“the representative groups”) shall be as follows:-
 - (a) Christian and other religious denominations;
 - (b) Church of England representatives;
 - (c) Teachers’ representatives; and match this to the agreed syllabus conference and the principles documents of HLTAs add Post 16
 - (d) The Local Authority

Representatives should be nominated in accordance with Appendix A: Principles of Representation on North Northamptonshire SACRE.

Committee ‘A’: Shall comprise such Christian denominations (other than the Church of England) and other religious denominations, and worldviews as, in the opinion of the Local Authority will appropriately reflect the principal belief systems in the area of North Northamptonshire.

The number of representatives appointed to Committee A shall, so far as consistent with the efficient discharge of the Committee A’s functions, broadly reflect the Faiths and worldviews in North Northamptonshire, including a representative from but not necessarily restricted to:

Committee ‘B’: The Church of England The Diocesan Boards of Education for Peterborough Diocese should nominate these representatives.

Committee ‘C’: Such associations representing teachers, Teaching Assistants (TAs) and Higher Level Teaching Assistants (HLTAs) as, in the opinion of the Local Authority, ought, having regard to the circumstances of North Northamptonshire, to be represented.

Committee ‘D’: The Local Authority (those appointed should represent the political balance of the Local Authority).

The Local Authority should nominate its representatives using its established procedures for appointments. Councillors only.

A maximum of Three (3) representatives reflecting the political balance of elected members of the Local Authority and together the committees shall be known as “the SACRE Committees”.

The membership of the SACRE shall be reviewed annually by the Local Authority.

Co-opted Members of SACRE

Other persons may be co-opted by the representative groups on the SACRE as non-voting co-opted members for such purposes and such length of time as representative groups on the SACRE shall decide. Co-opted members may resign at any time and may be removed by the representative groups at any time.

Voting Procedures in SACRE

- On any issue to be decided by the SACRE, except as provided in paragraph 8, only the four representative groups shall be entitled to a vote and each group shall have a single vote. Individual representative members cannot vote separately. Co-opted members are not entitled to vote.
- Issues shall be decided by a simple majority vote. In the event of a tie the Chair may exercise a second and casting vote.

Voting Procedures within Representative Groups

- Before any representative group casts its single vote on any issue to be decided by the SACRE it shall meet to discuss the issue. The decision of the representative group shall be determined by a simple majority vote in which each member of the group has one vote.
- Issues shall be decided by a simple majority vote. There shall not be a casting vote. If there is a tied vote the group shall abstain from voting on the issue in SACRE.
- SACRE will consider the views of co-opted members.

Any decisions of the SACRE Committee shall be determined by a simple majority vote in which each Representative Member of the Committee has one vote.

Chair and Vice Chair

A Chair and Vice-Chair of the SACRE shall be elected annually by the Representative Members of the SACRE at the first meeting to be held at the Annual General Meeting (AGM), normally September, each Representative Member having one vote.

Nominations for chair and vice chair will be proposed and seconded within the SACRE meeting. The Chair and Vice Chair will be appointed from Representative Members of the SACRE Committees.

Persons continuing to be members of the SACRE are eligible for re-appointment to the position of Chair or Vice Chair.

If there is more than one candidate, the Chair and Vice Chair shall be elected following a simple majority vote for each role. In the case of a tied vote, the previous Chair shall have a casting vote.

In the absence of any nominations for the Chair, an executive group of substantive members or a rotating chair may be elected to lead SACRE.

Sub-Groups and Working Parties

SACRE may establish task and finish working parties to consider specific issues relating to RE. Such working parties shall have an advisory capacity only and shall not be authorised to make decisions on behalf of SACRE. The Terms of Reference (ToR) for any working party shall be prepared by SACRE.

SACRE shall appoint representatives to a working party and they may also appoint co-opted members or non-members with relevant expertise to such working parties.

Committees A, B, and C may at any time require a review of any agreed syllabus for the time being adopted by the Local Authority. Each of the committees concerned will each have a single vote on the question of whether to require such a review.

Quorum

A minimum of one representative from each of the four committees must be present for SACRE to be quorate.

Terms of Office of Representative Members of SACRE Member behaviour and expectations:

Representative Members are expected to act and behave in accordance with the principles and spirit of the Local Authority's Code of Conduct (code of conduct to be found) for elected members. A representative acts as a conduit of information/messages from SACRE to their group as well as bringing messages/questions to the SACRE which would be reflected in the minutes.

A Representative Member appointed by the Local Authority to a SACRE Committee may be removed from membership by the Local Authority if:

- In the opinion of the Local Authority, the Representative Member ceases to be representative of the religion, denomination or associates which he/she was appointed to represent in relation to Committees A to C or ceases to be representative of the Local Authority in relation to Committee D; or
- The Local Authority may remove any Representative Member or co-opted member who fails to act and behave according to the principles and spirit of the Local Authority's Code of Conduct for elected members. This can be found in the Council's Constitution at Part 8.2.

Length of office:

A Representative Member shall hold office until they resign, they are removed from his/her appointment, or they no longer a member of their representative group. A Representative Member may resign at any time.

Dealing with vacancies:

Where (for any reason) there is a vacancy for a Representative Member on a SACRE Committee the Local Authority shall ensure a replacement Representative Member is appointed to the relevant Committee as soon as possible.

Declaring an interest:

When appointed Representative Members must declare any interests at each meeting, whether personal or prejudicial. It is their responsibility to update the record as necessary.

Where a Representative Member has a disclosable pecuniary or other interest, that interest must be declared at the start of any meeting where a relevant matter falls to be considered by the SACRE and the Representative Member must withdraw from that meeting prior to any discussion of the relevant item on the agenda and take no part in any vote on that agenda item.

Attendance

Where a representative of the committees is unable to attend, they are requested to send a substitute. Any representative who is not able to attend must notify the Clerk/Chair of their absence in advance and name an alternative representative.

Should a member of SACRE not attend three consecutive meetings without good explanation, the Local Authority will write to that member informing them that their membership will lapse if they are unable to attend the next meeting.

The Local Authority may remove any representative or co-opted member that has failed to attend three consecutive meetings without valid reason.

Meetings

The SACRE shall meet at least once per autumn, spring and summer term and such meetings shall be open to the public unless, in view of the nature of the business to be transacted or the nature of the proceedings, confidential information or information exempt from public disclosure would be disclosed.

Whether information is confidential, or exempt, it shall be determined in accordance with the Local Authority's access to information procedure rules contained in its Constitution for the time being in force. One of the meetings convened shall be the Annual General Meeting (usually in September). The annual report will be presented and discussed in the spring term (to allow for GCSE data to be commented upon).

Notice of meetings

The Clerk to SACRE shall:

- Give written notice of the time and place of any meeting to the Representative Members at least five clear days before a meeting.

- Ensure at least five clear days' notice of a meeting is given to the public by publishing details on its webpage: The Standing Advisory Council on Religious Education (SACRE)

Agenda

The agenda for SACRE meetings, (with the exception of the first meeting of a newly constituted SACRE), will be determined by the Chair and the SACRE Adviser. All members can request for an item to be on the agenda through the Clerk. Matters for the agenda of any meeting shall be sent to the Clerk at least 10 days in advance of the meeting and the Clerk will agree the agenda items with the Chair.

The Clerk will:

- Send the agenda, the draft minutes of the previous meeting and any associated reports to Representative Members at least five clear working days before the meeting.
- Arrange for the agenda, the draft minutes of the previous meeting (if not already available) and any associated reports to be published on SACRE's webpage and made available for inspection at the Local Authority's office at least five clear days before the meetings.

Minutes

Following a meeting of SACRE, draft minutes will be circulated by the Clerk to Representative Members within 10 working days of the date of the meeting. The Chair will move that the minutes of the previous meeting be signed as a correct record, and upon their approval will sign them off as an accurate record at the next meeting.

The only part of the minutes that can be discussed is their accuracy.

Disputes and Complaints

Representative Members are expected to act and behave in accordance with the principles and spirit of the Local Authority's Code of Conduct for elected members.

The SACRE is intended to be a collaborative, co-operative body and must ensure that no particular sector or member is unduly favoured. Problems and issues should normally be debated and resolved at SACRE meetings. However, if parties feel that these have not been resolved the following process should be followed and minutes taken:

Stage 1

The parties who are in dispute meet with the Chair of the SACRE and the professional Adviser who will assist with finding or recommending a solution.

Stage 2

A special meeting of the SACRE Complaints Panel, comprising 1 member from each of the 4 committees is convened with papers prepared by the parties representing different views. The Chair and the professional Adviser also prepare a paper offering possible options for resolution.

Stage 3

If the issue is not resolved, then guidance and clarification will be sought from the Local Authority's Monitoring Officer, or the relevant Government Department, as to next steps.



NORTH NORTHAMPTONSHIRE COUNCIL STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION (SACRE)

PRINCIPLES OF REPRESENTATION

The SACRE comprises four groups of representative members.

These are:

- Christian denominations, other religions and world views (other than the Church of England) (Committee A)
- Church of England (Committee B)
- Teachers, Teaching Assistants (TA's) and Higher Level Teaching Assistants (HLTA's) representatives from professional associations (Committee C)
- The Local Authority. (Committee D)

The following principles of representation shall be applied to the following groups:

Committee A - Christian denominations, other religions and world views (other than the Church of England)

This group should reflect the variety of belief systems in North Northamptonshire. Representatives should have the support of their particular community in Northamptonshire.

Committee B - Church of England

The Diocesan Boards of Education for Peterborough Diocese should nominate these representatives.

Committee C - Teacher Representatives

Such associations representing teachers, TA's and HLTA's as, in the opinion of the Local Authority, ought, having regard to the circumstances of the county of Northamptonshire, to be represented.

Committee D - The Local Authority

The Local Authority should nominate its representatives using its established procedures for appointments.

Nomination Process:

The representatives should, as far as possible, be nominated by the appropriate local faith or belief group.

In circumstances where this is not possible, representatives should be nominated by the appropriate national organisations, district, town or city committees, or by a senior member of a local faith community.

In some circumstances it may be appropriate to consult with more than one committee in order to receive a nomination (e.g. where there are no countywide committees)

In circumstances where faith or belief groups have countywide education committees, they should be the nominating group for SACRE members.

Individuals to be nominated as Representative Members for each SACRE Committee shall meet the following requirements:

The individual should email or write to the Clerk, expressing their interest and outlining their reasons for wanting to join SACRE

New members will not require references but their letter of nomination should require their organisation to state they know of nothing to prejudice their position as a potential member of SACRE (i.e. criminal record).

New members should give a short presentation to SACRE about their reasons and motivation for joining SACRE. At this time they will be asked, so that it can be minuted, whether they agree and support the statutory duties of SACRE as set out in the Education Act 1996 and in the SACRE constitution.

Next Steps

Following the presentation by a new member to SACRE as to his/her reasons for joining SACRE, SACRE will approve or refuse the application. The Clerk or the SACRE Adviser will inform the Local Authority of SACRE's recommendation for ratification by the Local Authority.

Following ratification of SACRE's recommendation, the individual will either be appointed to the relevant SACRE Committee or be denied membership to SACRE by the Local Authority.



NORTH NORTHAMPTONSHIRE COUNCIL STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION (SACRE)

AGREED SYLLABUS CONFERENCE (ASC)

ROLE AND DUTIES OF THE ASC

The purpose of the ASC is to refresh and consider the Syllabus.

The Local Authority must convene an ASC:

- Where the SACRE Committees A, B or C have required a review of the Agreed Syllabus of the SACRE Constitution; or
- At least every five years.

MEMBERSHIP AND COMPOSITION OF ASC

The composition and membership of the ASC reflects the SACRE committee structure by seeking a representative from each SACRE committee (A-D) to join ASC.

- Christian denominations, other religions and world views (other than the Church of England) (Committee A). This group should reflect the variety of belief systems in North Northamptonshire;
- Church of England (Committee B);
- Teachers, Teaching Assistants (TA's) and Higher Level Teaching Assistants (HLTA's) representatives from professional associations (Committee C); and
- The Local Authority (Committee D).

The ASC shall not formally appoint co-opted members to the ASC but may seek advice from external advisers who may attend any meetings of the ASC or the ASC Committees, to include a diversity of schools in North Northamptonshire.

Representatives should be nominated by the appropriate local faith or belief group. In circumstances where this is not possible, representatives should be nominated by the appropriate national organisations, district, town or city committees, or by a senior member of a local faith community.

In some circumstances it may be appropriate to consult with more than one committee in order to receive a nomination (e.g. where there are no local authority area wide committees)

In circumstances where faith or belief groups have local authority area wide education committees, they should be the nominating group for SACRE/ASC members.

CHAIR

A Chair and Vice Chair will be elected for the life period of the ASC by the ASC Representative Members (from committees A-D) at the first meeting to be held, each Representative Member having one vote.

If there is more than one candidate, the Chair shall be elected following a simple majority vote for each role. In the case of a tied vote, the previous Chair shall have a casting vote.

ASC SUB-COMMITTEES

The ASC may establish sub-committee or 'task and finish' groups to consider specific issues relating to the Agreed Syllabus. Such sub-committees shall have an advisory capacity only and shall not be authorised to make decisions on behalf of the ASC. The terms of reference for each sub-committee shall be prepared by the ASC.

Any sub-committees appointed by the ASC shall each include at least one member of each of the SACRE (A-D) Committees. The ASC may also appoint non-members in an advisory capacity to such subcommittees or task and finish groups.

FUNCTIONS OF THE ASC

The broad role of the ASC is to produce and recommend an Agreed Syllabus for RE which meets legal requirements and is educationally sound. The ASC must comply with its statutory obligations.

The ASC shall consider or reconsider any Agreed Syllabus and may recommend to the Local Authority that the existing syllabus should be continued or can recommend that a new syllabus is adopted.

The ASC may specify what must be taught through the locally agreed syllabus and may give an indication of how much time their syllabus would require in order to help schools plan a teaching timetable.

MEETINGS

The ASC shall meet as required and such meetings shall be open to the public unless, in view of the nature of the business to be transacted or the nature of the proceedings, confidential or exempt information would be disclosed to the public.

Whether information is confidential, or exempt shall be determined in accordance with the Local Authority Constitution's access to information procedure rules.

VOTING PROCEDURES IN THE ASC

Only the four ASC Committees shall be entitled to a vote and each ASC Committee shall have a single vote. Individual ASC Representative Members cannot vote separately.

Any recommendation put forward by the ASC must be unanimous for the recommendation to be adopted by the Local Authority.

ADMINISTRATIVE ARRANGEMENTS

Clerking will be provided by the Local Authority.

DISPUTES AND COMPLAINTS

The SACRE Constitution shall apply to the ASC save for any reference to the 'SACRE' shall be construed as a reference to the 'ASC'.

ALTERATIONS TO THE SACRE AND ASC CONSTITUTION

Any proposal to alter the Constitution of the SACRE or the ASC shall be made at a meeting of the SACRE or the ASC (as the context requires) and shall be approved only by a unanimous vote at the meeting.

The proposal will be considered for adoption by the Local Authority.

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EXECUTIVE 14th September 2023

Report Title	Budget Forecast 2023-24 at Period 4
Report Authors	Janice Gotts, Executive Director of Finance and Performance Janice.gotts@northnorthants.gov.uk
Lead Member	Councillor Lloyd Bunday, Executive Member for Finance and Transformation

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number for exemption from publication under Schedule 12A Local Government Act 1974	

List of Appendices

Appendix A – Savings Schedule

1. Purpose of Report

- 1.1. The revenue budgets (2023/24) and Medium-Term Financial Plans for North Northamptonshire Council for the General Fund and the Housing Revenue Account were approved by Council at its meeting on 23rd February 2023. The purpose of this report is to set out the forecast outturn position for the Council for 2023/24 for the General Fund the Housing Revenue Account and the Dedicated Schools Grant.
- 1.2. This monitoring report sets out the material financial issues identified since the 2023/24 budget was set, based on the income and expenditure as at the end of July 2023 (Period 4) and reflects the views of the Assistant Directors and budget managers within the Directorates.
- 1.3. As part of the ongoing monitoring process, work will continue to examine income and expenditure and activity data, against the available budgets to support the position presented and help to shape the medium-term financial plan.

2. Executive Summary

- 2.1 This report provides commentary on the Council's forecast for the revenue outturn position 2023/24. This is an early indication based on information available as at Period 4 (July 2024) – the forecast position for each of the funds is as follows:
- General Fund - overspend of £7.354m - (Period 3 - £7.847m).
 - Housing Revenue Account – overspend of £16k – (Period 3 – £24k overspend).
 - Dedicated Schools Grant is forecasting a pressure of £4m (Period 3- £0k).
- 2.2 The forecast is based on the emerging data for 2023/24 and the Council will continue to assess and refine the position on a regular basis using the latest intelligence available. The forecast presented in this report is based on the best available data and information of the operations of the Council and represents the view of the Budget Holders and Directors.
- 2.3 In order to help safeguard the financial position of the Council, officers will continue to seek efficiencies in year to offset the forecast overspend. The Council has a contingency budget and reserves available to call on to help fund in-year pressures, however, it will look to achieve alternative mitigations in the first instance.
- 2.4 National factors continue to be challenging and the Council, like its residents and businesses are facing inflationary pressures which impacts on the cost of services with CPI in July 2023 at 6.8%. Alongside this, the Bank of England increased interest rates by 0.25% in August and are now at 5.25%.

3. Recommendations

- 3.1 It is recommended that the Executive:
- a) Note the Council's forecast outturn position for 2023/24 as summarised in Section 4, alongside the further analysis, risks and other considerations as set out in Section 5 to Section 7 of the report.
 - b) Note the assessment of the current deliverability of the 2023/24 savings proposals in **Appendix A**.
 - c) Approve an increase in the gross budget of £471k to be funded from the Homelessness Prevention Grant for Ukraine as set out in paragraph 5.71.
- 3.2 Reason for Recommendations – to note the forecast financial position for 2023/24 as at Period 4 and consider the impact on this year and future years budgets.
- 3.3 Alternative Options Considered: The report focuses on the forecast revenue outturn against budget for 2023/24 and makes recommendations for the

Executive to note the current budgetary position as such there are no specific choices within the report.

4. Report Background

General Fund

- 4.1 The Council's Revenue Budget for 2023/24 was set at the Council meeting on 23rd February 2023. The overall outturn forecast for the General Fund for 2023/24, as at Period 4 is a forecast overspend of £7.354m (Period 3 - £7.847m) against a budget of £336.590m. This is summarised in the Table below.

General Fund Forecast Outturn 2023/24				
Description	Net Budget	Forecast Position 31/03/24	Forecast Variance 31/03/24	Forecast Variance 31/03/24
	£'000	£'000	£'000	%
Net Available Resources	337,072	337,072	0	0.00
Total Corporate Budgets	30,203	25,874	(4,329)	(14.33)
Children & Education	69,693	80,029	10,336	14.83
Adults, Health, Partnerships and Housing	124,542	126,262	1,720	1.38
Public Health & Communities	8,458	8,558	100	1.18
Place & Economy	68,987	68,036	(951)	(1.38)
Enabling & Support Services	35,189	35,667	478	1.36
Total Directorate Budgets	306,869	318,552	11,683	3.81
Total Budget	337,072	344,426	7,354	2.18

Note – Favourable variances are shown in brackets.

- 4.2 The forecast position at Period 4 is an overspend of £7.354m (Period 3 - £7.847m). The following table summarises the overspend.

	Report Ref	Net Budget	P3 Forecast	Movement in Forecast	P4 Forecast	
		£000	£000	£000	£000	%
Children & Education		69,693	10,217	119	10,336	14.83
Assistant Director of Education	5.15	5,401	538	(220)	318	5.89
Commissioning & Partnerships	5.17	1,012	(118)	0	(118)	0.00
Northamptonshire Childrens Trust - NNC Only	5.20	63,280	9,797	339	10,136	16.02
Adults, Health, Partnerships & Housing		124,542	970	750	1,720	1.38
Adult Services	5.34	98,115	0	950	950	0.97
Safeguarding and Wellbeing	5.37	9,136	0	0	0	0.00
Commissioning & Performance	5.39	14,380	970	(200)	770	5.35
Strategic Housing, Development and Property Services	5.41	2,911	0	0	0	0.00
Public Health & Communities		8,458	0	100	100	1.18
Public Health	5.44	0	0	0	0	0.00
Communities	5.47	8,458	0	100	100	1.18
Place & Economy		68,987	(77)	(874)	(951)	0.00
Assets & Environment	5.50	4,226	(305)	(500)	(805)	0.00
Growth and Regeneration	5.52	4,351	488	(202)	286	6.57
Highways & Waste	5.54	57,332	(147)	(172)	(319)	0.00
Regulatory Services	5.56	2,426	(113)	0	(113)	0.00
Directorate Management	5.58	652	0	0	0	0.00
Enabling & Support Services		35,189	443	35	478	1.36
Finance & Performance	5.59	14,814	68	174	242	1.63
Chief Executive's Office	5.61	1,604	34	0	34	2.12
Chief Information Officer	5.63	8,017	282	(14)	268	3.34
Human Resources	5.65	3,666	0	31	31	0.85
Legal & Democratic Services	5.67	5,042	59	(140)	(81)	0.00
Customer Services	5.69	2,046	0	(16)	(16)	0.00
Corporate Costs	5.2	30,203	(3,706)	(623)	(4,329)	0.00
Total		337,072	7,847	(493)	7,354	2.18

Note – Favourable variances are shown in brackets.

- 4.3 The net budget was increased by £482k from £336.590m in Period 2 to £337.072m in Period 3. This reflects the use of the Climate Change reserve to support the development and operation of climate change projects and initiatives which was approved by the Executive at the meeting on 12th July 2023.

Housing Revenue Account

- 4.4 The Housing Revenue Account (HRA) is a separate ring-fenced account within the Council for the income and expenditure associated with its housing stock. The HRA does not directly impact on the Council's wider General Fund budget or on the level of council tax. Income to the HRA is primarily received through the rents and other charges paid by tenants and leaseholders.
- 4.5 Within North Northamptonshire prior to 1st April 2021 there were two HRA accounts, covering the sovereign Councils of Kettering and Corby respectively. As part of the move to a single unitary council for North Northamptonshire, there was a statutory requirement to create a single HRA for the area. Whilst North Northamptonshire Council must only operate one HRA it will, for a period of time, operate two separate Neighbourhood Accounts, these being:
- the Corby Neighbourhood Account - responsible for the stock that was managed by Corby Borough Council and
 - the Kettering Neighbourhood Account - responsible for the stock that was managed by Kettering Borough Council.
- 4.6 The Council's overall outturn forecast for the Housing Revenue Account as at Period 4, is a forecast overspend of £16k (Period 3 - £24k overspend) against the approved budget of £38.752m. This is summarised in the table below and further details are set out in Section 6. It is important to note that this is subject to continual review.

Housing Revenue Account Forecast Outturn 2023/24				
Directorate	Budget			P4 Forecast Variance at 31/03/24 £'000
	Expenditure £'000	Income £'000	Net £'000	
Corby Neighbourhood Account	21,481	(21,481)	0	(2)
Kettering Neighbourhood Account	17,271	(17,271)	0	18
Net Position 2022/23 (under)/over	38,752	(38,752)	0	16

Dedicated Schools Grant

- 4.7 The Dedicated Schools Grant (DSG) is a ringfenced grant allocated to Local Authorities by the government to support a range of education related services.
- 4.8 The Council's overall outturn forecast for the DSG as at Period 4, is a forecast Net Spend of £125.200m against the approved budget of £121.200m, resulting in a pressure of £4m. This is summarised in the table below and further details are set out in Section 7. It is important to note that this is subject to continual review.

Dedicated Schools Grants Forecast Outturn 2023/24					
Block	Gross Budget	Recoupment	Net Budget	Forecast Net Spend	Variance
	£'000	£'000	£'000	£'000	£'000
Schools Block	270,284	222,910	47,374	47,374	0
Central Schools Block	3,287	0	3,287	3,287	0
High Needs Block	57,851	10,853	46,998	50,998	4,000
Early Year Block	23,541	0	23,541	23,541	0
Total	354,963	233,763	121,200	125,200	4,000

National Context

- 4.9 The national, and indeed the global, economy continues to see significant inflationary pressures, with energy prices pushed to record levels, which in turn has contributed to high inflation. The Monetary Policy Committee (MPC) of the Bank of England has taken action to get inflation under control; this in part has resulted in higher interest rates.
- 4.10 The Bank of England increased the Base Rate by 0.25% to 5.25% on the 3rd of August 2023. This was the fourteenth consecutive increase since December 2021 and the rate is at its highest level for 15 years (February 2008 – 5.25%).
- 4.11 The inflation figures for July 2023 are lower than in June 2023. The 12-month CPI figure for July is 6.8% (June 7.9%) and the 12-month RPI figure for July is 9% (June is 10.7%).
- 4.12 Councils like most organisations have experienced the impact of significant price rises, particularly around fuel and energy costs (for example, the street lighting PFI). A number of services are provided under contract, and the Authority is experiencing some pressure from suppliers regarding current arrangements and any new contracts entered in to. As part of the budget setting for 2023/24, the Council included growth to address forecast inflationary increases in light of the position known at the time.
- 4.13 Further risk to Local Government funding comes from the high street as individuals have less disposable income and businesses face higher energy and supply costs. This poses a risk for the Council's future income generation from business rates should businesses cease to trade. It may also see more people seeking to access Council Tax Support and other financial support which could reduce the overall Council Tax yield. The continued increases in interest rates also have an impact on the number of new homes that are being occupied which can also have an adverse impact on the Council Tax yield.
- 4.14 Alongside this there is a recognition that the demand for services may increase which will need to be taken into account as part of financial and service planning.
- 4.15 The context of the national and global economy along with potential changes to the local government financial landscape in the future through reforms are key considerations for the Council as it continues to deliver its services for 2023/24 and will be key considerations in developing the 2024/25 draft budget proposals and the Medium-Term Financial Plan.

5. Overview of Forecast Position 2023/24

Available Resources and Corporate Costs

- 5.1 The Council is responsible for the collection of local taxes (Council Tax and Business Rates). At the end of July 2023 38.60% of Council Tax had been collected (July 2022 – 38.70%). Business Rates collection was 38.79% at the end of July 2023 (July 2022 – 37.44%).

Corporate Resources

- 5.2 The total net budget for Corporate Resources is £30.203m. The composition of the budget together with the forecast variances are shown in the following Table.

Description	Net Budget	P4 Forecast Variance	
		£'000	%
Corporate Contingency	3,746	0	0.00
Minimum Revenue Provision (MRP)	7,970	0	0.00
Pay Contingency	5,708	0	0.00
Pay and Grading Review	2,479	0	0.00
Insurance	600	0	0.00
Treasury	8,830	(4,329)	(49.03)
Bad Debts Provision	870	0	0.00
Total	30,203	(4,329)	(14.33)

- 5.3 The Council's Corporate Contingency Budget for 2023/24 is £3.746m, which represents around 1% of the net budget. The contingency budget is held to meet unknown or unplanned / unbudgeted costs. At this stage the Contingency Budget is currently assumed to be used in full during the year. This will include inflationary and demand pressures as well as helping to offset the potential additional cost of the pay award, as the offer by the employers already exceeds the pay inflation allowed.
- 5.4 The Minimum Revenue Provision (MRP) reflects the minimum amount a Council must charge to the revenue budget each year to set aside a provision for repaying borrowing. This has been calculated as £7.970m which was an increase of £1.538m from 2022/23 and ensures that the provision is aligned to the MRP policy moving into the medium term.
- 5.5 The Council has set aside £5.708m in 2023-24 as a Pay Contingency to allow for annual increments and potential pay changes of 4%, with the final requirement determined by the outcome of pay negotiations, and the cost of increments. This budget will be allocated in 2023-24 once these have been agreed. The Pay award will exceed the budget as the offer by the employers already exceeds the pay inflation allowed. The forecast outturn will be updated following the conclusion of the national pay negotiations.
- 5.6 Additionally, a pressure of £2.479m was included in the 2023-24 budget, which reflected the initial costings for the implementation of the Pay and Grading

review for staff recruited to interim contracts with North Northamptonshire Council, which is predominantly staff that have been appointed since 1st April 2021. Other staff transferred across to the new unitary authority on their existing terms and conditions through TUPE arrangements. The proposals for the new pay and grading structure are yet to be agreed. At this stage the forecast costs are expected to be delivered within budget.

- 5.7 The 2023/24 budget also includes a provision of £600k relating to insurance. This is to help offset the estimated increase in the premium following a review of the future policy requirements. At present this is forecast to be spent at budget level.
- 5.8 The Treasury Management Budget amounts to £8.830m for 2023/24. The composition of the budget and the forecast outturn is as follows:

Description	Net Budget	P4 Forecast Variance
£'000	£'000	£'000
Investment Income	(3,173)	(4,983)
Borrowing Costs	11,273	0
Other Treasury Management costs	730	654
Total	8,830	(4,329)

- 5.9 The movement for investment income reflects the increase in the Bank of England base rate on future investments and is based on an average cash balance of £188m at a weighted average rate of 4.34% for a full year. This offsets the additional pressure of £654k; relating to increased bank charges of £232k, unrealised internal interest income of £267k and recovery of debt management expenses of £155k.
- 5.10 If interest rates remain high over the longer term this will also create risk in relation to acquiring new loans to finance future capital programmes. The current PWLB rate for borrowing over a 30-year period is around 6%, for every £1m borrowed this would be an additional interest payable of £60,000.
- 5.11 There continues to be risks around the overall cash and loan position for North Northamptonshire, not only from a volatile marketplace, but also due to the outstanding legacy audits for 2020/21 and the disaggregation of the opening position from Northamptonshire County Council. Any changes in these risks and balances will be reflected in future forecasts.
- 5.12 The bad debt provision for 2023/24 amounts to £870k – the bad debts position is based on the age of the debt which reflects the risks associated with the collection of the debt. The increase in budget is forecast to be delivered on budget.

Directorate Budgets

- 5.13 This section of the report provides an analysis of the forecast variations against the 2023/24 General Fund for each of the Directorates as set out in the table at paragraph 4.2.

Children's Services Directorate

- 5.14 The budget for Children's and Education Services includes the Commissioning and Partnerships including Northamptonshire Children's Trust and Education Services not funded by the Dedicated Schools Grant (DSG).

Assistant Director of Education

- 5.15 The **Assistant Director of Education** is responsible for all learning, pupil attainment and achievement and school improvement functions. The forecast outturn position for the **Assistant Director of Education** is set out in the following table (Period 3 - £538k).

Assistant Director of Education	£'000
Expenditure	9,764
Income	(4,363)
Net Budget	5,401
Forecast	5,719
Variance	318

- 5.16 The forecast variance relating to the **Assistant Director of Education** is set out in the following Table and explanations for the variances are provided in the table below.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	
1	Employees	8,176	582	7.11
2	Supplies and Services	1,260	(87)	(6.87)
3	Income	(4,363)	(309)	7.08
4	Other budgets	326	132	40.43
	Total	5,399	318	5.89

- 1) The budget pressure within Education Services predominantly relates to staffing costs. The Education Health and Care (EHC) service is continuing to rely heavily on interim workers to fulfil its statutory obligations. This is due to increasing level of need, a high number of vacancies, and backlog of historic assessments. The service has planned to gradually phase out the existing agency staff from July 2023. This will require recruiting and taking the initiative to actively upskill the existing staff to ensure the future needs of children, young people and their families can be met. Whilst there are service areas with substantial amount of savings on salaries, particularly Educational Entitlement (£317k), Governance (£178k), Specialist Support (£303k) and

other service areas (£40k), the salary budget forecast pressure in EHC (£1.42m), results in a net pressure of £582k.

- 2) The forecast underspend for supplies and services of £86k relates to the reduced forecast spend on professional fees and hired services in the Strategic Planning service area (£103k) and other net minor pressures of £17k. The Strategic Planning is one of the service areas contributing to the significant forecast overspend of £582k on salaries. As such, the forecast underspend of £103k will be used to partly mitigate the service's salary budget pressure.
- 3) Income has a forecast net benefit of £89k of which £338k relates to Teachers' Pensions. The budget was set at £468k, while the forecast DSG contribution is £806k. In addition, the School Improvement Monitoring and Brokering grant has now ceased, leaving the service with a pressure of £227k. The Corporate Leadership Team (CLT) has approved a contribution of £220k from the Contain Outbreak Management Fund (COMF) to mitigate pressures staffing pressure within the EHC team who provide support to the most vulnerable Children and Young People. There are other net minor pressures of £21k across the services.
- 4) In respect of the other budget areas there has been an increase in the spend against Educational Psychologist Trainees and the service is anticipating an increased bursaries payment to the respective cohort, resulting in a pressure of £48k. There are other net pressures of £84k relating to internal contributions and recharges that are not practically chargeable since the disaggregation of the budget between the North and the West.

Assistant Director Commissioning and Partnerships

5.17 The **Assistant Director of Commissioning and Partnerships** leads the commissioning functions for Children's services across North Northamptonshire and the contract management of the Northamptonshire Children's Trust and the commissioning of education services. The Children's and Education Services remaining with the Council includes the Intelligent Client Function (ICF) for the Northamptonshire Children's Trust and the Local Authority statutory education functions as follows:

- Education Inclusion
- Education Psychology
- Support for children with Special Educational Needs and Disabilities (SEND)
- School Improvement
- Virtual Schools (lead in the North Northamptonshire Unitary Authority)
- School admissions and school place planning
- Early Education and Child Care

5.18 The forecast outturn position for the **Assistant Director of Commissioning and Partnerships** (excluding the Children's Trust) is set out in the following Table (Period 3 - £118k)

5.21 The forecast variance relating to the **Northamptonshire Children's Trust** is set out in following Table and explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	
1	Third Party Payments	67,645	10,136	14.98
2	Income	(4,365)	0	0.00
	Total	63,280	10,136	16.02

5.22 The Northamptonshire Children's Trust delivers children's social care and targeted early help on behalf of North Northamptonshire Council and West Northamptonshire Council. The councils set the strategic outcomes and priorities and the Trust is responsible for delivering those outcomes. Services provided by the Trust include:

- Targeted early help services to children and families.
- Front door and safeguarding services
- Support and placements for Children in Care
- Support and placements for Disabled Children
- In house fostering and residential provision
- Commissioning of external placements and contracts
- Commissioned legal services and transport for children in care.

5.23 The total contract value for the Children's Trust is £150.938m. The Council's share of this is £66.654m this reflects how the contract sum is split between North Northamptonshire Council (44.16%) and West Northamptonshire Council (55.84%).

5.24 The Children's Trust are forecasting an overspend of £22.954m – this is an increase of £0.768m to that previously reported to the Executive where the forecast pressure was £22.186m. The cost to the Council based on an overspend of £22.954m is £10.136m. If these pressures are not mitigated this will pose a significant financial risk to the Council. The Trust are looking at potential mitigations, however there is a risk that this position could worsen before year end. A key risk is the delivery of the efficiency savings of £7.632m which formed part of the contract sum. At present, the Trust is forecasting that £4.159m of these savings are at risk of non-delivery, this could increase the overall pressure from £22.954m to £27.113m. The following table summarises the contract sum and the forecast variances (excluding the risk on savings).

Description	Contract Sum	Forecast Variance Period 3	Movement	Forecast Variance Period 4	
	£'000	£'000	£'000	£'000	%
Staffing	49,732	1,299	1,000	2,299	4.62
Other non staffing costs	358	0	0	0	0.00
Placements	65,376	20,230	(31)	20,199	30.90
Contracts	5,001	0	0	0	0.00
Children's Homes	3,767	116	(68)	48	1.27
Legal	4,788	511	0	511	10.67
Adoption	7,776	0	(133)	(133)	(1.71)
Transport	2,870	173	0	173	6.03
Other care	6,799	(143)	0	(143)	(2.10)
NCT Central - Other budget	(762)	0	0	0	0.00
Support Services / SLA	5,233	0	0	0	0.00
Total	150,938	22,186	768	22,954	15.21

5.25 The main pressure within the Children's Trust relates to placements for children in care – this amounts to £20.199m and is a favourable movement of £31k to that previously reported. The market and availability of placements remains challenging. The placements budget will continue to remain under pressure as it remains extremely volatile both locally and nationally. The Trust is working on how these pressures can be mitigated this year and how this can be reduced in future years. The following table provides further detail around the pressures from placements.

Description	Contract Sum	Forecast Variance Period 3	Movement	Forecast Variance Period 4	
	£'000	£'000	£'000	£'000	%
In House Fostering	8,532	99	0	99	1.16
Agency Fostering	16,895	2,549	(124)	2,425	14.35
Independent Residential	31,087	5,561	1,473	7,034	22.63
Supported Accommodation	3,400	9,205	(516)	8,689	255.56
18+ Agency Placements	4,400	2,415	(834)	1,581	35.93
Welfare Secure	339	114	0	114	33.63
UASC	3,812	0	0	0	0.00
Remand Secure	300	234	0	234	78.00
Income	(3,389)	53	(30)	23	(0.68)
Total	65,376	20,230	(31)	20,199	30.90

5.26 The contract sum included a pay provision of 4%, this was in line with the provision that both North and West Northamptonshire Council included in their budgets. NCT are not aligned to national pay negotiations and a proposed offer aligned to West Northamptonshire Council would require additional funding of

£1.007m a formal offer is under consideration and the outturn reflects the financial impact should the offer be agreed. The forecast outturn also reflects a pressure of £1m for further staff related costs as the result of the continuation of a specialist staffing team.

- 5.27 The legal services budget remains a challenge with increasing demand and additional inflationary costs in this area. The budget forecast is a projected overspend of £511k this is unchanged to Period 3.
- 5.28 There are also pressures on transport costs of £173k, this is unchanged from Period 3 and is as a result of inflationary pressures above the net contract sum of £2.870m. There is a risk that the inflation on transport costs could be above current levels.
- 5.29 As part of the contract negotiations, it was agreed an amount of £2.243m was included for one off investments – the Council’s share of this was £991k – whilst this is subject to detailed Business Cases being provided from the Trust it is currently forecast that this will be delivered within budget.
- 5.30 The Children’s Trust Budget is monitored in year through regular meetings between officers of both North and West Northamptonshire Councils and the Trust.

Adults, Health Partnerships and Housing

- 5.31 The revenue budget within this section covers Adult Social Services, Health Partnerships and Housing (excluding the HRA).
- 5.32 Under the 2014 Care Act, local authority Adults Services have a responsibility to make sure that people aged over 18 years who live in their areas are provided with personal day to day care (helping people get dressed, washed, going to the bathroom, eating etc) where they cannot do things for themselves or access family support. The service also provides other physical or psychological support to people with disabilities in order to help them live a full life. The overriding responsibility is to keep people safe and protect them from harm or neglect.
- 5.33 Care can take many forms and can be provided directly by the Council, through contracted organisations or families can receive a personal budget to buy suitable care for themselves. Although receiving formal or long-term care is subject to people meeting the Council’s eligibility criteria, the service also has a key responsibility for helping people to stay independent and preventing or delaying the need for care.

Assistant Director of Adult Services

- 5.34 The **Assistant Director of Adult Services** is responsible for the strategic planning, engagement, operational and statutory delivery of Adult Social Care This includes the independent care budgets for all people aged over 18 and the social care and reablement teams. The forecast outturn position for the **Assistant Director of Adult Services** is set out in the following table (Period 2 - £0m)

Assistant Director of Adult Services	£'000
Expenditure	117,552
Income	(19,437)
Net Budget	98,115
Forecast	99,065
Variance	950

5.35 The forecast outturn relating to the **Assistant Director of Adult Services** is set out in the following table. The overspend assumes all savings detailed in **Appendix A** are achieved in year. These savings will continue to be tracked, and any impact of the achievability will form part of future reports. No variance was reported in Period 3.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	
1	Employees	8,459	0	0.00
2	Third Party payments	94,231	950	1.01
3	Transfer Payments	14,258	0	0.00
4	Income	(19,437)	0	0.00
5	Other budgets	604	0	0.00
	Total	98,115	950	0.97

- 1) The employee related costs are currently forecast to be delivered on budget.
- 2) The main areas of spend in relation to Third Party Payments are in respect of independent care spend including Residential and nursing care for both 65+ year old and the 18-64 years old clients.

The service is seeing a significant increase in service demand. Client numbers have increased since April 2022 by 25% in the 65+ cohort and 15% in the 18-64 cohort with similar costs to existing cohorts. Previously there had been 14 years of stable demand in the 65+ cohort so this level of increase is unprecedented.

During 2022-23 the council received an additional £6m of one-off funding which mitigated the pressures of this increased demand, however there are currently no indications that there will be further grant funding that will offset this growth.

Thackley Green transferred on 1st July 2023 and is still in the transition stage and not yet a full capacity. This will result in additional independent care costs in the short term but will generate savings in future years.

As of August 2023, increased spend controls are being introduced within adult social care to aim to mitigate the increased demand, however it is prudent to highlight a negative movement in forecast as a result of this demand. It is important to note that whilst an additional £950k risk is being forecasted for P4, the financial risk is higher, however this is after mitigations

applied across the directorate these mitigations and interventions will be closely monitored.

- 3) The transfer payments relate to direct payments these costs are currently forecast to be delivered on budget.
- 4) The main areas of income include client contributions to care costs. This is forecast to be delivered on budget.
- 5) The main area of spend shown as Other include client transport and other support costs this is forecasted to be delivered on budget.

5.36 Due to the volatile nature of the Adults Social Care budget, there may be emerging risks whilst we progress through the financial year. This may include an unexpected increase in demand during the winter period, e.g., an increase in flu and other respiratory diseases, unexpected provider failures, additional pressures from acute hospitals, changes in caselaw and adverse weather. Mitigations would be sought to manage these pressures including, in exceptional circumstances, the use of reserves. This is an area the Council will continue to monitor closely.

Assistant Director of Safeguarding and Wellbeing

5.37 The **Assistant Director of Safeguarding and Wellbeing** is responsible for the strategic planning, engagement, operational and statutory delivery of key services for Adult Social Care. This includes ensuring services, practice and standards meet statutory requirements and that all professionals work together to deliver Making Safeguarding Personal to promote and secure the safety of local residents. The forecast outturn position for the **Assistant Director of Safeguarding and Wellbeing** is set out in the following table (Period 3 - £0k).

Assistant Director of Safeguarding and Wellbeing	£'000
Expenditure	10,130
Income	(994)
Net Budget	9,136
Forecast	9,136
Variance	0

5.38 The forecast outturn relating to the **Assistant Director of Safeguarding and Wellbeing** is set out in the following table. The forecast at Period 4 assumes that this will be delivered on budget and that the savings detailed in **Appendix A** are achieved in year. These savings will continue to be tracked, and any impact of the achievability will form part of future reports.

Description	Budget	Forecast Variance	
		£'000	%
Employees	8,884	0	0.00
Premise	396	0	0.00
Transport	324	0	0.00
Supplies and Services	526	0	0.00
Income	(994)	0	0.00
Total	9,136	0	0.00

Assistant Director of Commissioning and Performance

- 5.39 The **Assistant Director of Commissioning and Performance** is responsible for ensuring services, practice and standards meet statutory requirements and includes the commissioning and monitoring of Adults Social Care external contract. The forecast outturn position for the **Assistant Director of Commissioning and Performance** is set out in the following table (Period 3-£970k).

Assistant Director of Commissioning and Performance	£'000
Expenditure	24,945
Income	(10,565)
Net Budget	14,380
Forecast	15,150
Variance	770

- 5.40 The forecast variance relating to the **Assistant Director Commissioning and Performance** is set out in following table and explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
1	Employees	4,065	0	0.00
2	Third party Payments	19,564	770	3.94
3	Income	(10,565)	0	0.00
4	Other	1,316	0	0.00
	Total	14,380	770	5.35

- 1) The employee related costs are currently forecast to be delivered on budget.
- 2) The main areas of spend in relation to Third Party Payments are in respect of Better Care fund expenditure and the PPP Shaw contract.

The annual budget for the PPP Shaw contract which is for the provision of six residential care homes across North Northamptonshire for the over 65s is £9.8m. There is a forecast pressure of £970k (9.8%) in relation to this

contract. At the time the budget was set it was assumed that the inflationary increase would be £234k this was based on previous trends. The actual increase was based on average weekly earnings up to March 2023. This has been partly mitigated by £200k by delivering other contractual efficiencies.

- 3) The main income sources are the Improved Better Care Fund (£6.8m) and Client Contributions from PPP and Block purchased care provision (£1.4m). Other income sources assistive technology pool contribution of £747k, this is forecast to be delivered on budget.
- 4) Other costs amount to £1.316m and is primarily made up of Community Equipment spend, this is forecast to be delivered on budget.

Assistant Director Strategic Housing, Development and Property Services

5.41 The **Assistant Director Strategic Housing, Development and Property Services** provides strategic direction and leadership for the delivery of the Housing Service and housing management, this includes support for homeless people. The forecast outturn position for the **Assistant Director Strategic Housing, Development and Property Services** set out in the following table (Period 3 - £0k).

Assistant Director Strategic Housing, Development and Property Services	£'000
Expenditure	6,751
Income	(3,840)
Net Budget	2,911
Forecast	2,911
Variance	0

5.42 The forecast outturn relating to the Assistant Director **Strategic Housing, Development and Property Services** is set out in the following table. The forecast at Period 2 assumes that the service will be delivered on budget and that any savings detailed in **Appendix A** are achieved in year. Savings will continue to be tracked and changes to the deliverability will form part of future reports.

Description	Budget	Forecast Variance	
		£'000	%
	£'000	£'000	
Employees	2,735	0	0.00
Premises	203	0	0.00
Supplies and Services	3,479	0	0.00
Income	(3,840)	0	0.00
Other	334	0	0.00
Total	2,911	0	0.00

5.43 All services across Adults, Health Partnerships and Housing undertake regular budget monitoring, track fluctuations in spend, and work to identify additional

efficiencies and savings to either mitigate forecasted overspends within the directorate or to contribute to the overall corporate position in year of the Council. Ongoing work continues to identify any further efficiencies, savings or income that can be identified to improve the overall position in-year, to set budgets for the following year, and in contributing to the medium-term financial strategy.

Public Health and Communities

5.44 The **Director of Public Health and Wellbeing** is a statutory officer and the principal adviser on all health matters to elected members, officers, and partners, with a leadership role spanning health improvement, health protection and healthcare public health. This includes delivering core public health services in line with grant funding and statutory requirements.

5.45 The grant is ringfenced and any variances will result in a movement to or from reserves ensuring that all grant conditions are met.

Director of Public Health and Wellbeing	£'000
Expenditure	26,312
Income	(26,312)
Net Budget	0
Forecast	0
Variance	0

5.46 The forecast outturn relating to the **Director of Public Health and Wellbeing** is set out in following Table.

Description	Budget	Forecast Variance	
		£'000	%
£'000	£'000	£'000	%
Employees	4,753	0	0.00
Supplies & Services	3,709	0	0.00
Support Costs	1,240	0	0.00
Third Party Payments	16,492	0	0.00
Income	(26,312)	0	0.00
Other	118	0	0.00
Total	0	0	0.00

Assistant Director Communities and Leisure

5.47 The **Assistant Director Communities and Leisure** includes libraries, cultural facilities (such as museums, theatres, art galleries and heritage sites), sports and leisure facilities (such as swimming pools, tennis courts, golf, playing pitches, indoor courts/sports halls etc), archaeological archiving and activities and access to parks and open spaces for play and recreation. The Service is also responsible for community grants as well as providing education and outreach services and advice and support, encouraging physical and mental wellbeing of residents through sport and leisure-based activities The forecast

outturn position for the **Assistant Director Communities and Leisure** is set out in the following Table (Period 3 - £0k)

Assistant Director Communities and Leisure	£'000
Expenditure	17,352
Income	(8,894)
Net Budget	8,458
Forecast	8,558
Variance	100

5.48 The forecast outturn relating to the **Assistant Director of Communities and Leisure** is set out in following table and explanations for the variances are provided in the paragraphs that follow.

Description	Budget	Forecast Variance	
		£'000	%
	£'000	£'000	%
Employees	7,018	0	0.00
Premises	3,056	0	0.00
Supplies & Services	4,132	100	2.42
Third Party Payments	3,698	0	0.00
Income	(8,894)	0	0.00
Internal income	(680)	0	0.00
Other costs	128		
Total	8,458	100	1.18

- 1) The employee related costs are currently forecast to be delivered on budget.
- 2) The premises related costs are currently forecast to be delivered on budget.
- 3) The supplies and services costs are currently forecasting a pressure of £100k this is due to contractual increases. The service is continuing to look at how these costs can be mitigated.
- 4) The third-party payments are mainly made up of £2.893m for payments for the Ukraine resettlement programme these are currently forecasted to delivered on budget.
- 5) The main areas of income include £4.982m of grant income and £2.66m relating to fees and charges. This is forecast to be delivered on budget.
- 6) Other costs are forecast to be delivered on budget.

Place and Economy Directorate

5.49 The Place and Economy budget covers the following four functional areas plus Management Costs:

- Assets and Environment
- Growth and Regeneration

- Highways and Waste
- Regulatory Services

Assistant Director Assets and Environment

5.50 The **Assistant Director Assets and Environment**, includes Facilities Management, Property Estate Management, Energy and Fleet Management, Grounds Maintenance, Parks and Open Spaces and On and Off-street parking enforcement. It also includes Asset and Capital Management of the Council's corporate assets and capital programmes, together with the effective management of the Council's strategic assets and landholdings. Key income and cost drivers include parking income, number of visitors to country parks and open space, demand for commercial rental spaces, use of corporate workspaces and use of energy. The forecast outturn position for the **Assistant Director of Assets and Environment** is set out in the following table (Period 3 - £305k).

Assistant Director Assets and Environment	£'000
Expenditure	26,125
Income	(21,899)
Net Budget	4,226
Forecast	3,421
Variance	(805)

5.51 The forecast variance relating to the **Assistant Director Assets and Environment** is set out in following Table and explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
			£'000	
		£'000		
1	Employees	10,320	(310)	(3.00)
2	Premises	9,276	(330)	(3.56)
3	Transport	4,961	(219)	(4.41)
4	Supplies and Services	1,966	150	7.63
5	Third Party Payments	1,026	(66)	(6.43)
6	Income	(21,899)	(71)	0.32
7	Other	(1,424)	41	(2.88)
	Total	4,226	(805)	(19.05)

- 1) The underspend of £310k (3%) against Employees relates to staff underspends from vacant posts due to ongoing work on restructures. Work is underway to recruit to posts through the restructure during 2023/24.
- 2) The main areas of spend within Premises are Business Rates (£1.565m), Utilities (£3.426m), Building Repairs and Maintenance (£1.522m), Rents and Services Charges (£985k), Building cleaning (£607k) and other premises costs of £1.177m.

There is a pressure of £150k (9.8%) which relates to the increased repairs and maintenance work required across the asset portfolio to maintain them at an acceptable standard. Other minor pressures amount to £20k.

There is a saving of £500k which relates to an underspend against Utilities across the service. The Utility contracts are currently under review to ensure the best tariffs are utilised.

- 3) The main areas of spend within Transport relates to Vehicle leasing (£2.918m), Fuel (£1.373m) and other transport costs of £676k.

There is a saving of £219k (15.9%) based on the current cost of fuel being lower than anticipated and reflects the reduction in the cost of fuel.

- 4) There is a pressure of £150k (56% of the £265k Equipment and Tools Budget) within Supplies and Services which relates to the maintenance of play equipment (£75k) and carbon reduction initiatives for electric vehicle charge points (£75k).

- 5) There is a saving of £66k which predominately relates to a £44k management fee saving for business centres operated by the council, with other minor favourable variations of £22k.

- 6) The main income sources are Rent and Leases (£17.217m), Parking Income (£1.680m) and various other forms of income amounting to £2.967m.

There is a pressure of £86k relating to external income that the Council had budgeted to receive to fund posts for projects such as Corby Town Funds. This pressure is offset by additional grant funding received for tree maintenance within Environment Services of £116k (51% of £226k Grants budget) and additional income from rent reviews of £99k. There are other minor pressures amounting to £58k.

- 7) Other minor net pressures amount to £41k.

Assistant Director Growth and Regeneration

- 5.52 The **Assistant Director Growth and Regeneration** includes Planning Services, Economic Development, Growth and infrastructure, Regeneration, Digital Infrastructure, Climate Change and Flood and Water Management. Key income/costs drivers include local demand and volume of Planning services, including major development fees, availability of Planning resources e.g., Surveyors and demand for economic activities. The forecast outturn position for the **Assistant Director of Growth and Regeneration** is set out in the following Table (Period 3 - £488k).

Assistant Director Growth and Regeneration	£'000
Expenditure	9,208
Income	(4,857)
Net Budget	4,351
Forecast	4,637
Variance	286

5.53 The forecast variance relating to the **Assistant Director Growth & Regeneration** is set out in following Table. Explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
		£'000	£'000	%
1	Employees	6,068	242	3.99
2	Supplies and Services	2,991	225	7.52
3	Income	(4,857)	(155)	3.19
4	Other	149	(26)	(17.45)
	Total	4,351	286	6.57

- 1) There is a pressure of £242k (4%) within Employees which relates to agency costs to cover vacant posts, which are predominantly covering vacancies due to the restructure of the service and challenges with recruiting hard to fill posts, particularly in the Planning Management and Flood & Water Management Teams. Work is underway to recruit to these posts following the restructure in 2023/24.
- 2) There is a pressure of £225k within Supplies and Services. This variance relates to professional and legal fees associated with appeals and judicial reviews within Planning Management and Enforcement. The budget amounts to £152k and results in a pressure of around 148%
- 3) The main income sources are Planning Income (£2.773m) and other income which amounts to £616k. There is currently additional income of £155k (5.5%) forecast for planning income based on received and forecasted income for the financial year. The additional income relates to a couple of major applications received in Period 4.

The Department for Levelling Up, Housing and Communities responded to its consultation on increasing planning fees and performance which will result in an increase to Fees and Charges relating to Planning applications from 1st October 2023. This has been projected into the forecast for 2023/24. It should be noted that the forecast for the remaining year is influenced by the result of the current economy, with both inflationary cost increases and an increased cost of borrowing detrimentally affecting investment in development.

- 4) There are minor savings amounting to £26k.

Assistant Director Highways and Waste

5.54 The **Assistant Director for Highways and Waste** includes street cleaning, waste and recycling collections and disposals, including the household waste and recycling centres and Transport Management. The highways services maintain the extensive network of public roads, footpaths, and rights of way, including highway related infrastructure such as streetlights, traffic signals, bridges, gullies, and highway trees. Services also include School Transport and Concessionary fares. Key cost drivers include the tonnes of waste materials collected from households, businesses, and litter bins for recycling and disposal, variations to costs per tonnage, investment on various highway assets, as well as the impact of extreme weather conditions, school age population for school transport and the agility of the older population for concessionary fares. The forecast outturn position for the **Assistant Director of Highways and Waste** is set out in the following Table (Period 3 - £147k).

Assistant Director Highways and Waste	£'000
Expenditure	67,130
Income	(9,798)
Net Budget	57,332
Forecast	57,013
Variance	(319)

5.55 The forecast variance relating to the **Assistant Director for Highways and Waste** is set out in following Table. Explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
		£'000	£'000	%
1	Employees	9,803	62	0.63
2	Supplies and Services	7,768	16	0.20
3	Transport	21,666	(381)	(1.76)
4	Third Party Payments	28,723	87	0.30
5	Income	(9,798)	(127)	1.30
6	Other	(831)	24	(2.89)
	Total	57,332	(319)	(0.56)

- 1) There is a pressure on Employees of £62k relating to agency costs within Highways services for interim cover whilst work is carried out to recruit to posts and complete the Waste procurement project.
- 2) There is a minor pressure of £16k within Supplies and Services.
- 3) The main areas of spend within Transport relate to contract payments for Home to School Transport, Social Care Transport and Concessionary payments to transport operators.

The Department for Transport had requested that authorities continue to reimburse bus operators based on the average number of journeys in the

winter months prior to the COVID-19 outbreak (December 2019 to February 2020).

The alternative is that the Council reverts to paying bus operators on the actual number of journeys. Reimbursing bus operators based on the average rather than the actual usage is estimated to be between £500k and £700k higher. The Council's support to the bus industry helps safeguard local bus services for residents throughout the pandemic and during the recovery period. The forecast underspend is £373k (13% of £2.868m Concessions budget).

The DFT are rebasing the reimbursement methodology for 2024/25 and announcements around this will be made later this year.

Other minor savings amount to £8k.

- 4) The main areas of spend relate to Waste Disposal (£17.470m), Street Lighting (£6.638m) and Highways Maintenance (£4.157m) and other third-party payments of £1.757m. These are currently forecast to come in on budget. There are budgetary challenges with regard to Highways Maintenance and the increased requirement for repairs due to the deterioration of the highway network, together with the effect of inflation on the cost of services. Work is ongoing to identify how the service can be delivered differently in order to remain within the allocated budget; this may require a change in approach to maintaining the highways network.

There is a of £87k pressure relating to the Waste disposal due to increased tonnage levels.

- 5) There is a variance of £20k within income which relates to the Garden Waste subscription service performing better than initially predicted. It is worth noting that whilst subscriptions have gone up the associated costs to deliver the service have also increased.

There is also additional income of £107k (34% of £307k Highways income budget) for Highways regulations and investigation searches arising because of higher-than-expected residential developments coming forwards, house sales and utility works.

- 6) Other minor pressures amount to £24k.

Assistant Director Regulatory Services

- 5.56 The **Assistant Director Regulatory Services** includes Bereavement Services, Building Control, Emergency Planning, Environmental Health, Trading Standards, and the Travellers Unit. The main income and cost drivers include the local economy and market for Building Control income, age/morbidity demographic rate for bereavement services (burials and cremations), public health demand for Environmental Health services, and legal/statutory obligations for building regulations and licensing. The forecast outturn position for the **Assistant Director of Regulatory Services** is set out in the following table (Period 3 - £113k).

Assistant Director Regulatory Services	£'000
Expenditure	6,854
Income	(4,428)
Net Budget	2,426
Forecast	2,313
Variance	(113)

5.57 The forecast variance relating to the **Assistant Director Regulatory Services** is set out in following Table. Explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
			£'000	%
1	Employees	5,186	(146)	(2.82)
2	Premises	690	26	3.77
3	Income	(4,428)	15	(0.34)
4	Other	978	(8)	(0.82)
	Total	2,426	(113)	(4.66)

1) There is an underspend of £146k (2.8%) within Employees relating to salary savings which is offsetting the pressure on agency costs to support service delivery across Regulatory Services pending the restructuring of the service during 2023/24. An MTFP saving for 2023/24 of £185k for the restructure within Regulatory Services was approved of which £95k has been identified, leaving a pressure of £90k which will be covered by vacancies across the service. Work is currently being undertaken within the service area to deliver the saving.

2) The main areas of spend relate to Grounds Maintenance (£266k), Business Rates (£135k), Utilities (£213k) and other premises costs of £76k.

There are minor pressures of £26k within premises relating to increased business rates and utility pressures in Bereavement Services.

3) The main income sources are Bereavement Services (£2.226m), Building Control Income (£1m), Licensing Income (£936k), other minor income sources which amount to £266k.

The overall income forecast is a pressure of £15k. The forecast outturn for income from Bereavement Services is £111k higher than budget this is reflective of the 2022/23 outturn and activity levels remain similar to 2023/24. This is offset by a pressure on Building Control Income where income levels are forecast to be £126k lower than budget with the forecast being based on 2022/23 activity levels. Other forms of income are forecast to be delivered on budget.

4) There are minor net savings amounting to £8k.

Place and Economy Management

- 5.58 This area includes the management costs for the Place and Economy Directorate and is forecast to be on budget (Period 3 - £0k).

Directorate Management	£'000
Expenditure	652
Income	0
Net Budget	652
Forecast	652
Variance	0

Enabling & Support Services

Finance, Performance, Procurement and Revenues and Benefits Service

- 5.59 The **Finance, Performance and Procurement Service** is responsible for leading the management, development, performance and continuous improvement of all Finance, Audit and Risk services and leading on, all aspects of procurement delivery, category management, commissioning and contract management within the Council. The **Revenue and Benefits Service** is responsible for the collection of both Council Tax and Business Rates and in assessing, awarding and payments of benefits. The forecast outturn position for **Finance, Performance, Procurement and Revenues and Benefits Service** for is set out in the following Table (Period 3 - £68k).

Finance, Performance, Procurement and Revenue and Benefits Service	£'000
Expenditure	83,605
Income	(68,791)
Net Budget	14,814
Forecast	15,056
Variance	242

- 5.60 The forecast variance relating to the **Finance, Performance, Procurement and Revenues and Benefits Service** is set out in following Table. Explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	%
1	Employees	16,083	(112)	(0.70)
2	Supplies & Services	2,403	300	12.48
3	Transfer Payments	64,711	0	0.00
4	Other	408	(31)	(7.60)
5	Income	(68,791)	85	(0.12)
	Total	14,814	242	1.63

- 1) Employees is forecast to be delivered under budget by £112k (Period 3 - £0k) due to staff savings within the procurement team.
- 2) Within Supplies and Services, the main areas of spend are Audit fees (£848k) and Insurance premiums (£1.140m). There are forecast pressures of £300k relating to an increase in Insurance premiums (Period 3 - £0k).
- 3) Transfer Payments relate to Housing Benefit payments, which are forecast to be delivered on budget.
- 4) Amounts shown within Other costs are largely payments to the lead authority board (£619k) for shared services provided to the Council. There is a forecast net saving of £31k (Period 3 - £53k pressure). This is due to a pressure in the Account Payable and Accounts Receivable functions (£85k) being offset by savings on payments to other authorities and historic LGSS inter-authority charge budgets (£116k).
- 5) The main areas of income are Housing Benefit Subsidy and income received from the government to cover the costs of collecting NNDR & Council Tax income. There is a forecast pressure of £85k (Period 3 - £15k) arising from legacy income targets, which are not achievable.

Chief Executive's Office

- 5.61 The functions managed through the **Chief Executive's Office** include the Chief Executive, the Assistant Chief Executive, Executive Support, Communications, Consultation, Engagement and Corporate Equalities, Print Room and the Web Team. The service supports teams across the authority, providing leadership and strategic direction to secure a cohesive and coordinated approach to the delivery of improved organisation-wide service provision, resource allocation and prioritisation. The forecast outturn position for the **Chief Executive's Office** is set out in the following Table (Period 3 - £34k).

Chief Executive's Office	£'000
Expenditure	1,631
Income	(27)
Net Budget	1,604
Forecast	1,638
Variance	34

- 5.62 The forecast variance relating to the Chief Executive's Office is set out in following Table. Explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	%
1	Employees	2,051	0	0.00
2	Supplies & Services	442	34	7.69
3	Other	(862)	0	0.00
4	Income	(27)	0	0.00
	Total	1,604	34	0.02

- 1) Employee related costs are expected to be delivered on budget.
- 2) The main areas of spend within Supplies and Services are printing and postage costs for the corporate print and post rooms. The pressure is, however, due to inflationary increases in corporate subscriptions (£18k) and other minor pressures (£16k). This is unchanged from Period 3.
- 3) 'Other' spend relates to internal recharges.
- 4) The income budget relates to printing on behalf of third-party organisations and is forecast to be delivered on budget.

Chief Information Officer

- 5.63 The **Chief Information Officer** is responsible for the delivery of efficient and effective management of all aspects of IT operations, Digital, IT programmes of work, IT commercial contracts and supplier relationships, IT Service delivery teams and for transforming the IT and Digital Services team. This includes managing IT services provided by West Northamptonshire Council. The forecast outturn position for the **Chief Information Officer** is set out in the following Table (Period 3 - £282k).

Chief Information Officer	£'000
Expenditure	8,019
Income	(2)
Net Budget	8,017
Forecast	8,285
Variance	268

- 5.64 The forecast variance relating to the **Chief Information Officer** is set out in following Table and explanations for the variances are provided below the Table.

Description	Budget	Forecast Variance	
		£'000	%
Employees	1,855	177	9.54
Supplies & Services	3,090	0	0.00
Third Party Payments	3,682	91	2.47
Other	(610)	0	0.00
Total	8,017	268	3.34

- 1) Employee costs are forecast as a pressure of £177k (Period 3 - £191k). This includes a pressure of £91k which relates to costs that were previously capitalised. These costs can no longer be treated as capital where the system is Cloud based, as this is a revenue cost. A further £169k relates to agency costs and these are partially offset by forecast savings from vacant posts of £83k.
- 2) The main areas of spend in Supplies and Services are software license costs, data line rental and telephone costs. These are expected to be delivered on budget.
- 3) Third Party Payments relate to the shared IT service with WNC. The pressure reflects estimated inflationary increases from the Service Level Agreement (SLA) with WNC which amounts to £91k (Period 3 £91k). Detailed work is ongoing to identify and evaluate other pressures within the WNC IT SLA.
- 4) 'Other' relates to internal income recharges and these are forecast to be delivered on budget.

Customer and Governance

Assistant Director of Human Resources

- 5.65 The **Assistant Director of Human Resources** is responsible for the leadership, development and implementation of relevant strategies for the area and council, enabling the delivery of corporate HR priorities, including HR Advisory, Workforce Planning & Development, Learning & Development and Health & Safety. The forecast outturn position for the **Assistant Director of Human Resources** is set out in the following Table (Period 3 - £0k).

Assistant Director of Human Resources	£'000
Expenditure	5,203
Income	(1,537)
Net Budget	3,666
Forecast	3,697
Variance	31

- 5.66 The forecast outturn relating to the **Assistant Director of Human Resources** is set out in following Table:

Ref	Description	Budget £'000	Forecast Variance	
			£'000	%
1	Employees	4,934	0	0.00
3	Supplies & Services	504	31	6.15
4	Third Party Payments	418	0	0.00
4	Other	(653)	0	0.00
5	Income	(1,537)	0	0.00
	Total	3,666	31	0.85

- 1) Employee related costs are expected to be delivered on budget.
- 2) The main areas of spend in Supplies and Services arise from work on the Pay & Grading project (£100k) and IKEN licences (£91k). While these are forecast to be delivered on budget, there is a forecast pressure of £31k from an increased demand for learning and development within the Adults Directorate.
- 3) The main area of spend in Third Party payments is the recharge from WNC for the shared Payroll function.
- 4) 'Other' relates to support service recharges. These are expected to be delivered on budget.
- 5) The main areas of income relate to the Inter Authority Agreements (IAA) with WNC and NCT. These are expected to be delivered on budget.

Assistant Director of Legal and Democratic Services

5.67 The **Assistant Director of Legal and Democratic Services** is responsible for developing and delivering a strong governance and ethical framework and is responsible for contract management of the legal services provided through Pathfinder Law and the management of the internal Legal Services Team, Democratic & Election Services, FOI & Data Governance and Registration and the & Coroners Services. The forecast outturn position for the **Assistant Director of Legal and Democratic Services** is set out in the following Table (Period 3 - £59k).

Assistant Director of Legal and Democratic	£'000
Expenditure	5,938
Income	(896)
Net Budget	5,042
Forecast	4,961
Variance	(81)

5.68 The forecast variance relating to the **Assistant Director of Legal Services** is set out in the following Table and explanations for the variances are provided below the Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	
1	Employees	3,705	(185)	(4.99)
3	Supplies & Services	1,962	(12)	(0.61)
3	Third Party Payments	762	100	13.12
4	Other	(491)	16	(3.26)
5	Income	(896)	0	0.00
	Total	5,042	(81)	(1.61)

- 1) The forecast underspend on the Employees budget (£185k) is due to vacancies (£943k), which is partially offset by the use of agency staff (£758k).
- 2) The main areas of expenditure within Supplies and Services are members allowances, ward initiative funds and external legal fees. There are minor forecast savings of £12k (Period 3 - £0k).
- 3) The main area of spend within Third Party Payments is the shared coroners service with WNC, where there is a forecast pressure of £100k (Period 3 - £59k). This is as a result of a change in supplier for lab work due to performance issues, which has resulted in higher contract costs.
- 4) 'Other' relates mainly to support service recharges, members travel expenses and staff mileage. There is a forecast pressure of £16k (P3 no variance) relating to a series of minor items.
- 5) The main areas of income are Legal fees (£200k) and Registration fees (£630k). There are also other minor income sources within the service amounting to £66k. These are forecast to come in on budget.

Assistant Director of Customer Services

- 5.69 The **Assistant Director of Customer Services** is responsible for leading and implementing the transformation and aggregation of all the Customer Service and Complaints teams and for setting the key priorities and direction for Customer Services and Complaints in line with the corporate plan. The role is also responsible for the leadership, development and implementation of customer and digital strategies for the council, to deliver an improved customer experience and the administration of the 'Blue Badges' parking scheme. The forecast outturn position for the **Assistant Director of Customer Services** is set out in the following Table (Period 3 - £0k).

Assistant Director Customer Services	£'000
Expenditure	2,154
Income	(108)
Net Budget	2,046
Forecast	2,030
Variance	(16)

5.70 The forecast outturn relating to the **Assistant Director of Customer Services** is set out in the following Table.

Ref	Description	Budget	Forecast Variance	
			£'000	%
		£'000	£'000	
1	Employees	2,862	0	0.00
2	Supplies & Services	159	(16)	(10.06)
3	Other	(867)	0	0.00
4	Income	(108)	0	0.00
	Total	2,046	(16)	(0.78)

- 1) Employees costs are expected to be delivered on budget.
- 2) The main area of spend within Supplies and Services relates to the issuing of Blue badges (£70k). There is a saving of £16k (Period 3 - £0k) arising from a series of minor budgets across Supplies & Services.
- 3) 'Other' budgets are internal recharges and are expected to be delivered on budget.
- 4) The income budget relates to the issuing of blue badges (£80k) and rent from the NHS Phlebotomy unit in the Kettering Offices (£28k). These are anticipated to be delivered on budget.

5.71 A Homelessness Prevention Grant – Homes for Ukraine Funding Top Up Grant has been awarded to local authorities. The purpose of the grant is to provide support to authorities in maximising wider prevention of homelessness activities and reducing reliance upon temporary accommodation in the current financial year. The Council's allocation is £471,928 which represents around 0.43% of the national allocation of £109m. Members are asked to approve the inclusion of this funding and additional expenditure.

6 Housing Revenue Account

6.1 Within North Northamptonshire prior to 1st April 2021 there were two HRA accounts, covering the sovereign Councils of Kettering and Corby respectively. As part of the move to a single unitary council for North Northamptonshire, there was a statutory requirement to create a single HRA for the area. Whilst North Northamptonshire Council must only operate one HRA it will, for a period of time, operate two separate Neighbourhood Accounts (Corby Neighbourhood Account and the Kettering Neighbourhood Account).

Corby Neighbourhood Account

6.2 The forecast position for the Corby Neighbourhood Account at the end of Period 4 shows an underspend of £2k (Period 3 - £8k underspend). This is summarised in the following Table:

Corby Neighbourhood Account			
	Current Budget 2023/24	Projection P4 2023/24	Forecast Variance
	£000	£000	£000
INCOME			
Rents - Dwellings Only	20,692	20,684	8
Service Charges	641	607	34
HRA Investment Income	148	148	0
Total Income	21,481	21,439	42
EXPENDITURE			
Repairs and Maintenance	6,440	6,440	0
General Management	5,438	5,438	0
HRA Self Financing	2,125	2,125	0
Revenue Contribution to Capital	4,875	4,875	0
Transfer To / (From) Reserves	807	807	0
Special Services	1,014	1,014	0
Other	782	738	(44)
Total Expenditure	21,481	21,437	(44)
Net Operating Expenditure	0	(2)	(2)

- 6.3 The forecast position for rental income from dwellings at Period 4 is £8k lower than budget – a rent gain of £68k is a result of the Right to Buy Sales being 15 less than the budgeted amount of 50 in 2022/23, resulting in a higher number of dwellings on 1st April 2023 resulting in a higher rental yield. RTB sales were budgeted at 50 the current forecast is 45 which results in a rent gain of £11k being the part year effect from RTB sales. The reduction is in part from the current economic climate and the increased costs in borrowing, however, this is reduced by a shortfall of £87k due to lost income from a higher void rate. The number of sales and void rates are areas that will be closely monitored during the course of the year.
- 6.4 The pressure on income from Service Charges is £34k this is a result of a £19k increase in the budget not being realised and £15k of optional emergency alarm charges not being taken up in the sheltered schemes.
- 6.5 The forecast position for Period 4 includes a reduction in expenditure of £44k (Period 3 - £44k) - this is as a result of the contribution to the Bad Debts provision being lower than budget - owing to improved collection rates resulting in a lower level of rent arrears.
- 6.6 The Council made provision for a 4% pay award in 2023-24 the Pay award will exceed the budget as the offer by the employers already exceeds the pay inflation allowed. The forecast outturn will be updated following the conclusion of the national pay negotiations and any additional pressures up to £66k would initially be funded from the contingency budget.

Kettering Neighbourhood Account

- 6.7 The forecast position for the Kettering Neighbourhood Account at the end of Period 4 shows an overspend of £18k (Period 3 - £32k overspend). This is summarised in the following Table:

Kettering Neighbourhood Account			
	Current Budget 2023/24	Projection P4 2023/24	Forecast Variance
	£000	£000	£000
INCOME			
Rents - Dwellings Only	16,763	16,735	28
Service Charges	487	447	40
HRA Investment Income	21	21	0
Total Income	17,271	17,203	68
EXPENDITURE			
Repairs and Maintenance	4,632	4,632	0
General Management	2,988	2,988	0
HRA Self Financing	4,986	4,986	0
Revenue Contribution to Capital	3,268	3,268	0
Transfer To / (From) Reserves	(565)	(565)	0
Special Services	1,257	1,257	0
Other	705	655	(50)
Total Expenditure	17,271	17,221	(50)
Net Operating Expenditure	0	18	18

- 6.8 The forecast position for rental income from dwellings at Period 4 is £28k lower than budget – a rent gain of £67k is a result of the Right to Buy Sales being 14 less than the budgeted amount of 30 in 2022/23, resulting in a higher number of dwellings on 1st April 2023 resulting in a higher rental yield. RTB sales were budgeted at 30 the current forecast is 20 which results in a rent gain of £24k being the part year effect from RTB sales. The reduction is in part from the current economic climate and the increased costs in borrowing, however, this is reduced by a shortfall of £119k due to lost income from a higher void rate. The number of sales and void rates are areas that will be closely monitored during the course of the year.
- 6.9 There are pressures of £40k as a result of income from service charges being lower than budget.
- 6.10 The forecast position for Period 4 is a reduction in expenditure of £50k - this is as a result of the contribution to the Bad Debts provision being lower than budget - owing to higher collection on arrears (Period 3 - £50k).
- 6.11 The Council made provision for a 4% pay award in 2023-24 the Pay award will exceed the budget as the offer by the employers already exceeds the pay inflation allowed. The forecast outturn will be updated following the conclusion of the national pay negotiations and any additional pressures up to £176k would initially be funded from the contingency budget.
- 6.12 There could be further pressures to the two Neighbourhood Accounts as the HRA holds a depreciation charge that recognises the cost of managing and maintaining the Council stock at the current level. This funding represents a revenue cost to the HRA that is then used to support the capital programme to deliver the required enhancements to the stock to keep it fit for purpose. The

revenue contribution to capital expenditure as a minimum must equal the depreciation charge and the value of the housing stock has increased resulting in a higher Revenue Contribution to Capital, the actual valuations will be confirmed as part of the final accounts process. These pressures would be mitigated by utilising the attributable debt from Right to Buy Sales.

7 Dedicated Schools Grant

- 7.1 The Dedicated Schools Grant (DSG) is a ring-fenced specific grant allocated to the Council by the Government to support a range of education related services.
- 7.2 The Department for Education (DfE) currently operate a four-block funding model for funding schools and pre-16 education including early years as set out in the following table:

Dedicated Schools Grant (DSG)			
Schools Block	Central Schools Services Block	High Needs Block	Early Years Block
The School's Block is the largest element of the DSG and is allocated to Schools and Academies for day-to-day spending in their individual budgets.	The Central Schools Block provides funding for local authorities to carry out central functions on behalf of maintained schools and academies.	The High Needs funding system supports provision for Children and Young People with Special Educational Needs and Disabilities (SEND) from their early years to age 25.	The Early Years Block provides funding for 2-, 3- and 4-year-olds.

- 7.3 The total DSG Budget for 2023/24 amounts to £354.963m. After allowing for recoupment, which is where a local authority's DSG allocation is adjusted to reflect the grant that has been paid direct to academies, the net budget for the Council is £121.200m. The forecast outturn is showing a pressure of £4m, this is summarised in the following Table:

Dedicated Schools Grants Forecast Outturn 2023/24					
Block	Gross Budget	Recoupment	Net Budget	Forecast Net Spend	Forecast Variance
	£'000	£'000	£'000	£'000	£'000
Schools Block	270,284	222,910	47,374	47,374	0
Central Schools Block	3,287	0	3,287	3,287	0
High Needs Block	57,851	10,853	46,998	50,998	4,000
Early Year Block	23,541	0	23,541	23,541	0
Total	354,963	233,763	121,200	125,200	4,000

7.4 The national pressure on services to support the education of children with additional needs is well documented. This has been exacerbated by the ongoing impacts of COVID on children and young peoples health and wellbeing. Many Councils are struggling to contain expenditure within the budget available to meet needs. The mitigation actions that are available often have front loaded costs and benefits are felt over the course of many years. Whilst funding has been increased, this has not reflected the full increase in needs that are being identified.

7.5 In the financial year 2022/23 NNC reported an overspend of £1.8m on the HNB. This was offset against the historic surplus of £2.5m that had been brought forward from 2021/22, leaving a reserves balance of £700k. For 2023/24, pressures have continued to increase, and it is now forecast that the HNB overspend will be around £4.7m. The remaining reserves of £0.7m have been used to mitigate this, leaving a forecast overspend of £4m however the net overspend for 2023/24 is not dissimilar to 2022/23 when adjusting for one-off pressures (£1m) and the decision to not request Schools Forum to agree to a transfer from the Schools Block to the HNB (£1.7m), which would have resulted in a pressure of around £2m. The composition of these pressures prior to the use of reserves is as follows:

- The ongoing increase in the number of requests for Education, Health and Care Plans (EHCP), at Early Years and statutory school age, has exceeded the rate that was used in setting the budget, this pressure is forecast to be around £1.7m.
- A greater proportion of EHCP identifying high level needs and requiring higher levels of funding to be fully met, this pressure is forecast to be around £500k.
- Sufficiency issues in local SEND placements meaning greater use of Independent Providers at significantly higher cost, this pressure is forecast to be around £1.5m.
- The identification of historic commitments that remain outstanding and must now be paid is a one-off pressure and amount to around £500k.
- The cost of mitigation measures that are being implemented to reduce future pressures in the HNB, is forecast to be around £500k.

7.6 Significant work has already been undertaken to put in place actions to mitigate pressures, these include:

- Collaborative work with two local special schools to create outreach service to support inclusion in mainstream settings and identify needs, and strategies to mee these, at the earliest opportunity.
- The creation of additional SEND places in Special Schools and Special School satellite provision on mainstream school sites.
- The creation of new SEND units in mainstream schools.

- Development of an early Years SEND provision.
- Partnership working with an outstanding Alternative Provision (AP) Academy Trust to create new capacity in NNC.
- Improved commissioning arrangements with independent providers to control costs and provide greater consistency of delivery.
- Joint commissioning work with health services to improve and widen provision of Speech and Language services.
- Greater focus on the Annual Review process to identify where needs have reduced or an EHCP is no longer required.
- Investment in the EHCP team to ensure needs are assessed in as accurate and timely manner as possible.
- Improved decision-making processes that ensure thresholds and funding decisions are robust and consistent.

7.7 This work is ongoing, and a key focus will be the identification of opportunities to create further capacity. NNC was not successful in a bid to DfE for a new Special Free School in the area, as such other routes to creating this capacity are being investigated. A separate bid for a Free AP provision is with DfE and an outcome is expected shortly.

7.8 Further opportunities to create SEND places are being developed in partnership with local Special and Mainstream schools. The impact of the outreach services is being assessed with a view to extending these and targeting resources as effectively as possible as part of a wider focus on inclusion. A simplification of EHCP funding through the adoption of a banded system will reduce pressure on the EHCP team and give schools and providers greater clarity and stability. The Education Case Management System will offer significantly improved financial functionality and rigour, improve parental access to information about the progress of an EHCP and create efficiencies in the EHCP process.

7.9 Where a local authority has an overall deficit on its DSG account at the end of the financial year, or where a surplus has substantially reduced during the year, they must provide information to the DfE about pressures and savings on the High Needs Budget as part of a DSG Deficit Management Plan. In addition, where there is a deficit, this will have an adverse impact on the Council's cashflow position and will impact on the resources available for investment – which will result in the investment income being lower.

7.10 Looking to 2024/25, it seems unlikely that any increase in government funding will meet the impact of the ongoing pressures identified, however the mitigation actions taken will continue to contribute to minimise these, but further actions will be required. The Council will be looking to work with the Schools Forum to consider a transfer of funding from the Schools Block (SB) of the DSG to HNB. This was not requested this year due to the pressure on schools' budget and the DSG surplus the Council was holding at the time. If agreed, this would

generate circa £2m additional funding for the HNB. Forum will also be asked to look at measures that will support inclusion in mainstream settings and provide challenge where any school may not be meeting this standard.

- 7.11 Identifying and meeting the needs of children and young people with SEND at the earliest opportunity and putting in place appropriate actions to meet these needs, remains the central focus of all of this work. Ensuring that the whole system works in an inclusive and joined up way is key to meeting this aspiration and to ensuring the efficient use of available resources to manage costs effectively.
- 7.12 At Spring Budget, the Chancellor announced additional funding for the existing early years entitlements worth £204m in 2023-24 (from September 2023) and £288m in 2024-25. This is for local authorities to increase hourly rates paid to childcare providers for the government's existing entitlement offers.
- 7.13 In July the Government announced that for 2023-24, that this will be distributed to LAs through a new standalone top-up grant called the Early Years Supplementary Grant (EYSG) and that the individual authority allocations would be announced in September. Details of the allocations will be provided in a future report.

8 Conclusions

- 8.1 The forecast for 2023/24 is an overspend of £7.354m (Period 3 - £7.847m) based on the position as at the end of Period 4. The Council's contingency budget of £3.746m has not, as yet been used to mitigate these pressures recognising the risks that remain within the forecast, most notably pay and price inflation. Service Directors will be working to mitigate these pressures in-year, including those of the Children's Trust. The Council also holds earmarked reserves which may be utilised if mitigations are not identified to fund the current pressures.
- 8.2 The key risks which are set out in the report will continue to be monitored and actions sought as required throughout 2023/24. The achievement of the approved savings targets is also integral to this process and will continue to be monitored and reported.

9 Implications (including financial implications)

9.1 Resources, Financial and Transformation

- 9.1.1 The financial implications are set out in this report. The current forecast position for the General Fund is an overspend of £7.354m (Period 3 - £7.847m) and the Housing Revenue Account is forecasting an underspend of £16k (Period 3 - £24k overspend), the Dedicated Schools Grant is forecasting a pressure of £4m (Period 3 - £0k).

8.2 Legal and Governance

9.2.1 The provisions of the Local Government Finance Act 1992 set out requirements for the Council to set a balanced budget with regard to the advice of its Chief Finance Officer (Section 151 Officer).

8.2.2 The robustness of the budget estimates and the adequacy of the proposed reserves were considered under Section 25 of the Local Government Act 2003 prior to the Council agreeing its 2023/24 budget.

8.3 Relevant Policies and Plans

9.3.1 The budget provides the financial resources to enable the Council to deliver on its plans and meet corporate priorities as set out in the Council's Corporate Plan.

8.4 Risk

8.4.1 The deliverability of the 2023/24 Revenue Budget is monitored by Budget Managers and Assistant Directors. Where any variances or emerging pressures are identified during the year then mitigating actions will be sought and management interventions undertaken.

8.4.2 Details of pressures, risks and mitigating actions implemented will be provided as part of the finance monitoring reports as the year progresses. The main risks identified include demand led services such as Adult Social Care, children's services and home to school transport together with the impact of high levels of inflation.

8.4.3 Whilst services will work hard to offset pressures, the Council holds a number of reserves to help safeguard against the risks inherent within the budget for 2023/24.

8.5 Consultation

8.5.1 The 2023/24 budget was subject to consultation prior to approval by Council in February 2023.

8.6 Consideration by Executive Advisory Panel

8.6.1 Not applicable.

8.7 Consideration by Scrutiny

8.7.1 The budget monitoring reports are presented to the Finance and Resources Scrutiny Committee for review after they have been presented to the Executive Committee.

8.8 Equality Implications

8.8.1 There are no specific issues as a result of this report.

8.9 Climate and Environment Impact

8.9.1 Among the new Council's priorities will be putting in place plans to improve the local environment and tackle the ongoing climate emergency. Where these have a financial impact then it will be reflected in the budget.

8.10 Community Impact

9.10.1 No distinct community impacts have been identified because of the proposals included in this report.

8.11 Crime and Disorder Impact

8.11.1 There are no specific issues arising from this report.

9 Issues and Choices

9.1 The report focuses on the forecast revenue outturn against budget for 2023/24 and makes recommendations for the Executive to note the current budgetary position and as such there are no specific choices within the report.

10 Background Papers

11.1 The following background papers can be considered in relation to this report.

Final Budget 2023/24 and Medium-Term Financial Plans, including the Council Tax Resolution, North Northamptonshire Council, 23rd February 2023.

Monthly Budget Forecast Reports to the Executive.

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Appendix A							
Directorate	Assistant Director	Proposal Title	Proposal Description	2023/24 £000	Red	Amber	Green
Children & Education	Assistant Director Education	DFE SEND Review/Multi Agency SEND Self Assessment and Action Plan	Additional resources to meet the increase and clear the back log relating to Education and Health Care Plans. An additional amount of £700k was included in the 22/23 Budget.	(175)	(175)		
Children & Education	Assistant Director Education	Teachers Pensions	Budget Realignment for historical contribution for the Teachers Pensions Fund	(275)			(275)
Children & Education	Assistant Director Education	DSG Funding	Budget Realignment of the DSG contribution towards the historical contribution for the Teachers Pensions Fund	(462)			(462)
Children & Education	Commissioning & Partnerships	Additional Demand - Payments to other Establishments	Disaggregated Additional Demand - Payments to other Establishments Budget for Children, Families and Education, budget not utilised	(691)			(691)
Children & Education	Commissioning & Partnerships	Disaggregated Budget not required	Disaggregated Budget - budget not utilised	(412)			(412)
Adults, Health, Partnerships & Housing	Adult Services	CCG Discharge Packages Covid 19	Reversal of one off Covid Pressure relating to 2021/22	(513)			(513)
Adults, Health, Partnerships & Housing	Adult Services	Strengths based working	Transformation of adult social care pathways and processes to ensure focus on client outcomes, independence, better decision making and best practice approaches to reduce delays and spend.	(587)		(587)	
Adults, Health, Partnerships & Housing	Adult Services	Demographic and prevalence pressures adult social care	Reduction in demand due to Provider transformation Phase 1 - Specialist Care Centre	(1,189)		(1,189)	
Adults, Health, Partnerships & Housing	Adult Services	Staffing	Savings from review of wider staffing budget to fund Social Worker Market Forces	(100)			(100)
Adults, Health, Partnerships & Housing	Safeguarding and Wellbeing	Staffing	Disaggregation of Shared Lives to be managed within the wider provider services staffing	(23)			(23)
Adults, Health, Partnerships & Housing	Commissioning & Performance	Shaw PPP	Reduction in number of residential placements made in the independent sector owing to increase utilisation beds in PPP properties.	(1,192)		(1,192)	
Adults, Health, Partnerships & Housing	Commissioning & Performance	Shaw PPP	Increase utilisation of capacity within Discharge to Access	(1,058)		(1,058)	
Adults, Health, Partnerships & Housing	Commissioning & Performance	Contract Rationalisation	Increasing utilisation of framework providers for homecare and reduction of more expensive spot contracts	(67)			(67)
Adults, Health, Partnerships & Housing	Commissioning & Performance	Staffing	Saving of wider staffing budget to fund PBSS	(125)		(125)	
Adults, Health, Partnerships & Housing	Housing	Homelessness Policy Changes	Harmonisation of Homelessness Policies	(200)			(200)
Adults, Health, Partnerships & Housing	Housing	Maximisation of Grant	Capitalisation of posts for work relating to Disabled Facility Grants	(127)			(127)
Adults, Health, Partnerships & Housing	Director of Public Health	Realignment of Grant	Realignment of grant following disaggregation	(138)			(138)
Public Health & Communities	Communities	Income generation	Fees and Charges - Leisure	(195)			(195)
Public Health & Communities	Communities	Efficiencies	Legacy budgets no longer required	(42)			(42)
Public Health & Communities	Communities	Efficiencies	Review of Strategic Grants	(7)			(7)
Public Health & Communities	Communities	Staffing	Service Transformation	(360)			(360)
Public Health & Communities	Communities	Income Generation	External Funding for Events	(30)			(30)
Public Health & Communities	Communities	Efficiencies	Review of Neighbourhood Centres	(45)			(45)
Public Health & Communities	Communities	Income Generation	Introduce an E-Gym offer	(63)			(63)
Public Health & Communities	Communities	Income Generation	Repurposing of Public Health grant to fund wellbeing posts	(93)			(93)
Public Health & Communities	Communities	Public Health Grant	Grant funding to support services in addressing Public Health needs	(500)			(500)

Appendix A

Directorate	Assistant Director	Proposal Title	Proposal Description	2023/24 £000	Red	Amber	Green
Place & Economy	Growth & Regeneration	Increase in Fees & Charges	Increase in Fees & Charges	(10)			(10)
Place & Economy	Assets and Environment	Additional income	Garage Income	(10)		(10)	
Place & Economy	Assets and Environment	Assets & Environment redesign	Assets & Environment Service Improvement and Redesign	(95)		(95)	
Place & Economy	Assets and Environment	Grounds Maintenance	Operational changes to grounds maintenance costs & services	(57)		(57)	
Place & Economy	Assets and Environment	Grounds Maintenance	Purchase of equipment resulting in reduction in equipment hire charges	(15)		(15)	
Place & Economy	Assets and Environment	Grounds Maintenance	Purchase of equipment resulting in reduction in equipment hire charges	(30)		(30)	
Place & Economy	Assets and Environment	Pay/Salaries	Operational changes to cleaning services	(14)		(14)	
Place & Economy	Assets and Environment	Pay/Salaries	Operational changes to Council Buildings.	(31)		(31)	
Place & Economy	Assets and Environment	Rental Income	Additional income from rent reviews across the commercial portfolio.	(80)		(80)	
Place & Economy	Assets and Environment	Enterprise Centre Business Case - Full year effects of previous decisions	Increase in income based on appointed operators business case.	(64)		(64)	
Place & Economy	Growth & Regeneration	Climate Change	Delivery of a range of climate change initiatives to reduce NNC's carbon footprint towards net zero	(250)			(250)
Place & Economy	Highways & Waste	Highways Contract	Demobilisation costs for existing highways contract - reverses one-off pressure which was reflected in the 22/23 Budget	(201)		(201)	
Place & Economy	Highways & Waste	Waste Management	Disposal tonnage - HWRC Residual Waste	(79)		(79)	
Place & Economy	Highways & Waste	Waste Management	Disposal tonnage - HWRC Wood Waste	(27)		(27)	
Place & Economy	Highways & Waste	Green Waste	Harmonisation of Green Waste Charges	(1,358)			(1,358)
Place & Economy	Highways & Waste	Promote food waste	Benefit of promoting the food waste service in the Corby and East Northants area	(50)		(50)	
Place & Economy	Highways & Waste	Refuse fees & charges	Increase refuse & recycling fees & charges	(135)		(135)	
Place & Economy	Highways & Waste	Highways fees & charges	Increase highways & transport fees and charges	(44)		(44)	
Place & Economy	Highways & Waste	Review Litter bin network	Reduction in street cleaning costs	(5)		(5)	
Place & Economy	Highways & Waste	HWRC Income	Increase income from HWRCs	(153)		(153)	
Place & Economy	Regulatory Services	Restructure	Rationalisation of service provision	(185)		(95)	(90)
Place & Economy	Regulatory Services	Specialist Equipment For Service Delivery	Base budget allocation for incident response released	(280)			(280)
Place & Economy	Regulatory Services	Increase in Fees & Charges	Increase in Fees & Charges	(227)		(227)	
Enabling Services	Finance & Performance	Pensions	Pension - Historical Pension Fund Deficit	(232)			(232)
Enabling Services	Finance & Performance	Pensions	Reduction in Employer's Pension Contribution Rate	(1,890)		(1,890)	
Enabling Services	Finance & Performance	Pensions	Disaggregation of Legacy Pensions	(450)			(450)
Enabling Services	Finance & Performance	Housing Benefit Subsidy	Additional income relating to Housing Benefit Subsidy	(5)		(5)	
Enabling Services	Chief Executive's Office	Staffing	Staff Savings	(7)			(7)

Appendix A

Directorate	Assistant Director	Proposal Title	Proposal Description	2023/24 £000	Red	Amber	Green
Enabling Services	Chief Executive's Office	Communications	Communications - Savings on professional services not utilised.	(3)			(3)
Enabling Services	Chief Information Officer	ICT Disaggregation	Upfront work needed for ICT disaggregation - one-off, reversal of 2022/23 pressure	(100)			(100)
Enabling Services	Chief Information Officer	ICT Contract Rationalisation	Rationalisation of service contracts - largely mobile telephone contracts	(50)			(50)
Enabling Services	Chief Information Officer	ICT application rationalisation	Rationalisation of service usage - largely Microsoft contract	(50)			(50)
Enabling Services	Human Resources	Pay and Grading Review	Delivery of Pay and Grading Review	(120)			(120)
Enabling Services	Legal Services	Fleet	Changes to the operational arrangements for the mayor	(19)			(19)
Enabling Services	Legal Services	Legal Income	Increase in Legal Income target	(150)			(150)
Enabling Services	Legal Services	Upper Tier Legal Services	Anticipated saving from bringing upper tier legal services in house	(100)			(100)
Enabling Services	Customer Services	Customer Services Replacement of Case Management System & Telephone System	Case management system and telephony replacement	(106)		(106)	
Enabling Services	Customer Services	Uniforms	Reduction in Staff Uniforms	(8)			(8)
Enabling Services	Customer Services	Staffing	Transformation Staff Savings	(106)			(106)
Corporate	Corporate	Treasury Management	Reversal of Covid Pressure from 2021/22 for £342k - based on interest recovery by 2023/24	(342)			(342)
Corporate	Corporate	Treasury Management	Additional Income generated from higher than anticipated interest rates	(500)			(500)
Corporate	Corporate	Treasury Management	Reduced costs following the repayment of loans	(109)			(109)
			Total	(16,416)	(175)	(7,564)	(8,677)

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