

Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) Public Consultation

Chris Wragg - Head of Strategic Transport



**North
Northamptonshire
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Structure of Presentation

- What is an LCWIP
- Kettering LCWIP overview
- Results from recent Kettering LCWIP public consultation
- Brief update on other LCWIPs in North Northants

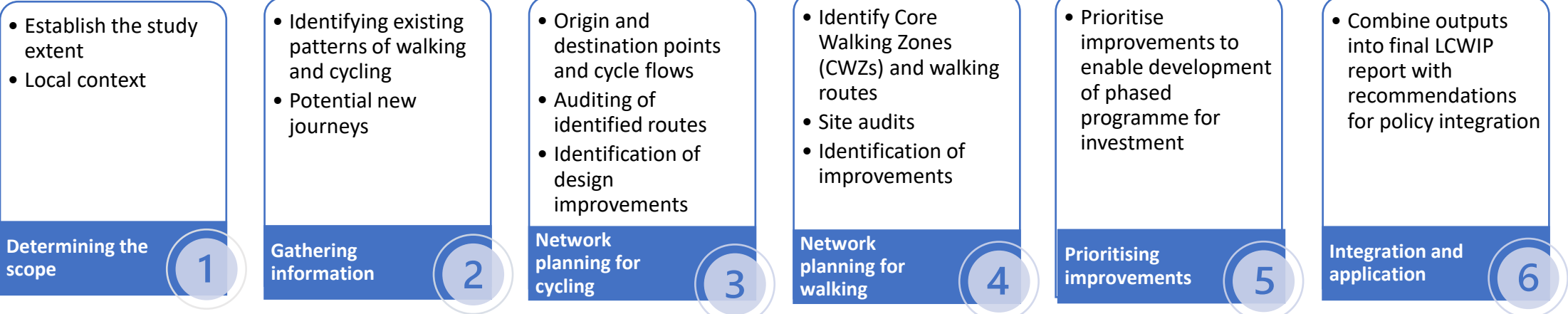


Local Cycling and Walking Infrastructure Plans (LCWIPs)

- LCWIPs provide a long-term, evidence-based approach to developing local cycling and walking networks, usually over a 10 year period. LCWIPs are intended to assist Local Authorities to achieve the following:
 - Identify prioritised 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. LCWIPs are a vital element for the future Local Transport Plan.



LCWIP stages



Key stakeholder engagement workshop

Key stakeholder engagement workshop

Community engagement



Public consultation, adoption and delivery

Progress overview for Kettering LCWIP



Key stakeholder engagement workshop
October 2021

Key stakeholder engagement workshop
April 2022

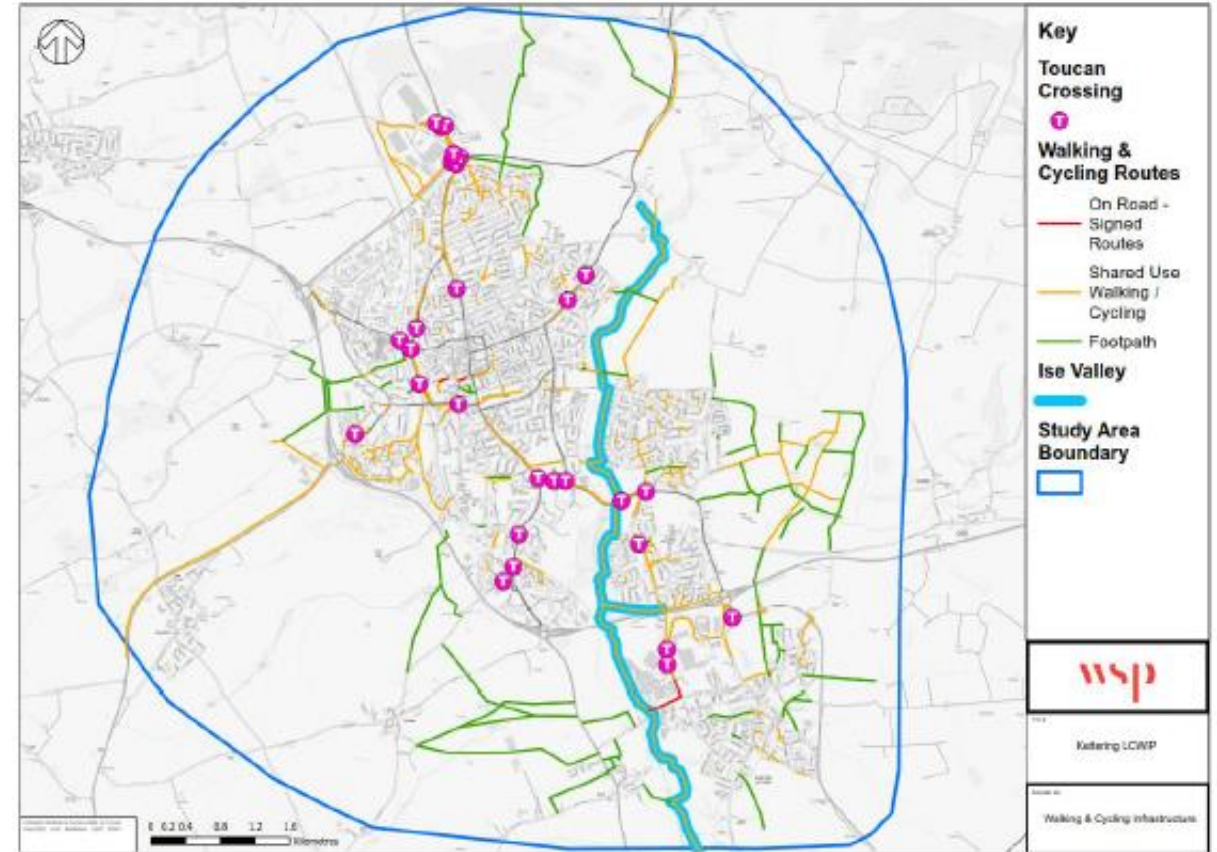
Commonplace community engagement launched October 2021 and has now had the consultation on the LCWIP report

Public consultation undertaken April/May 2023. Adoption and delivery to follow



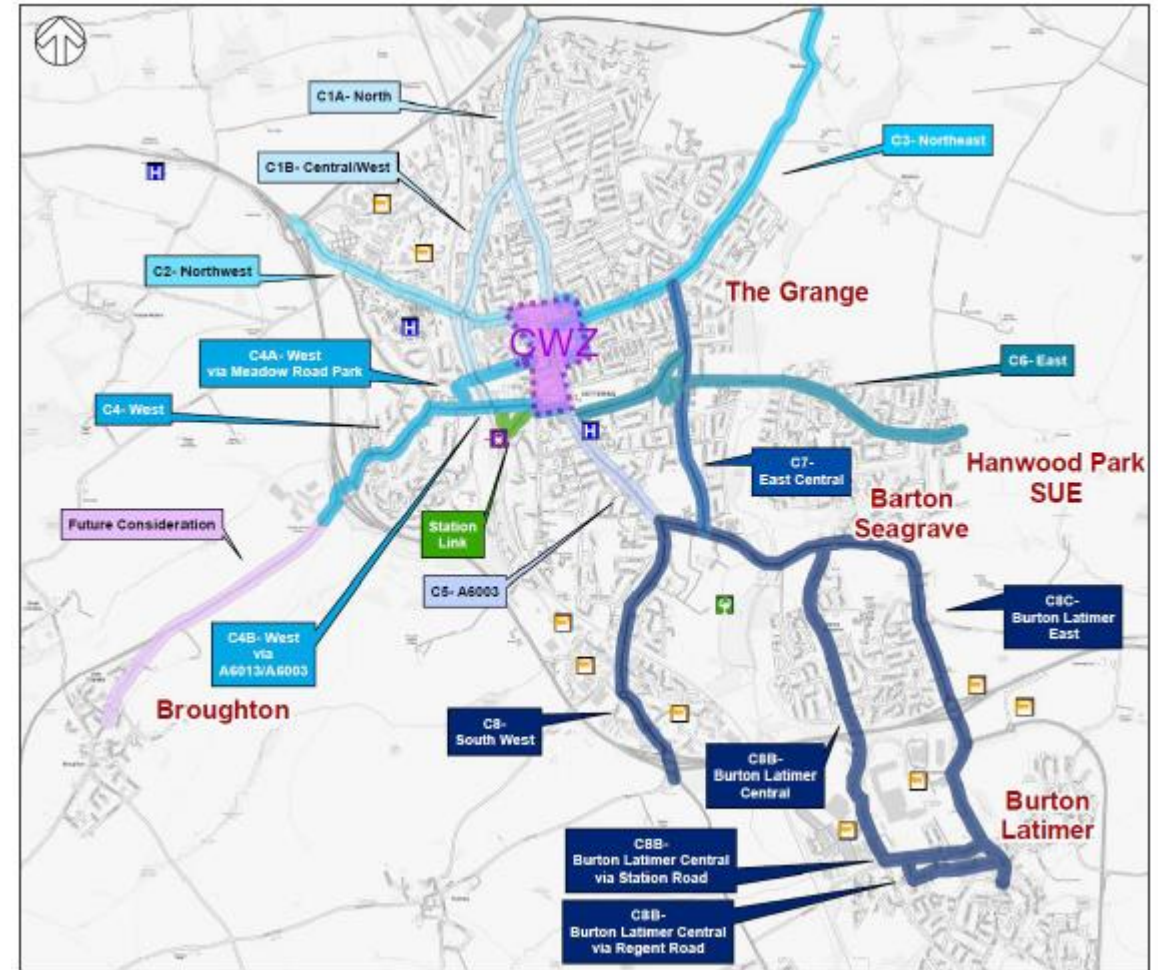
Scope of Kettering LCWIP

- Study extent based on up to 5km cycle distance, but with Burton Latimer included due to the potential for cycle movements.
- Core walking zone (5 minute walk) and 2km radius
- Designed to link with Greenways strategy



Identified cycling routes

- A numbered series of cycling routes listed. These provide a comprehensive and linked network for the plan area.
- Specific proposals for each route identified, in terms of type of facility, crossing provisions etc.
- Recent public consultation includes the proposals for each cycling route.



Prioritisation of cycling routes

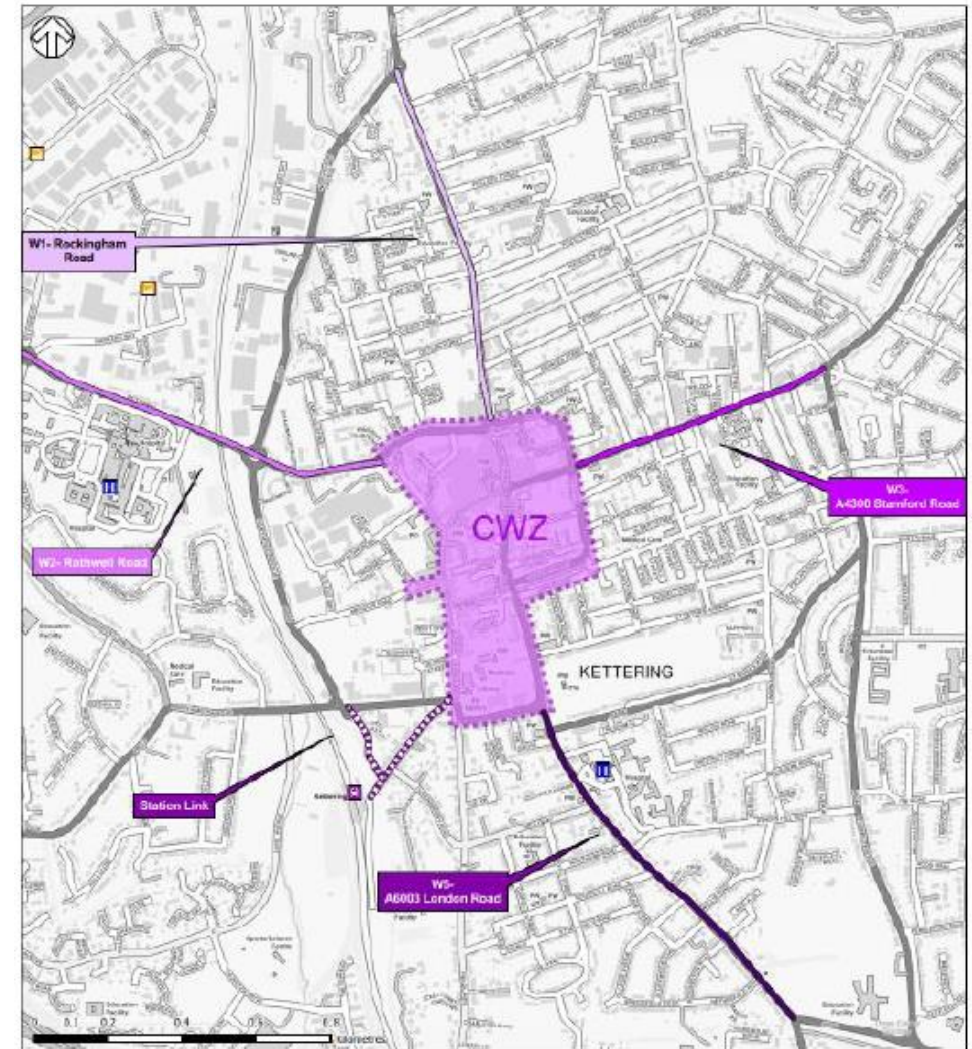
- Prioritisation framework developed, based on the DfT LCWIP guidance. This considers schemes effectiveness, delivery against policy and deliverability. A financial criteria for schemes has also been included.
- Cycling routes prioritised into short, medium and longer term proposals.
- Recent public consultation includes the identified relative priority accorded to each cycling route cycling route.

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



Identified walking routes

- A core town centre walking zone and 5 walking link routes identified
- Proposals listed for 3 of the routes within the core town centre walking zone (Lower Street, Tanners Lane and Northall Street/Eskdail Street).
- All 3 walking routes prioritised as short term proposals.
- The improvements proposed within the cycle routes also provide enhanced conditions for pedestrians.
- Recent public consultation includes the proposals for each walking route and their priority.



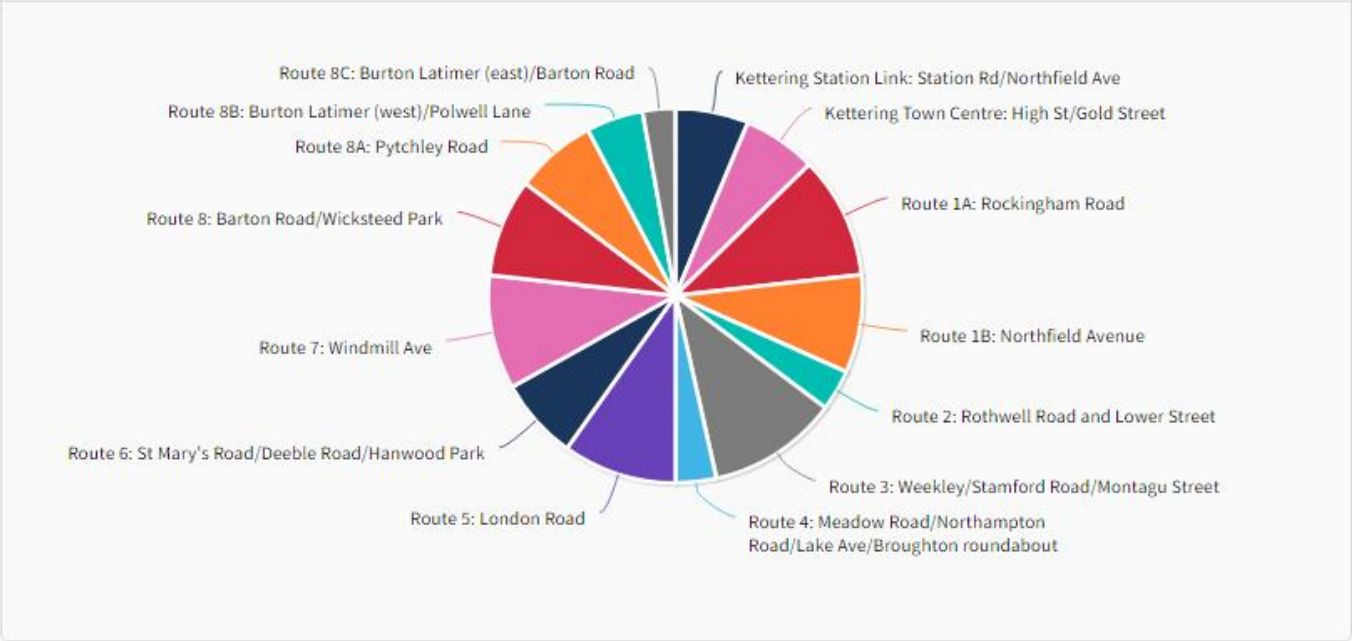
Kettering LCWIP Consultation Responses

How do you feel about this overall plan?

- 81% of respondents were either happy or satisfied with the overall LCWIP
- Only 3% were unhappy with the LCWIP.

Which Individual Routes do you Think Should be Prioritised?

The chart shows each of the 14 routes and the proportion of responses which identified them as a priority. The most commonly identified routes for priority broadly corresponds with those identified within the LCWIP report .



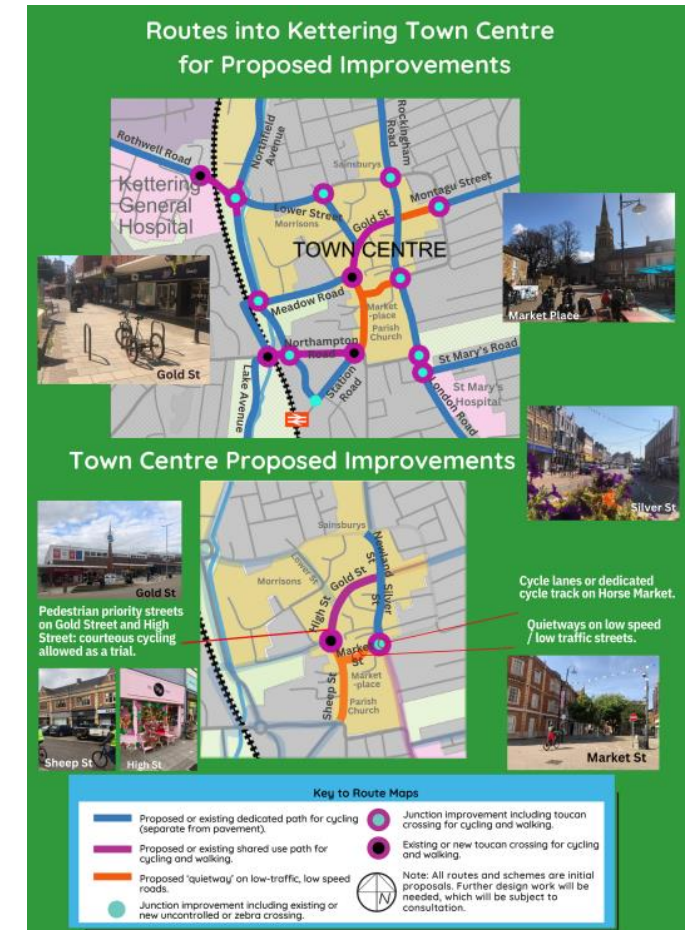
Kettering LCWIP Consultation Responses

Level of Support for Each Improvement

The scoring of approval level for the individual route proposals shows overall high levels of support for each of the routes. Average score of 3.97 out of a maximum possible score of 5 indicates a high level of support for the routes.

Town Centre Improvements

Lowest level of support score was for the town centre improvements. The town centre improvements also had the highest level of responses. Proposed that initial design work and consultation for the town centre improvements be undertaken early in the future progression of the LCWIP to reflect these responses.



Kettering LCWIP Consultation Responses

Detailed Comments on the Proposed Improvements

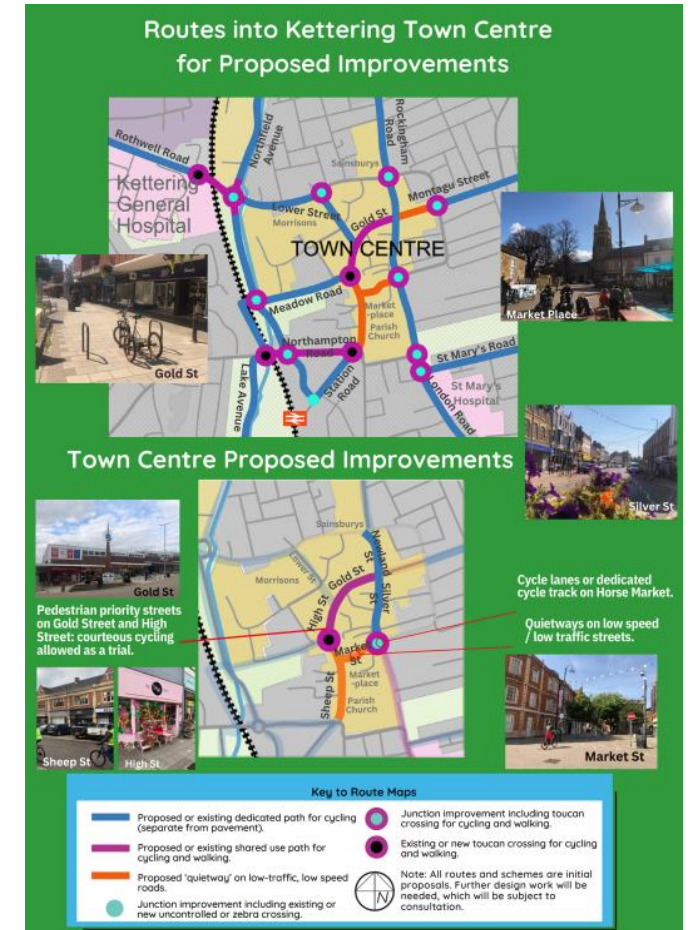
These have been analysed and compiled within a Consultation Report. Examines the comments received for each proposed improvement.

Main Comments Received

Many comments supportive of the LCWIP proposals, with very small proportion providing negative comments.

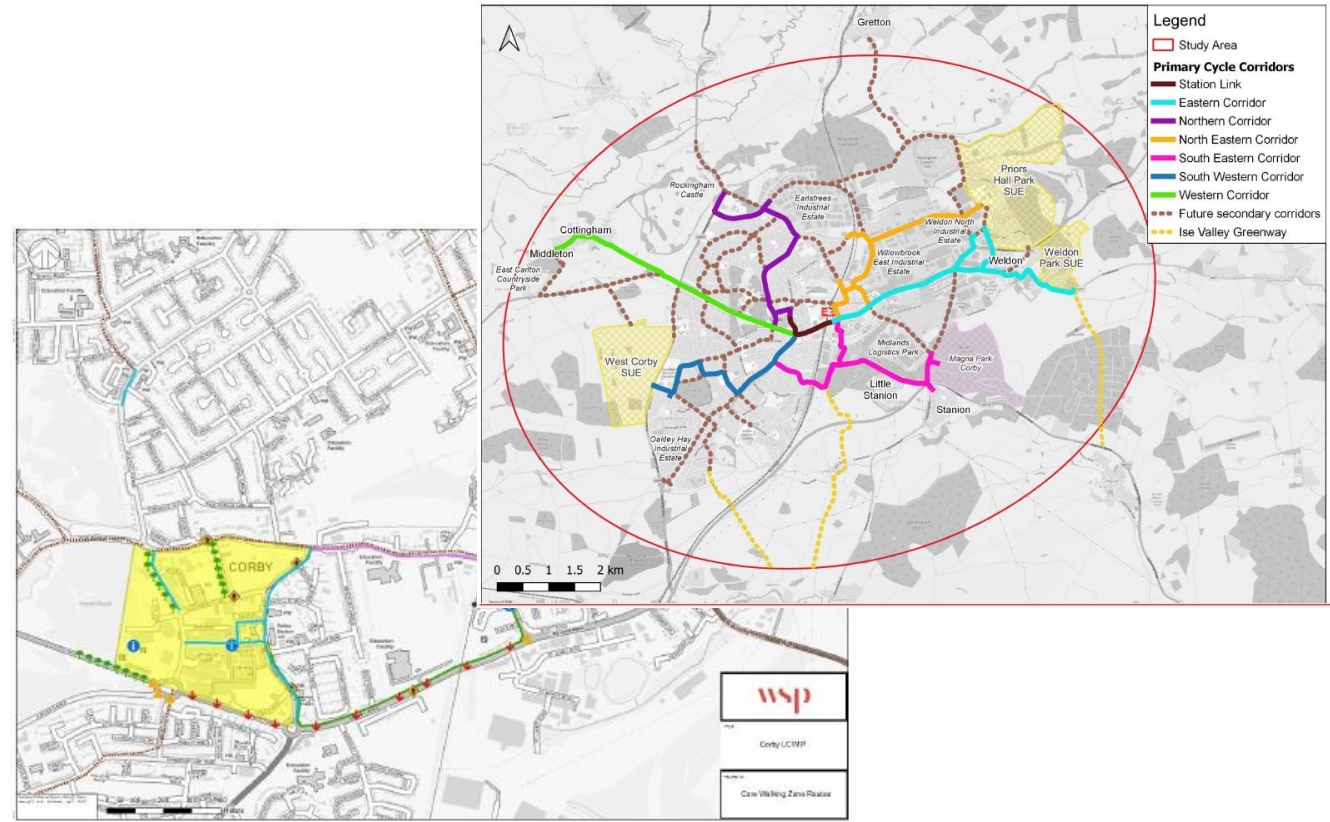
Criticism of the standard of previously implemented infrastructure for cyclists and pedestrians.

The comments received will be provided to the design teams that take forward the development of the initial LCWIP proposals.



Corby LCWIP

- Analysis and stakeholder engagement completed.
- Revised LCWIP report to reflect NNC comments has recently been issued by WSP.
- Public consultation on LCWIP to follow (anticipated September 2023)



Wellingborough LCWIP

- Analysis previously undertaken by Sustrans and Active Planning
- Initial stakeholder engagement commenced April 2023. Responses suggest inclusion of Higham Ferrers and Rushden within a single LCWIP rather than separate LCWIPs.

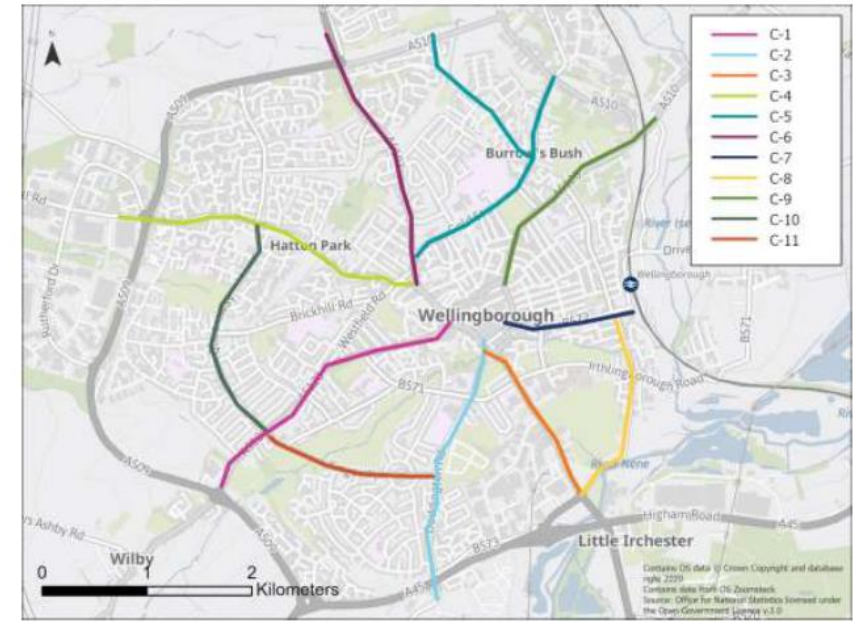
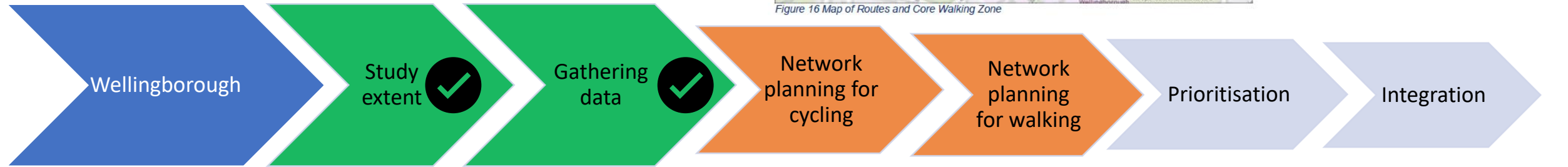


Figure 16 Map of Routes and Core Walking Zone



Higham Ferrers and Rushden LCWIP

- Initial stakeholder engagement workshop undertaken in July 2023.
- Focus upon linkages with Greenways Strategy.
- Responses included for a wider area to be covered by the plan.



Questions



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