

# **North Northants Greenway Survey Consultation Analysis Report 2024**

January 2024

# Contents

1. Introduction .....	3
2. Executive decisions and formal consultation .....	3
3. How was the consultation promoted .....	3
4. How did the consultees have their say? .....	4
5. Number and type of responses received .....	4
6. What did people say? .....	5
6.1 North Northants Greenway Strategy consultation Questionnaire ..	5
6.1.1 About the respondents .....	5
6.1.2 Respondents and modes of transport .....	7
6.1.3 North Northants Greenway Vision .....	7
6.1.4 Developer Contributions to the North Northants Greenway ..	11
6.1.5 Prioritisation of routes .....	12
6.1.6 Written responses .....	13
6.1.7 Demographic information .....	14
6.2 Summary.....	15

# 1. Introduction

The purpose of this report is to set out the North Northants Greenway Strategy consultation process, and key consultation findings (including an understanding of who participated in the consultation), the results of which will be used to help inform the North Northants Greenway Strategy and how it can be delivered across North Northamptonshire.

The North Northants Greenway Strategy along with the Rushden to Wellingborough Masterplan were consulted upon concurrently. Analysis of the Rushden to Wellingborough Masterplan is detailed in a separate document.

To understand the support for the development of the North Northants Greenway Strategy, North Northamptonshire Council needs to:

- Determine the level of support for the North Northants Greenway Strategy
- Seek feedback on the S106 funding formula
- Understand the route prioritization criteria and identify if there are any gaps

## 2. Executive decisions and formal consultation

The draft North Northants Greenway Strategy which was prepared by Phil Jones Associates Limited through Shared Prosperity funds from Central Government was presented to Executive on 14 September 2023. Executive approved a consultation on the proposals and the consultation commenced 21 September 2023 and concluded on 1 November 2023.

The public consultation was conducted by the Council's Consultation and Engagement Team. The structure and design of the consultation set out the North Northants Greenway Strategy, its proposals and enabled both online and non-digital means of participation, in accordance with nationally recognised good practice.

## 3. How was the consultation promoted?

The consultation was hosted on the Council's Consultation Hub website. Councillors, local MPs, town and parish Councils, partner organisations, voluntary and community sector organisations, representatives of protected characteristic groups, local business groups including Chamber of Commerce and Federation of Small Businesses, and members of both the North Northamptonshire Residents' Panel (circa 600 members) and the Council's

Consultation Register were invited to give their views and asked to promote the consultation to their members, or within their local area where appropriate.

Opportunities to take part in the consultation were also promoted in the local media via press releases. The press release went to 26 newsrooms (local and national, print and broadcast including the Northants Telegraph and BBC Radio Northampton), plus individual reporters and other local news sites. It was promoted through the Council's Leaders' Update, the Council's website, e-newsletters and social media channels, enabling both internal (e.g. staff) as well as external consultees to get involved in the process.

The North Northants Friends of the Greenway Facebook group, as well as contacts established through the Greenway programme over the last few years were contacted as stakeholders and those who have aspirations to connect to the North Northants Greenway e.g. Cycle West Peterborough, Friends of Welland Valley, Transition Oundle, Peterborough City Council, Leicestershire County Council.

The Facebook reach (i.e. the number of people who saw any content from or about the consultation web page) was 3913; the Twitter Impressions (i.e. the number of times any content from or about the consultation web page entered a person's screen) was 744; and LinkedIn impressions were 288.

## **4. How did consultees have their say?**

Local people, organisations and other interested parties were able to have their say about the proposals in a range of ways, by:

- Visiting the [North Northamptonshire Greenway Strategy consultation webpage](#) and completing the questionnaire or requesting a paper questionnaire
- Accessing the online questionnaire free of charge at any North Northants Council library
- Emailing [lucy.hawes@northnorthants.gov.uk](mailto:lucy.hawes@northnorthants.gov.uk)
- Writing to North Northamptonshire Council, Greenway Consultation Response, East Northamptonshire House, Cedar Drive, Thrapston, NN14 4LZ

## **5. Number and type of responses received**

During the North Northants Greenway Strategy consultation period, using the various means available to consultees, local people, interested parties and organisations contributed to the consultation 294 times. Nearly all of the

feedback received was via the questionnaire, with 288 respondents participating via the questionnaire and 6 respondents submitting a written response.

## **6. What did people say?**

This report is a summary of the feedback received. The report details the responses to the questions in order and demonstrate how respondents agreed or disagreed to the various types of questions asked about the North Northants Greenway Strategy.

The following documents were published alongside the consultation questionnaire:

- [North Northants Greenway Strategy- DRAFT](#)
- [North Northants Greenway Strategy Executive Report 14 September 2023 and its appendices](#)

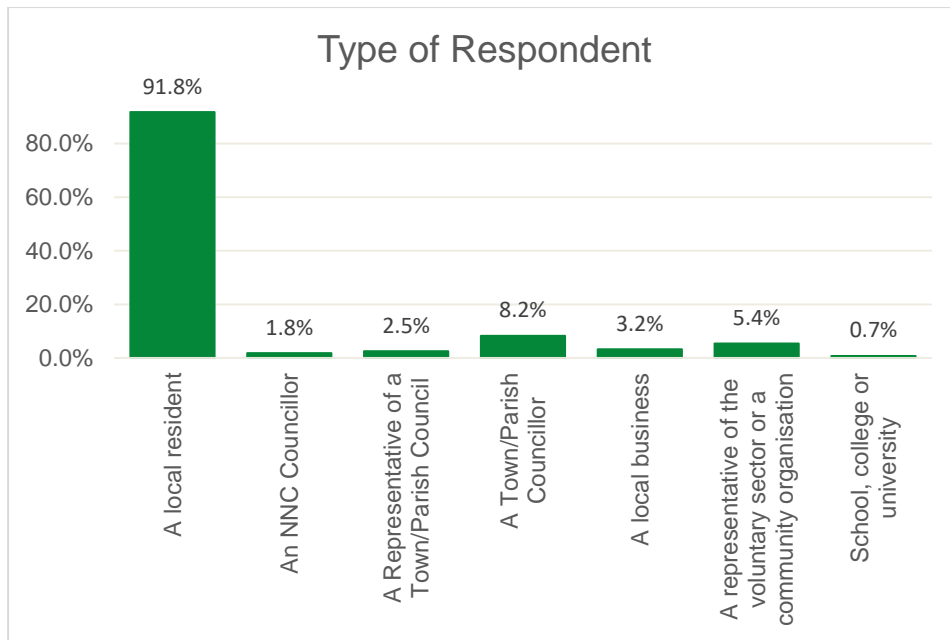
### **6.1 North Northants Greenway Strategy Consultation Questionnaire**

In total, 288 respondents filled out a questionnaire, either partially or fully. Respondents did not have to answer every question and so the total number of responses for each question differs and is shown in relation to each question.

#### **6.1.1 About the respondent**

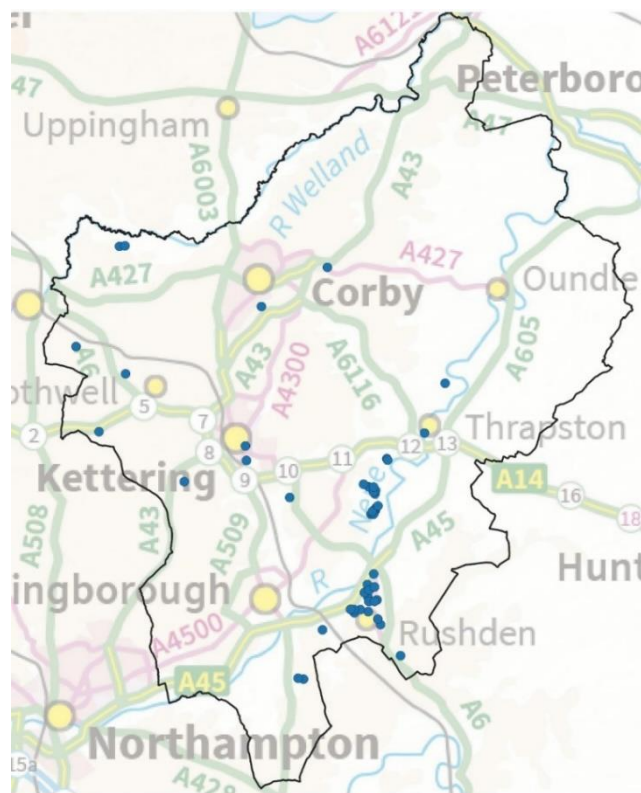
Respondents were asked in what capacity they were responding to the consultation of which:

- 256 respondents are a resident of North Northamptonshire
- 5 North Northamptonshire Councillors
- 23 Town or Parish Councillors
- 4 Neighbouring local authorities
- 15 representatives of a voluntary sector or community organisation group
- 9 local businesses
- 2 from school, college or university



Respondents were asked to provide their postcode to give us an understanding of where respondents live. Of the 288 responses, 187 postcodes were provided and were from North Northamptonshire.

The figure below shows the postcodes of respondents.



**Respondents of the North Northamptonshire Greenway Strategy consultation**

© Crown copyright and database rights 2019 Ordnance Survey licence no. 100019331

### 6.1.2 Respondents and modes of transport

When asked about modes of transport and which of the following they do regularly (excluding cars and motorbikes) either for leisure or other reasons such as commuting to work or travelling to school – 79% of respondents to this question walk, 19% jog or run, 44% wheel or cycle, 9% use a mobility aid or scooter and 5% horse ride.

This shows that the respondents who have engaged with the North Northants Greenway Strategy are regular walkers and cyclists and choose to do this for both getting to work, school, education and for leisure.

9% of these journeys to **work, school and education** are between 0-1 miles, 3% between 1-2 miles, 3% between 2-3 miles, 4% between 3- 5miles and 6% 5 miles or more.

10% of these are done daily, 7% 2 or 3 times weekly, 6% 4-5 times a week and less than 1% monthly.

4.5% of these journeys for **leisure** are between 0-1 miles, 13% between 1-2 miles, 17% between 2-3 miles, 16% between 3-5 miles and 31% 5 miles or more.

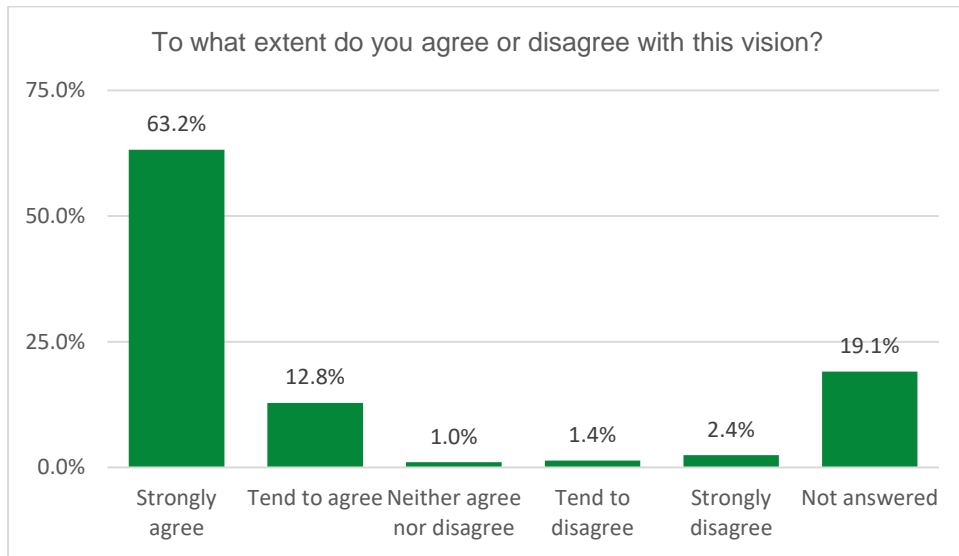
15% are done daily, 29% 2 or 3 times a week, 11% 4-5 times a week and 4% monthly.

These results tell us that for the respondents, **leisure journeys** are the **most frequent**. Routes of up to 5 miles are the most common, with a higher frequency daily, 2-3 and 4-5 times a week compared with trips to places of work, school and education.

### 6.1.3 North Northants Greenway Vision and Outcomes

Respondents were asked to what extent they agree or disagree with the North Northamptonshire Greenway vision:

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



There was a total of 288 responses to this question with 63.2% strongly agreeing and 12.8% tending to agree.

Just 1% neither agreed or disagreed, with 1.4% tending to disagree, 2.4% strongly disagreeing and 19.1% not answering.

Please see Appendix one for a full list. Some of the reasons for respondents agreeing with the vision include:

- “Greenways are desperately needed to help alleviate flooding due to over development. They provide a much-needed area for cleaner air and allowing exercise (horse riding, cycling, walking, running, scooters etc.,) to be taken in a safer environment. There are insufficient safe havens for school children and pedestrians. This may encourage youngsters to walk (exercise) instead of many parents taking them to schools/colleges”.
- “An opportunity for better pathways for walking and cycling can only be a good thing. It will also help with climate change and provide opportunities for health and wellbeing as well as connectivity”.
- “Strongly support as long as you include all user types”.
- “The future needs streets and paths for walking wheeling and cycling that are separate from higher speed roads for motor vehicles. About 2/3 of crashes where people are killed or injured are on 30 mph residential streets”.
- ““It is difficult currently to run between villages, particularly in the winter when the fields are wet, because the roads are not safe”.
- “Sounds absolutely wonderful - to be able to travel between towns and locations without needing to be near roads or cars”

Negative statements which were appropriated to the Vision include:

- “Cyclists to start with are a menace to road safety”
- “Until more money is spent maintaining the current Greenway and making it safe I see no benefit in extending it”.



- “You would be better advised to spend nearly £40m of our money on resurfacing the roads. They are in an absolutely atrocious condition and in many cases completely unfit for use and dangerous”.
- “I agree with the vision but have no confidence in its delivery”.
- “Because in order for some villages to safely access the routes there needs to be investment in safe road crossings (Stanwick roundabout linking to Stanwick lakes and the Nene Way). I’m not convinced the council will invest

Respondents were then asked to what extent they agree or disagree with the key objectives of the NNG strategy.

**Key objective 1:** Help people to choose to walk, wheel or cycle for a range of trip purposes realised 232 responses

**Key objective 2:** Deliver an active travel network in line with current standards realised 228 responses

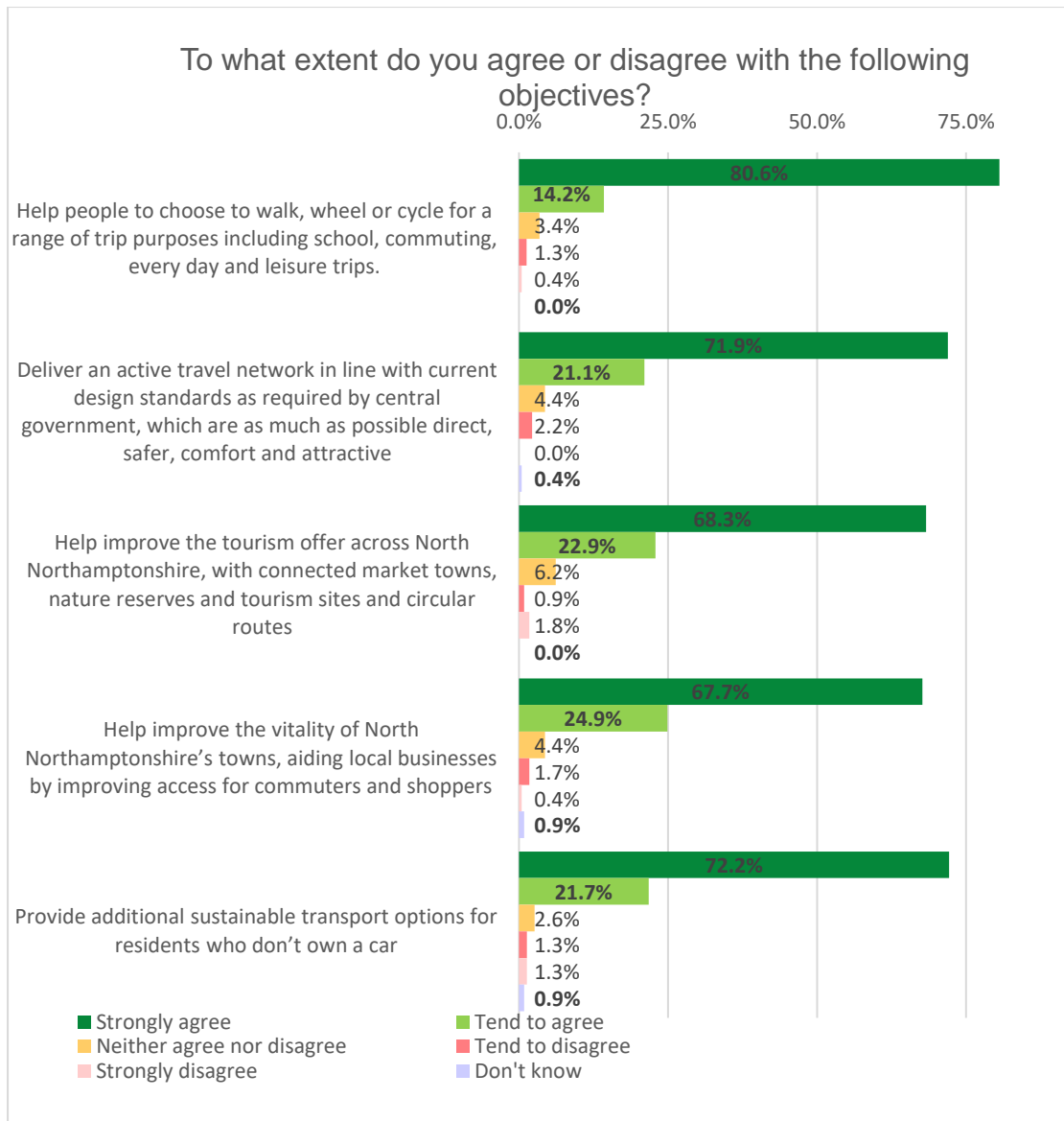
**Key objective 3:** Help improve the tourism offer across North Northamptonshire realised 227 responses

**Key objective 4:** Help improve the vitality of North Northamptonshire’s towns, aiding local businesses realised 229

**Key objective 5:** Provide additional sustainable transport options for those who don’t own a car realised 230 responses.

This would suggest that respondents found most of the objectives relative to the Vision and that “helping to choose walking, wheeling and cycling” resonated the most with them.

The below graph shows to what extent they agreed/disagreed with each objective.



Respondents were then asked “If you feel there are any key objectives that are missing then please tell us”.

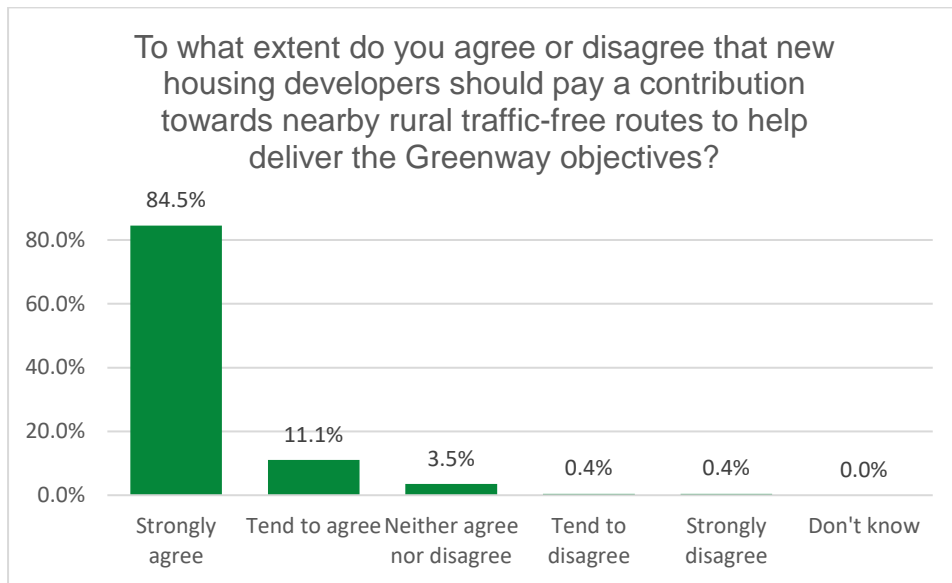
64 responses were received, and from those comments the themes that emerged were **safety, maintenance, inclusivity, deliverability and connectivity**. It is therefore recommended that these keys themes are included into the Vision and underpin each of the objectives.

The full list of responses can be seen in Appendix 1.

### 6.1.4 Developer Contributions to the North Northants Greenway

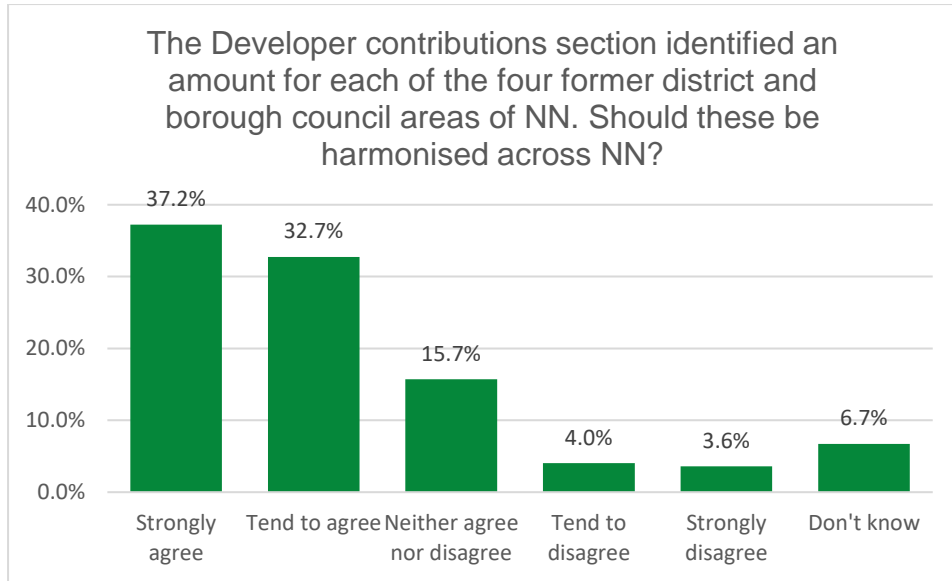
Respondents were asked “To what extent do you agree or disagree that new housing developers should pay a contribution towards nearby rural traffic-free routes to help deliver the Greenway objectives?”

226 responses were received and 84.5% strongly agreed, 11.1% tending to agree, 3.5% neither agreeing or disagreeing and less than 1% for the “disagreeing” selections. This is shown in the graph below:



Respondents were then asked “The Developer contributions section identified an amount for each of the four former district and borough council areas of North Northamptonshire. Should these be harmonized across North Northamptonshire?”

223 responses were received, and these are shown in the graph below:



37.2% strongly agree and 32.7% tend to agree, with 15.7% neither agreeing or disagreeing, 4% tending to agree, 3.6% strongly disagreeing and 6.7% not knowing.

This would suggest there is support to harmonise the formula across North Northamptonshire.

### 6.1.5 Prioritisation of routes

A prioritisation toolkit was developed as part of the North Northamptonshire Greenway to help prioritise schemes so funding and construction timetables can be placed in a logical order.

Its purpose is not to decide which routes are worthwhile, as all 33 routes identified are a priority, but to simply establish an order and where to start.

The agreed prioritisation criteria are:

- 1 Access to employment
- 2 Access to education/ training
- 3 Access to leisure/ tourism
- 4 Access to growth
- 5 Access to green space
- 6 Value to network
- 7 Improving road safety
- 8 Cost

Respondents were asked if they felt there are any key prioritisation criteria that are missing.

28 responses were received to this question, many of which were comments specific to certain areas and /or linked to the criteria as above. The full list of responses is shown in Appendix 1

Respondents were then asked if they felt any routes were missing from the 33 identified in the Strategy.

205 answered this question, with 66 saying “Yes”, 47 saying “No” and 92 “Don’t know”.

Of the 66 “Yes” and the subsequent response identifying the route, 33 mentioned Stanwick, and although not explicitly stated in the Strategy, route 14 is Thrapston to Raunds which would pass through Stanwick. Stanwick Lakes is served by the Nene Valley Greenway, however the comments are alluding to a crossing over the A45 to connect the village of Stanwick to Stanwick Lakes, and this is being investigated by North Northants Highways colleagues.

Other parishes and towns mentioned are all in the identified routes with the exception of Weldon, Blatherwycke, Gretton and Wansford.

Weldon can be incorporated into Route 5 Corby to Oundle, and Blatherwycke into either Route FR Market Harborough to Wansford, an extension of Route 8 King’s Cliffe to Stamford or Route 6 Tresham Garden Village to King’s Cliffe. Wansford could form part of the ambitious route FR and would involve work with Cambridgeshire County Council, and Gretton will form part of route 9 from Lyddington via Gretton to Corby.

### **6.1.6 Written responses**

There were 7 written responses received in relation to the North Northamptonshire Greenway Strategy consultation by email.

One came from a Town Council showing support for the North Northamptonshire Greenway development, and the other six came from stakeholders such as Natural England, Environment Agency, Ramblers, British Horse Society, local developers and internal functions within North Northants Council.

These have individually commented on the NNG Strategy and meetings with the respondents have taken place in order to incorporate their thoughts into the draft North Northamptonshire Greenway Strategy before it goes to Executive for final approval.

### 6.1.7 Demographic information

The questionnaire then invited organisational respondents to provide more detail about their organisation by providing their organisations name and their job title/ role. The 11 respondents who provided this information identified themselves as Town and Parish Councils; community associations and committees. We have not listed the job titles/ roles of respondents within this report to ensure respondents' anonymity is retained.

Respondents who were not responding on behalf of an organisation were asked a range of equality monitoring questions to help us understand the characteristics of people who have taken part in the consultation.

Only a few respondents provided this information. From the data received by those respondents who completed this section, the information demonstrates that the respondents are broadly representative of the population of North Northamptonshire. However, when compared with known population statistics the data does highlight that more males answered the questionnaire than females. The following is a brief summary of the data received. For the purpose of this analysis, respondents who answered 'Prefer not to say' to an equality monitoring question have not been included within the below percentages.

More males (60%) have completed the questionnaire than females (40%), with 0. % stating they are either other or non-binary. All respondents (100%) said they were the same gender as they were assigned at birth.

There was an even split between respondents aged 35-49, 50-64 and 65-74 being 26.07% for each age group, 13.3% of 25 to 34 years and 6.99% aged 75 and over.

Most of the respondents identified themselves as being married (53.3%), 26.67% being single and 26.67% divorced.

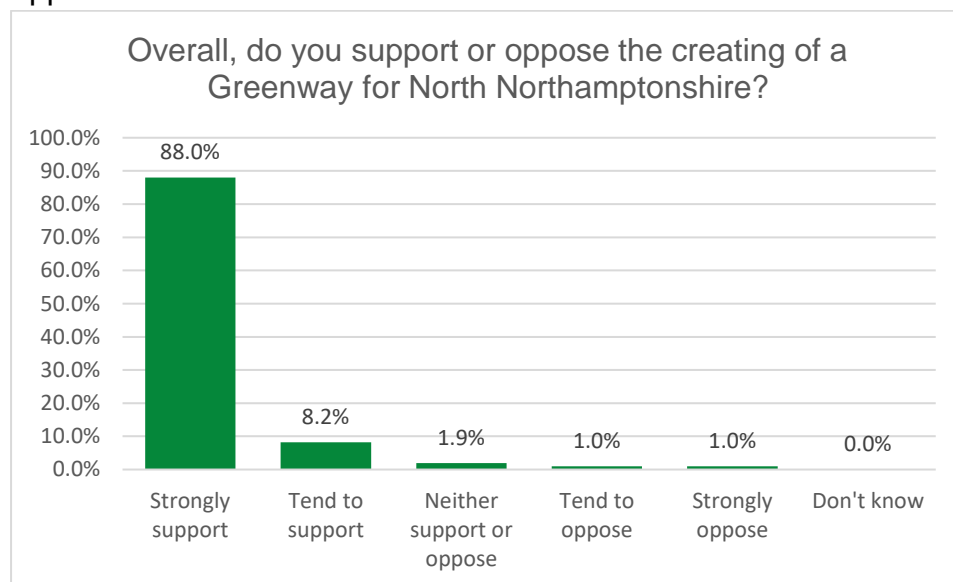
The majority of respondents said they were heterosexual (93.3%); with 6.7% preferring not to say.

Other identified demographic information provided by respondents demonstrated that 26.67% considered themselves to have a disability. Predominantly respondents identified themselves as White British (93.3%), with the remainder saying they were from Other White.

The most frequent religion identified was Christian (26.67%), with 46.7% of respondents choosing 'None' and the remainder choosing not to say.

## 6.2 Summary

When asked “Overall, do you support or oppose the creating of a Greenway for North Northamptonshire?” There were 208 responses to this question comments and 88.0% “strongly support” and 8.2% “tending to support. 1.9% “neither support or oppose”, with 1.0% “tending to oppose” and 1.0% “strongly oppose”



A list of comments can be found in Appendix 1.

It is clear that the respondents have a keen interest in Active Travel and that the development of the North Northants Greenway is supported.

Leisure trips are, at the time of the questionnaire, the trip generators rather than commuting, however the comments received show that with the progressive development of Greenways, commuting trips will rise.

Respondents are in agreement with the Vision and its key objectives. Underlying all responses is the need for maintenance, inclusivity, deliverability, connectivity and safety to be at the heart of all the development of routes.

Securing future maintenance agreements is key with the delivery of routes, and that needs to be agreed at the outset. As is the maintenance of the Greenways already delivered.

Inclusivity for all users is also highlighted throughout the consultation and from the responses it is clear that horse riders, mobility scooters and other users aside from walkers, wheelers and cyclists need to be accommodated for, where appropriate and feasible.

Using dismantled railway lines came up as a suggestion within the consultation, however where these sit on private land, the reality of entering into a mutually beneficial agreement with the landowner is yet to be discovered, but exploring ways of working with landowners can be added to the Strategy as a way to further develop the Greenway network.

In addition, keeping the Greenway off road wherever possible is also a strong theme from comments throughout the consultation. Working with private landowners and the Rights of Way team will therefore be a key strand of delivering sections.

In responses to the questions regarding the routes, a few identified a route which was already identified in the NNG Strategy. This could infer the question was perhaps too confusing or that the respondent did not look at the maps showing the identified routes before answering.

However, many responses referred to the Nene Valley Greenway which is open and gives us the opportunity to learn from that development when delivering new routes.

The questionnaire asked for “Greenway Champions” to come forward who would raise the profile of the Strategy, the benefits of the Greenway network, advocate it to their community and generally spread the word. This yielded 3 individual responses. Please read the Consultation Analysis for the Rushden to Wellingborough Greenway Masterplan as that yielded much more interest in Greenway Champions.

Furthermore, interested groups from villages and towns on the routes have come forward since the Consultation to both show their support and to work with us to help identify and scope the routes. These include Rockingham Forest Vision, the Slate Valley Greenway (Route 8), Wollaston and Irchester (Route 28), Great and Little Addington (Route 13 and Apethorpe for their part in routes 7 and 19).

In addition to that, scoping work is also taking place with Twywell, Cranford and Woodford through local interest on Route KT, and Braybrooke Parish Council to look at Route 1.

This interest and support from local community members is key to the scoping and profile raising of each of the routes at a local level, to engage local landowners, helping overcome barriers and with the development of each route from scoping through to delivery.

Furthermore, this local support provides the opportunity to access different funding streams that are not always necessarily available to local authorities.



An example of this would be the Slate Valley Greenway Trail, currently at Feasibility Stage. The local interest group were able to apply to a local landfill site for the funds to commission their study.

It is also clear that there is strong support for harmonisation of the S106 formula across North Northants, and from the consultation, it is clear further work needs to be done internally within North Northants Council in order for it to become an adopted policy.