

Public Document Pack



Meeting: EAP Sustainable Communities
Date: Wednesday 11th October 2023
Time: 9.30 am
Venue: Virtual meeting via Zoom

The meeting will be available for the public to view live at the Democratic Services North Northants YouTube channel:
<https://www.youtube.com/c/DemocraticServicesNorthNorthantsCouncil>

To members of the EAP Sustainable Communities

Councillor Harriet Pentland (Chair), Councillor Tim Allebone, Councillor Jennie Bone, Councillor Alison Dalziel, Councillor Dez Dell, Councillor Jan O'Hara and Councillor Roger Powell

Members of the Panel are invited to attend the above meeting to consider the items of business listed on the agenda.

Agenda			
Item	Subject	Presenting Officer	Page no.
01	Apologies for Absence	Raj Sohal	--
02	Members' Declarations of Interest	Chair	--
03	Minutes from Meeting held on 9 th August 2023	Chair	5 – 8
04	Pollinator Strategy Update	Liam Faulkner	9 – 16
05	Woodland Management Update	Rebecca Jenkins	17 – 24
06	HWRC Options Appraisal Feedback from Workshops	Lesley Elkington	25 – 34
07	North Northamptonshire Greenway Strategy	Kerry Purnell	35 - 54
08	Close of Meeting	All	--

Adele Wylie, Monitoring Officer
North Northamptonshire Council



Proper Officer
3rd October 2023

This agenda has been published by Democratic Services.

Committee Administrator: Raj Sohal

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✉ rajvir.sohal@northnorthants.gov.uk

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Where a matter arises at a meeting which **relates to** other Registerable Interests, you must declare the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but must not take part in any vote on the matter unless you have been granted a dispensation.

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Agenda Item 3

EAP Sustainable Communities

At 9.30 am on Wednesday 9th August, 2023

Held as a Virtual meeting, via Zoom

Present:-

Shadow Members

Councillor Harriet Pentland (Chair)

Councillor Tim Allebone

Councillor Alison Dalziel

Councillor Dez Dell

Officers

Also in attendance – Councillor

The Chair welcomed members and the viewing public to the meeting.

25 Apologies for Absence

Apologies for absence were received from Councillors Bone and O'Hara. Councillor Lyn Buckingham had issues with joining the meeting.

26 Members' Declarations of Interest

The chair invited those present, who wished to do so, to make their declaration of interest.

Resolved to note that no declarations were made.

27 Minutes from Meeting held on 14th June 2023

Resolved that the minutes of the meeting held on 14 June 2023 be approved as an accurate record.

28 Hackney Carriage De-Zoning, Byelaws and Number Limits

The chair had agreed that members of the EAP Prosperous Communities joined the meeting and reordered the agenda, handing over the chairmanship to Cllr Binley for this item.

The report of the Assistant Director Regulatory Services was received, with Mr R Howell, presenting it to the EAP. Members were asked to consider recommending to the Executive that a consultation be undertaken about whether to retain the current Hackney Carriage zones, or to remove the zones and implement the associated actions arising from the decision.

The report detailed the four hackney carriage zones in North Northamptonshire of Corby, East Northants, Kettering and Wellingborough, who each operated different arrangements and systems for licences, vehicle plates, byelaws, fare tariffs and fees and charges.

This would result in a driver and vehicle wanting to operate across the whole of North Northamptonshire needing to obtain four licences, one for each zone, with separate fees and fares for each of the zones being set.

The council's option would be to choose to retain the existing four hackney carriage zones or remove and revert to one zone for the whole of the North Northamptonshire area. The report detailed the Best Practice Guidance from the Department for Transport, which recommended the abolition of zones.

The council, should it decide to remove the current zones, will need to consider what action would be required regarding existing driver and vehicle licences as further detailed within the report.

The report also reported on the affect that removal of zones would have on hackney carriage byelaws and the limitation on the number of hackney carriages.

The decision on whether this should be considered would be made by the Executive, and there would be a 12-week consultation with the trade, partners and travelling public, with the outcome being reported to the Licensing and Appeals Committee prior to final consideration by the Executive.

The panel considered the report before them and made the following points:

Members considered there would need to be extensive consultation and that there would be some controversy. A request was also made for consultation with formal groups such as the Hackney Carriage Association in each zone if they existed. There was some concern that pressure would-be put-on drivers to learn 'the knowledge' for the whole area, rather than the current zones, which was onerous, and a suggestion was made that drivers could opt out of wanting to trade throughout the area.

Officer's clarified that there would be direct engagement with the trade, but it was noted that there weren't associations in each zone.

Regarding the knowledge test, it would not be possible for a driver to choose not to go to an area. If they were plying for hire on a rank any passenger could request to be taken anywhere and the driver should be able to do so. Whilst there would not be an expectation for a driver to know every area in detail. It was also commented that most would have the ability to use Satnav Route planners to find the quickest and cheapest route. Add relevant points in here

Resolved that the proposal to undertake a consultation process on the potential removal of the Hackney Carriage Zones and Hackney Carriage Byelaws, be recommended to the Executive for a decision.

Cllr Pentland returned to the chair and thanked the members of the EAP Prosperous Communities for joining the meeting for the above item.

The panel considered a presentation by the Head of Strategic Transport, Chris Wragg, which detailed the Kettering local cycling and walking infrastructure plans (LCWIPs), which provided a long-term evidence-based approach to developing local cycling and walking networks over a 10-year period.

The presentation reported on the community engagement and the results of the public consultation undertaken in April/May 2023.

Cycling routes and walking routes were identified as priorities in the short, medium and long term, with consideration needing to be given to cycling and walking within both local planning and transport policies and strategies and future funding to be in place for the walking and cycling infrastructure.

Members considered that good progress had been made with assurances over the need for the Weekly Cycling Route, and the Station Route deemed essential. Some disappointment was expressed over the Windmill Avenue being low priority as this was also a link to Kettering Academy. These comments were noted.

Resolved that the presentation be noted.

30 Energy Contract Procurement (to follow)

The Assistant Director, Assets and Environment gave a presentation on energy procurement and renewable energy options.

He explained the current contractual position, which would conclude in September 2024, with Laser and ESPO, both public buying organisations (PBO's), which are often owned by one or several local authorities and specialise in supporting public sector procurement and management services including the purchase of energy on behalf of the sector.

Energy prices had increased in the last two years, with the peak being in August 2022. Currently the cost for gas was 5/6p with electricity 24/25p per unit. Whilst wholesale prices had dropped, traders were predicting prices to continue to rise over the next two years.

He also detailed the pricing mechanisms and the procurement process, including consideration of renewable energy options to support Carbon neutrality by 2030.

Members considered there was very little detail within the presentation and stressed the importance of becoming carbon neutral by 2030. Suggestions, such as ensuring that solar panels were on all the council estate and updating boilers in buildings when they needed renewing with heat pumps should be priority. Many of the buildings which formed part of the council's estate were large warehouses and there was some surprise that all buildings did not have solar panels. It was also considered important to create energy and influence others to do the same, such as businesses and schools.

Resolved to note the presentation.

31 Close of Meeting

The meeting concluded at 10.45am. The next meeting would be held at 9.30am on 11 October 2023.

A close-up photograph of a bumblebee with black and yellow stripes, perched on a pink flower. The background is a soft-focus green field. The text is overlaid on the image.

Pollinator Strategy Implementation Update

October 2023

Pardon the Weeds

- Work continues to spread the message
- Inclusion of Wellingborough verges
- Working with partners; Consortia Town Councils, other Town Councils, Highways
- Highways contractor looking to include sites within network outside of Urban areas





Butterfly Banks

- Partnership working with Butterfly Conservation
- Installed 3 pilot sites
- Increased sources of pollen for insects
- Provide sites for breeding, increasing habitat and overwintering sites
- Planned installation of 3 further sites for 2024





Ise Valley Parkland Project

- Page 12
- Moved away from 'blanket' grass cutting
 - Creation of grassed buffer strips, softening the edges of the parkland
 - Increase in grass sward species diversity
 - Planting of 120+ trees
 - Cuttings to be stored on site to offer overwintering opportunities for mammals and insects
 - Transplantation of collected meadow seed from other sites to be used to enhance meadow creation



Tree Planting

- Plans for 1100 standard sized trees are in place for 2023/24 planting season
- Provisionally awarded £261k for tree planting, associated capital items and after care for 23/24 LATF scheme
- 3000 whips and feathers to be planted with community groups, schools and businesses within NNC area as we try to create woodland outside of existing woodlands
- Woodland Accelerator Officer working with partners and internal departments to achieve ambitious tree planting goals





Weed Spraying

- Continue to reduce chemical use
- Page 14
Q1 28L
Q2 62L
- Following successful trial now using droplet delivery system having moved away from atomized delivery



Blackhorn
plant



Pigweed



Lambsquarter



Bindweed



Quackgrass



Weed



Dandelion



Purslane



White
Clover



Sweet
Clover



Cinquefoil



Oxalis



Dayflower



Wild Violet



Smartweed

Questions and links

- <https://www.northnorthants.gov.uk/environment/pollinator-strategy>
Get involved – winter team building events within parks and open spaces. Email: GroundsMaintenance@northnorthants.gov.uk



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Woodland Project

An overview of the woodland project



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Rebecca Jenkins

Woodland Manager

Agenda Item 5



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Woodland Project Background



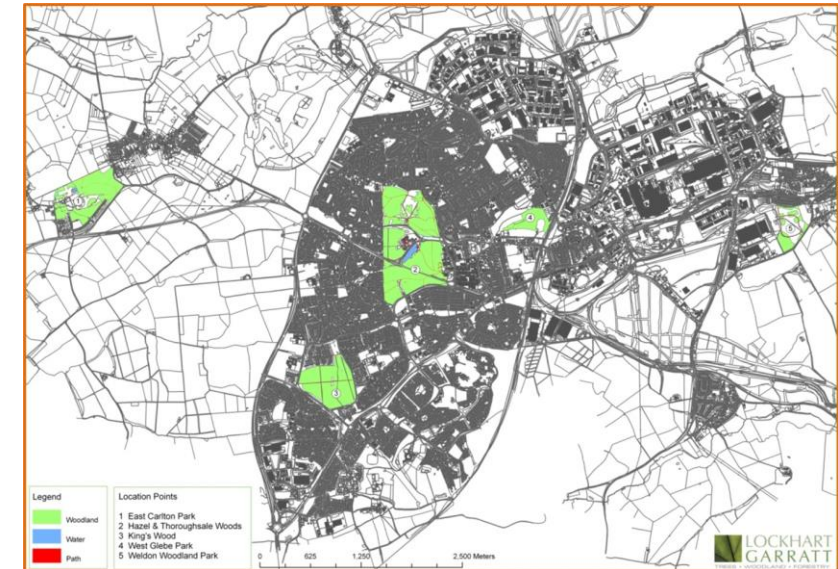
- 2007 ancient woods in undermanaged condition
- Plan to enhance and manage Thoroughsale & Hazel Woods as the “***Green Heart***”
- Homes & Communities Agency Grant and Countryside Stewardship Funding
- Strong community & stakeholder support



Woodland Project Sites

SITE	DETAIL	FEATURES
HAZEL AND THOROUGHSALE WOODS	76.86ha ancient woodland, green flag	EXTENSIVE NETWORK OF ANCIENT SEMI NATURAL WOODLAND
KING'S WOOD LNR	32ha ancient woodland and local nature reserve	OVER 250 DIFFERENT SPECIES OF PLANTS INCLUDING WOOD ANEMONE, YELLOW ARCHANGEL AND WOOD SORREL.
EAST CARLTON COUNTRYSIDE PARK	41ha country park, green flag	FORMERLY A DEER PARK SURROUNDING EAST CARLTON HALL. 53 BRYOPHYTE SPECIES HAVE BEEN RECORDED INCLUDING A RARE MOSS
WELDON WOODLAND PARK	51.7ha wildlife haven	LIQUORICE PIERCER MICRO MOTH AND DINGY SKIPPER BUTTERFLY FOUND ON SITE
WEST GLEBE	Amenity park with woodland	WOODLAND IS ACTIVELY MANAGED THROUGH SITE INSPECTIONS

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Outcomes

12ha coppicing annually
14ha thinning annually



Biodiversity enhancements across all sites



Over 50 volunteers trained in First Aid



Over 7000 whips planted

Health and well being benefits

25 Veteran Trees Recorded and protected in H&TW



Over 80 volunteers regularly attending two sessions each week



Social Enterprise



Foxy's Woodland Shop
Seasoned Firewood



Growing Project
Coronation Park



Social Forestry



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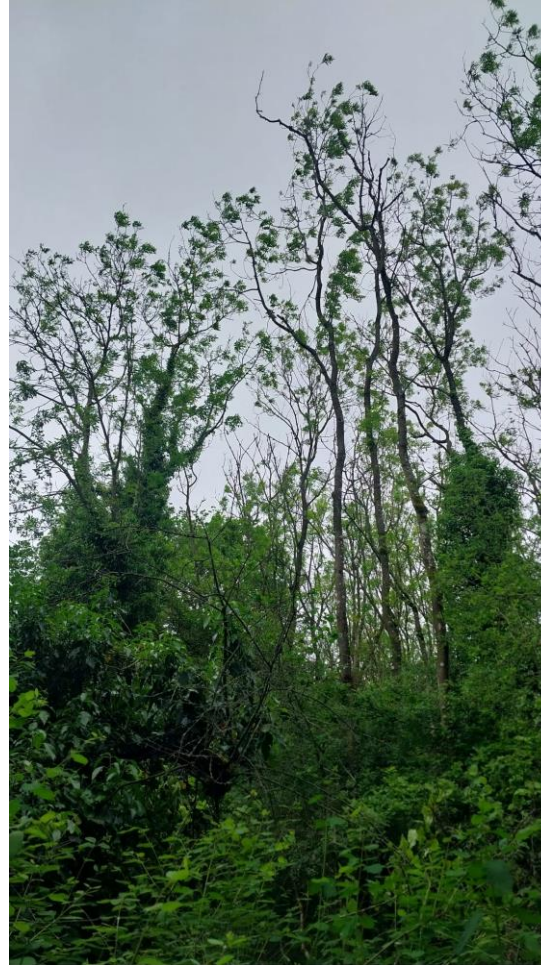


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Challenges

- Pests and Diseases
- Financial implications

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What does the future hold?



Delivery of the Household Waste Recycling Centre Service from 1st April 2025 Options Appraisal Outcome

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EAP – Sustainable Communities
Wednesday 11th October 2023

Lesley Elkington - Business Support Manager
Lauren Toll - Waste Performance Officer (HWRC)

Agenda Item 6



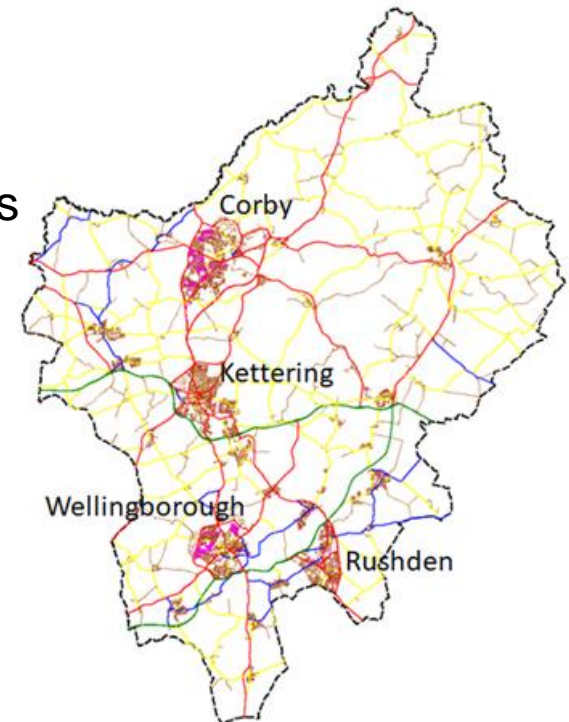
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Delivery of the Household Waste Recycling Centres (HWRC) Service from 1st April 2025

The Waste 3 Year Plan 2022-2025 – approved by Executive September 2022

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- Requirement to undertake an HWRC Options Appraisal of North Northants HWRCs
- Management of HWRCs are estimated to have a value £60m* (over 15 years).
- New services/contracts for HWRC delivery need to be in place 1st April 2025.



HWRC Options Appraisal

The Council identified a requirement to undertake an Options Appraisal of the Household Waste Recycling Centre provision for the new authority area of North Northamptonshire, ahead of current contract arrangements ending 31st March 2025.

The Options Appraisal was carried out by SLR Consulting Ltd over the summer of 2023 and has helped identify if:

- Page 27
- The current service is suitable for the growing population of North Northamptonshire;
 - The current service will be fit for purpose until 2040. If not, what would be recommended to improve our provision?
 - There are opportunities for financial savings.

The Options Appraisal also reviewed:

- Current service provision, performance and policies, and possible future service options;
- The optimum location and number of HWRCs; and
- Whether the Council should bring the HWRC service in-house or procure a continue outsourced contract.

HWRC Options Appraisal - Findings

Is the current service suitable for the growing population in North Northamptonshire?

- The HWRC service, based on a range of qualitative and quantitative assessment criteria is deemed to provide good performance but could benefit from improvement in some areas to meet best practice.
- Based on the total area served and the total number of households alone, the current provision/ number of HWRCs provided by NNC appears reasonable in comparison to similar/ benchmarked Councils.

Focusing on total households per HWRC, NNC does have one of the higher ratios (One HWRC per 39,000 households) which coupled with anticipated housing growth could suggest the need for additional HWRCs in future.

- Analysis of drive times suggests that the existing locations of HWRCs are good and can be accessed by c.95% of residents within 20 minutes and c.98% within 30 minutes.



HWRC Options Appraisal - Findings

Will our HWRC provision be fit for purpose until 2040?

- Anticipated increase in tonnage demand on the HWRC service of approximately 26% by 2040, will put pressure on the existing HWRC provision and layout configurations.
- Each of the existing HWRCs present opportunities for adaptation and expansion to cope with future service demands.
- Changes at the Corby and Wellingborough HWRCs should be prioritised to ensure the service is capable of managing future demand. These include the expansion of the existing sites to develop improved access and futureproofing capabilities.

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What opportunities for financial savings may be possible?

- The results of the Options Appraisal indicate that it is likely that costs for both an outsourced and inhouse service delivery model will be higher than the baseline costs.
- An outsourced model is anticipated to cost c.£140k less per annum than the inhouse option which is primarily due to reduced staff payroll costs.



HWRC Options Appraisal - Findings

In-house or procures an outsourced contract.

- Analysis of forecast cost differences between contracted out and insourced options indicated that in both instances the cost of new service provision is anticipated to increase. Contracted out services are projected to cost c.10% more than the service baseline and a fully insourced service c.15-17% more per annum.
 - Inhouse would also require the addition of 4 FTEs to the NNCs client team before adding in the c.25.5 TUPE Staff.
- The Options Appraisal considered elements such as; service delivery, revenue generation and retention, staffing, service delivery costs, customer satisfaction, flexibility on service changes, service management, risk management (financial and other) governance, upfront costs and performance.
- While there are pros and cons on all of these elements for in house v's contracted out – the contracting out remains the recommended course of action for the current climate – if there is a strong will in bringing the service inhouse, it needs planning as part of a long term HWRC Strategy.



HWRC Recommendations

The current service: Outsourced

- Four HWRCs located in Corby, Kettering, Rushden and Wellingborough.
- They are open 5 days a week, 10am to 6pm.
- Trade Services at Kettering and Rushden
- E-permit scheme operating at all sites
- Onsite reuse deposit areas and access to reuse shops/auction houses within a 5 mile radius.
- 15 year contract

The new service: Outsourced

- Four HWRCs located in Corby, Kettering, Rushden and Wellingborough.
- They are open 5 days a week, 10am to 6pm.
- Trade Services at Kettering and Rushden
- E-permit scheme operating at all sites
- Seek contractor enhancement of reuse, community engagement, add social value.
- Up to 15 years (in 2-3 extensions)



HWRC Recommendations

1. Note the completion of the HWRC Options Appraisal as required under the Waste 3 Year Plan 2022-23.
2. Approve commencement of procurement of the Council's future HWRC contracts.
 - 2.1 Approve that the operation of HWRC facilities in North Northamptonshire will be delivered under a contracted out (outsourced) operating model for a duration of up to 15 years.
 - 2.2 Approve the sourcing of a new lease for land on which to provide a HWRC facility at Corby
3. Agree to the development of a long term HWRC Strategy which will be consulted on, and set out the future vision for HWRC operation and infrastructure in North Northamptonshire.
4. Delegate to the Executive Member for Highways, Travel and Assets, in consultation with Executive Director for Place & Economy, Executive Director for Finance and the Executive Member for Finance, the authority to take any further decisions and/or actions required in connection with the procurement and award of the HWRC contract, without the need to return to the Executive



Next Steps

11 th October 2023	EAP Sustainable Communities
31 st October 2023	Place and Environment Scrutiny
16 th November 2023	Executive Meeting
November 2023 onwards	Implement decisions of the Executive to procure new service
April 2025	New Service Start
Ongoing:	Consider future infrastructure and service needs within a HWRC Strategy or a wider Waste Strategy to include NNC Capital and Revenue financial plans. To include member and public consultation as appropriate.

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North Northamptonshire Greenway

Final draft presentation



Agenda

1. Project recap
2. NNG vision and network
3. Prioritisation
4. Developer contributions
5. Next steps



Project recap

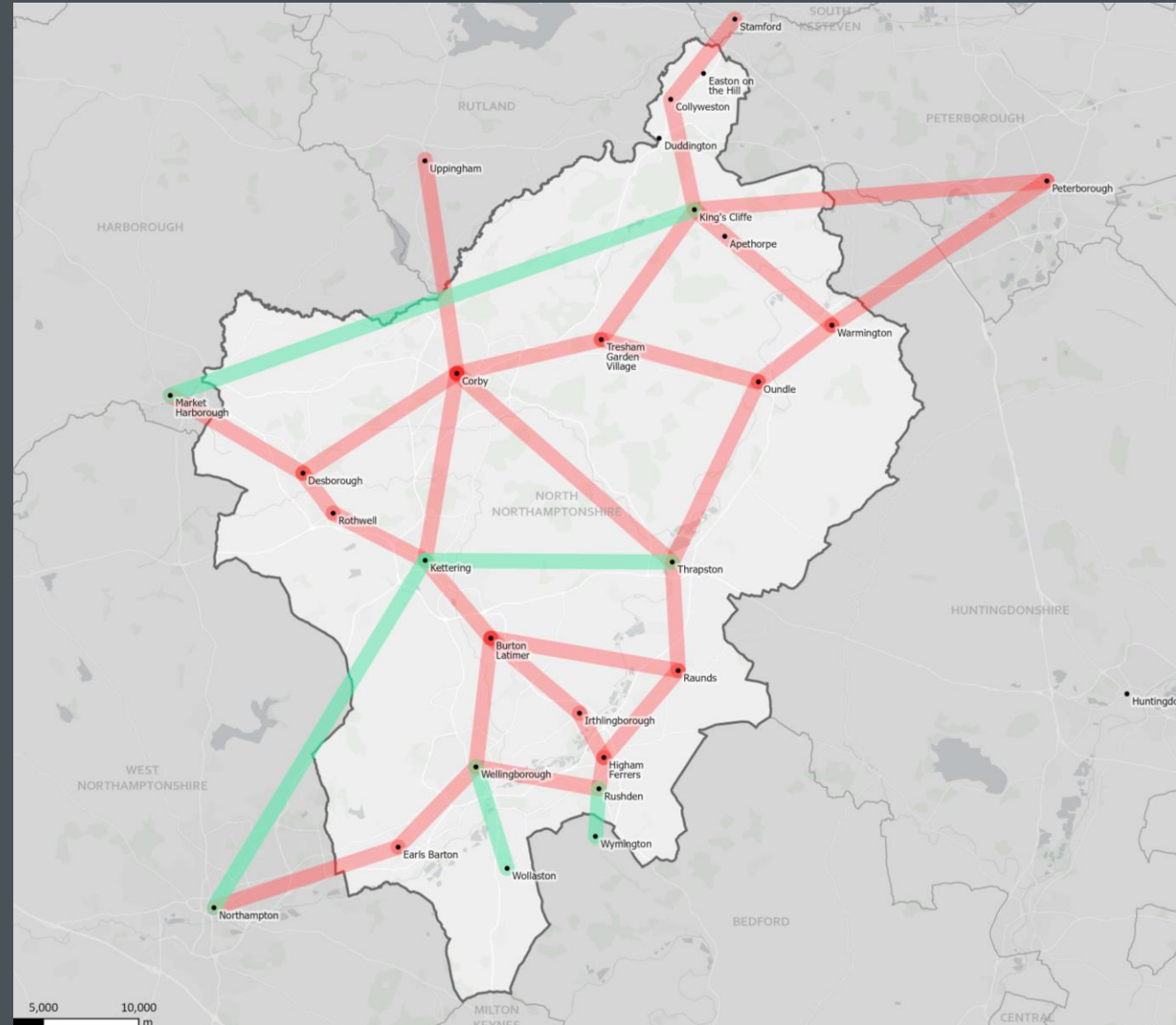
Scope

Strategic Masterplan

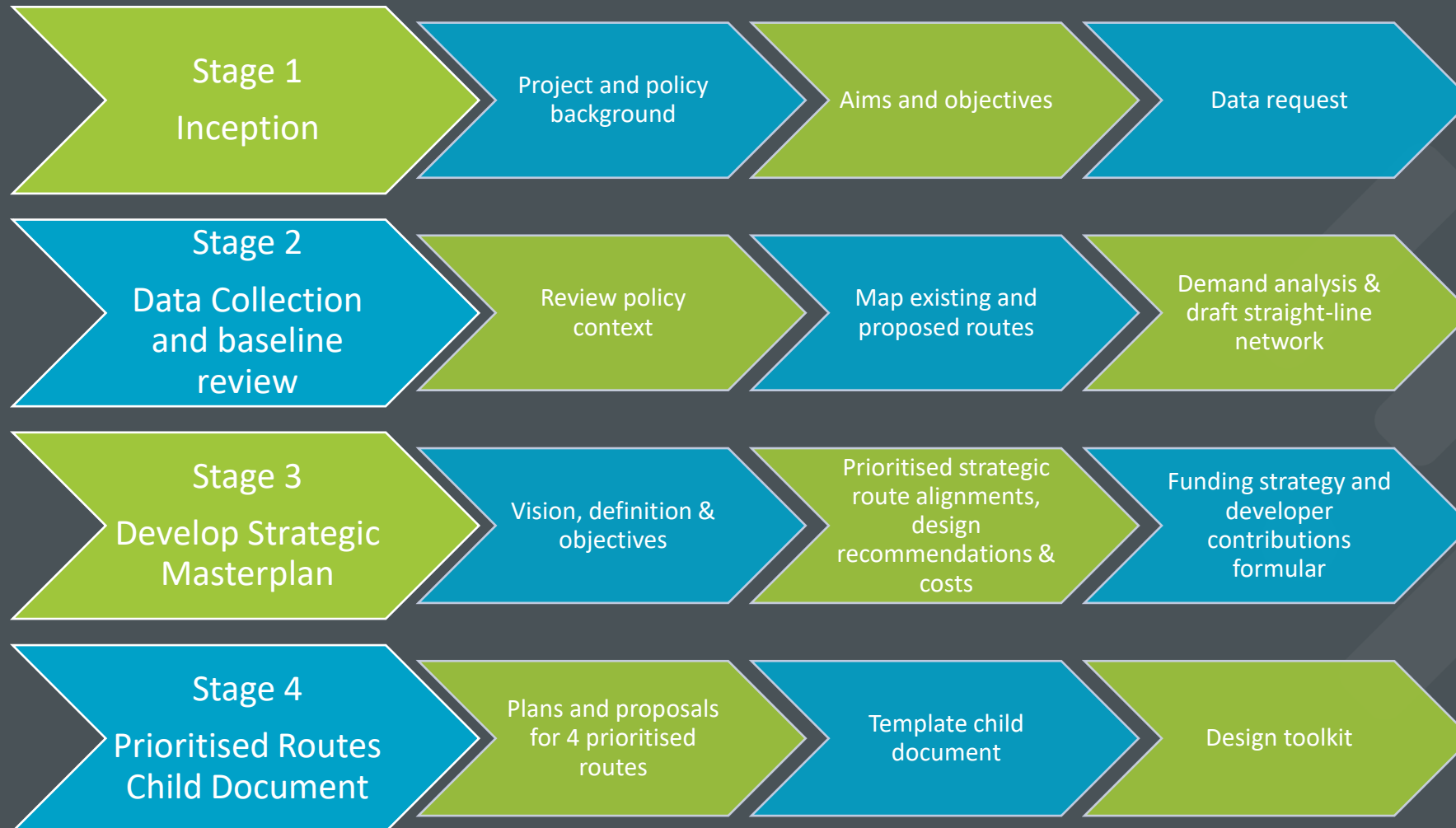
- Overarching strategy for the NNG
- Evidence-led network plan (following LCWIP process)
- Aims and objectives of the NNG
- Funding and delivery strategy

Priority Routes Child Document

- Design recommendations booklet
- Key routes/proposals
- Public-facing with high quality mapping and photos to illustrate proposals
- Developed and populated with the NNG Officer
- Establish the approach/template for the other child documents (Kettering, Wellingborough, Corby)



Programme



Policy context

Hyper-local plans include the Ise Valley Strategy with its interim design study, Nene Valley Sense of Place toolkit, LCWIPs, neighbourhood plans and various other routes with feasibility studies

Local policy e.g. North Northamptonshire Joint Core Strategy, North Northamptonshire Investment Framework, North Northamptonshire Green Infrastructure Delivery Plan, Part 2 local plans, Rights of Way Improvement Plan, transport strategies

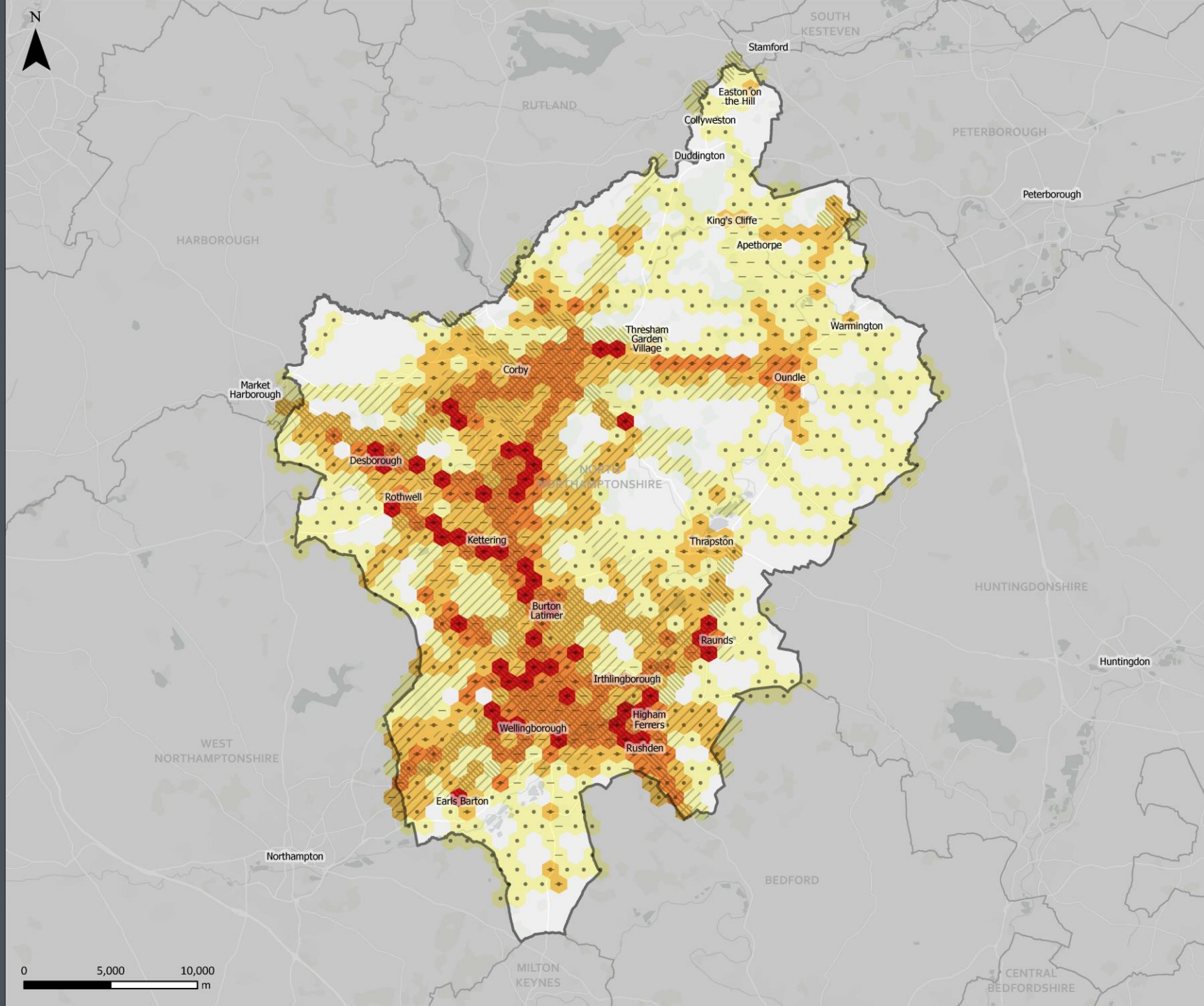
Regional policy e.g., England's Economic Heartland Active Travel Strategy

National policy e.g. e.g., NPPF, Cycling & Walking Investment Strategy, Gear Change, LCWIP guidance

Demand analysis

Picture of demand for walking and cycling was built up using census data, employment, education, leisure and tourism information and Strava data. This approach helped us to understand the potential for walking and cycling for all trip purposes.

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Combined Cycling Desire lines - Hex grids in 80 ha
Number of desire line overlaps

1 2 3 4

Overlying desire lines:

- PCT Ebike scenario - top 10% straight lines
- Strava Metro - top 10% daily cycle trip routes
- Top 50 clustered longer cycling desire lines (10-20km)
- Top 30 clustered shorter cycling desire lines (5-10km)

District boundaries

- North Northamptonshire
- Local Authority Districts

PJA CLIENT
8 Brewer Street
Hilton Square
Manchester
M1 2EU
T: 0161 242 1162

NORTH NORTHAMPTONSHIRE COUNCIL

PROJECT
North Northamptonshire Greenway

TITLE
E41 - Combined cycling demand analysis

FIGURE NUMBER	REVISION
-	A

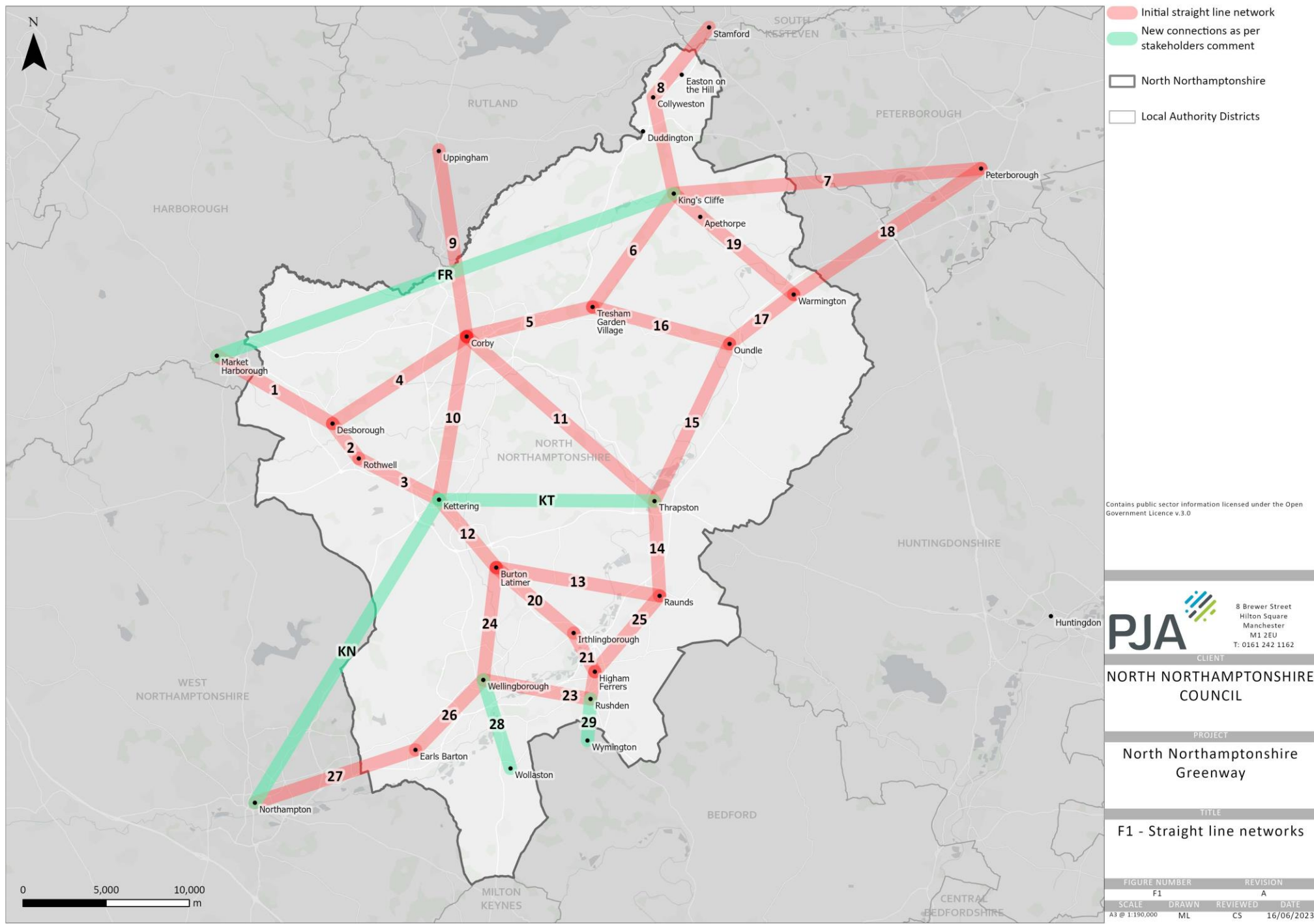
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Final straight-line network

This is the “straight line” network showing the key desire lines between settlements identified through the demand analysis.

The red lines were presented at the stakeholder workshop.

The green lines were added as a result of feedback from stakeholders.



Recap on stakeholder engagement to date

- First Stakeholder Workshop was held on 6 April:
 - Introduced the consultant team, project scope and programme
 - Presented the baseline data and analysis
 - Presented the draft straight-line network for discussion
 - Initial discussion on infrastructure types and the vision for the Greenway
 - Initial discussion about the developer contributions formula
- Draft route alignments were issued to stakeholders for review on 12 May with:
 - Explanation of how routes had been identified
 - Questions about the route alignments and priorities
- Draft route alignments and prioritisation workshop held 7th June:
 - Finalised route alignments (adding in Kettering – Northampton link)
 - Discussed prioritisation criteria and weighting

NNG vision and network

Draft vision and objectives

Vision

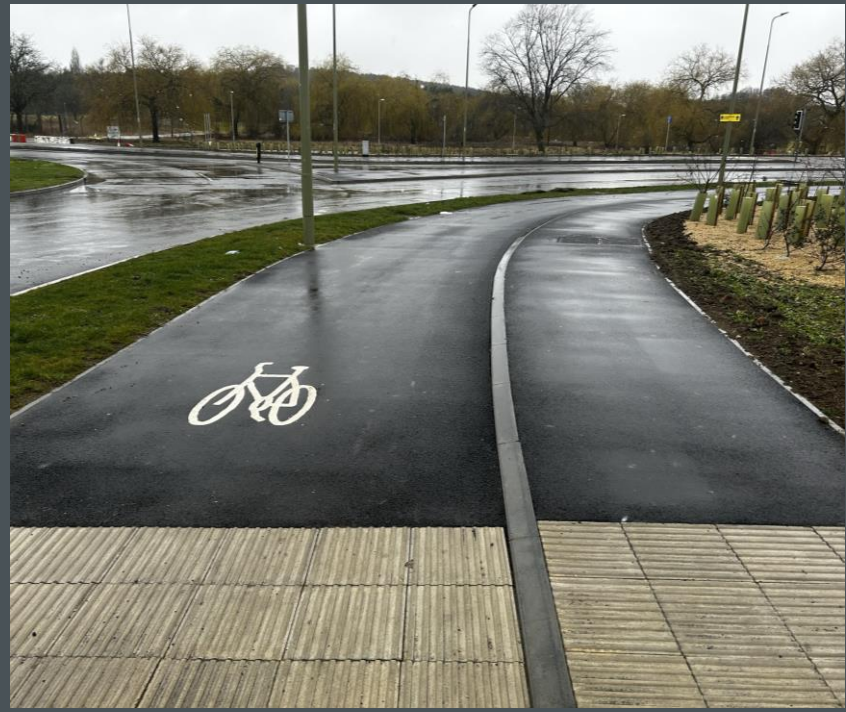
The North Northamptonshire Greenway will be a county-wide rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations.

Objectives

- 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.

Types of infrastructure

- Traffic-free routes
- Quietways on rural lanes
- Shared use routes
- Longside busier roads
- Protected cycling infrastructure on main roads



Types of infrastructure: point interventions

- Crossings
- Bridges
- Cycle parking



High level route costs

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

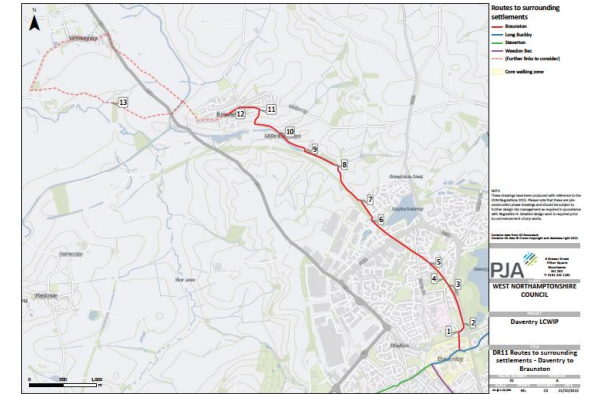
The proposed network is 275km long and will cost approximately £38.1m*

Prioritisation

- For a network plan as big as the North Northamptonshire Greenway it is useful to undertake a prioritisation exercise to identify where to start.
- The prioritisation process doesn't set things in stone – as long as routes are in the plan, it means there are good reasons for delivering them.
- The prioritisation process will help identify which routes to include in the “design recommendations” child document to accompany the NNG strategic masterplan.
- The design recommendations booklet can act as a brochure to help you promote the routes to funders, developers, residents etc.
- Further feasibility studies will be required for all routes including those in the design recommendations booklet.

DESIGN RECOMMENDATIONS

1. Improve the signage and wayfinding between the subway under Eastern Way and the route along the disused railway. Consider providing a more formal crossing point (either uncontrolled or controlled depending on the traffic flows and speeds) to further strengthen the connection.
2. Review the condition of the surface along the disused railway line and undertake localised repairs where the surface is cracked or damaged by tree routes.
3. Review bollards and barriers along the disused railway and remove or re-site any that prevent access by all types of cycles (bollards should be placed at least 15m apart) and add reflectors to any remaining bollards to reduce the risk of collisions.
4. Review the branding and wayfinding along the disused rail including consideration of naming the route to help promote it.
5. Improve the at-grade crossing over Shackleton Drive, priority for cyclists, for example by installing a parallel zebra to provide marked priority to pedestrians and cyclists or by removing the give way markings on the disused railway route so that it has clearer design priority over Shackleton Road.
6. Remove the bollards at the end of the disused railway line route and improve the link between route on disused railway line and Daventry to Braunston Cycle Track. For example, install a dropped kerb at the end of the disused railway line and cycle symbols and arrows on the carriageway to guide cyclists between the two cycle routes.



JERSEY ACTIVE TRAVEL PLAN STAGE 2

3.3 BEST PRACTICE



Placing cycle stands away from walls and fences ensures bikes can be correctly locked to the stand. Bespoke cycle stands can add interest to routes. Designs should consider different styles of cycle.



Markings on the ground can help encourage considerate walking and cycling where space is constrained.



On wider sections of the route, bollards and other 'natural' play equipment can enhance the space for children.



High quality pedestrian and cycle crossings should be provided to connect people to routes.



Priority to cyclists can be provided at side roads even in industrial areas using coloured surfaces and markings.



Simple model there are often a better option than constrained shared use footways/cycleways such as the one on Le Qui au Marchand.

Prioritisation toolkit

At the last workshop on 7th June, stakeholders discussed potential prioritisation criteria. Based on the discussions, the following key prioritisation criteria were selected:

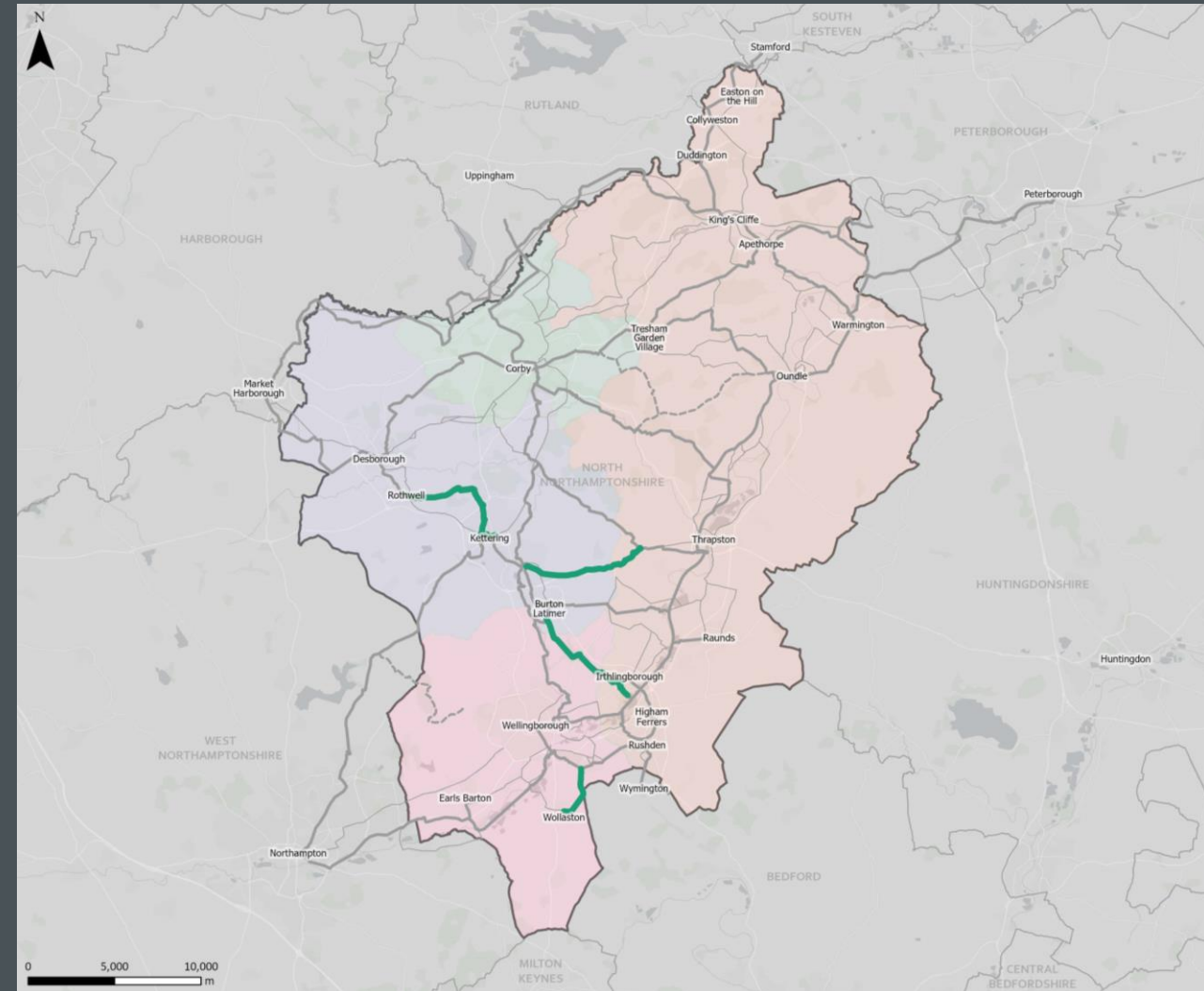


The criteria in the blue boxes were given a higher weighting as these were identified as key criteria.

Routes selected for design recommendations child document

Four routes have been identified to include in the design recommendations child document which will accompany the NNG strategic masterplan. These have been informed by the prioritisation scores, which routes have existing feasibility studies and the need to ensure a fair spread of routes across North Northamptonshire. The routes are:

- Rothwell – Kettering
- Wellingborough - Wollaston via Irchester
- Burton Latimer - Irthlingborough
- Kettering - Thrapston



Consultation on North Northants Greenway September 2023

After Executive approval 14/09/23 the consultation period of 6 weeks was launched.

Stakeholders include but not inclusive:

- Local communities, parishes and town councils
- Cycling, walking groups
- Local businesses
- National bodies e.g. Sustrans, Active Travel England
- Northamptonshire Sport, Northants Local Access Forum

Consultation on North Northants Greenway September 2023

Questions include:

- Demographics about respondents
- Modes of transport
- Frequency of use currently and future use excluding motor vehicles
- Support of vision, outcomes and objectives
- Welcome the opportunity to identify anything missing, identify and suggestions
- Invite respondents to become “Greenway Champions”
- Seek feedback on the developer contribution formulas and the prioritisation of those

Any questions ?

