



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)

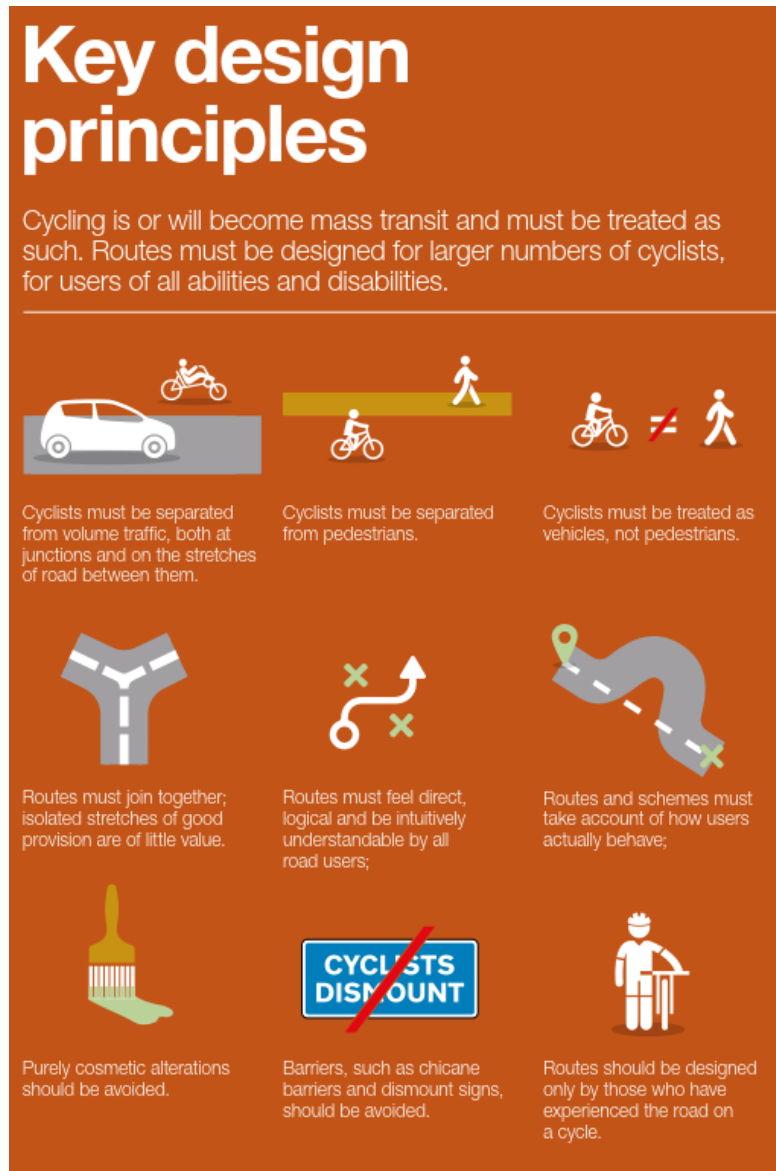
- 2.2.1. Gear Change is the Government’s vision to see a step-change in levels of walking and cycling in England. The strategy details how the Government intends to invest £2 billion on increasing the numbers of people walking and cycling. This includes the creation of a new body – Active Travel England – 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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