



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/614242/Local_cycling_and_walking_infrastructure_plans_technical_guidance.pdf)).