



West
Northamptonshire
Council

West Northamptonshire Active Travel Strategy

Our plan for walking, wheeling and cycling

Draft for consultation

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Consultees

Internal	External
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Network Management	
Major Projects	
Development Management	
Section 106 Team	
Public Health	
Sport, Leisure and Culture	
Economic Development	
Regeneration	
Planning	
Environmental Health	
Sustainability Team	
Assistant Director/ Portfolio Holder	
Director of Place	

Distribution List

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Links to other documents

Document	Link
Local Transport Plan	Highways plans and strategies West Northamptonshire Council
Local Cycling and Walking Infrastructure Plans	Highways plans and strategies West Northamptonshire Council

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Foreword

To be completed following consultation.

Executive summary

The Active Travel Strategy sets out a bold and ambitious plan to make active travel i.e. walking, wheeling, cycling, scooting and horse-riding the natural first choice for local, everyday journeys across West Northamptonshire. Developed in alignment with the objectives set out in the One West Northamptonshire plan our Local Transport Plan and national policy frameworks, the strategy has five broad aims:

- **Providing greater travel choice** for local journeys within our towns and villages by making active travel easy, accessible, safe and enjoyable for everyone
- **Enabling sustainable growth** through well connected and integrated active travel networks
- **Supporting active healthy lifestyles** to improve quality of life
- **Improving air quality, reducing congestion** and improving the environment
- **Supporting town and local centres** in being more accessible, attractive, comfortable and safe for people walking, wheeling and cycling which can help to increase pedestrian footfall, boosting the economy and enhancing places for people.

Our active travel vision is:

'To work with all stakeholders including communities to create an environment where everyone feels safe and able to walk, wheel and cycle for local, everyday journeys to healthcare, schools, work, leisure and the shops.'

To deliver on our vision, we have identified a number of actions focused around three key themes which have been identified through stakeholder engagement and internal discussion:

- **Connecting people and places**
- **Collaborating to unlock change**
- **Communicating and promoting**

Taken together, these themes will help to create an overarching approach to active travel across West Northamptonshire, supporting the creation of a more connected network for active travel in collaboration with communities and stakeholders and a culture where active travel is the natural choice for local, everyday journeys.

This Active Travel Strategy sets out the benefits of active travel, and acknowledges the key barriers such as car dependency, infrastructure gaps, funding constraints and perceptions of safety. It also identifies significant opportunities to improve public health, enhance the environment, support economic growth and provide greater travel choice.

Under each of the key themes this strategy sets out our focus and an action plan with priorities, timescales and likely funding sources.

Connecting people and places

This key theme is focused around encouraging people to walk, wheel or cycle for local journeys through accessible, safe and connected infrastructure, with clear signage and secure cycle parking at key destinations.

Some examples of how we will achieve this are:

- Designing and adopting infrastructure that is coherent, direct, safe, comfortable, attractive and accessible for everyone, with signage and available cycle parking at key destinations
- Delivering one corridor in each of the Local Cycling and Walking Infrastructure Plans (LCWIPs) by 2035, subject to availability of funding
- Maintaining a five year pipeline of schemes
- Developing a Rural Active Travel Network Strategy to connect rural communities and help support leisure, tourism and the economy
- Developing a prioritisation tool to consider schemes that are not identified in the LCWIPs

Collaborating to unlock change

This key theme sets out how we plan to collaborate across the Council, with our partners, local communities through policy, training and education.

Some examples of how we will achieve this are:

- Appointing an elected Councillor as an Active Travel Champion to work across departments in the Council to ensure collaboration
- Establishing an Active Travel Forum to bring together active travel groups in West Northamptonshire
- Collaborating with partners such as Active Travel England, Walk Wheel Cycle Trust, neighbouring authorities etc
- Undertaking a School Streets pilot in up to three schools and undertaking monitoring and evaluation of the impact on traffic, parking, air quality, noise, travel behaviour and the local community
- Engaging with stakeholders and the local community in scheme design as early as possible
- Programme of cycling training for early years, school age children, adults, workplaces and families

Communicating and promoting

This key theme sets out how we plan to get people to consider walking, wheeling and cycling through engagement, promotion and travel behaviour initiatives.

Some examples of how we will achieve this are:

- Work with schools to implement School Travel Plans using Modeshift STARS and support schools to take part in Big Walk and Wheel walk
- Work closely with employers to encourage active travel to work and help to develop workplace travel plans, promote Cycle to Work Scheme
- Promoting active travel through public events and work with other departments to develop a communication strategy
- Working closely with British Cycling to develop a package of cycling programmes, led rides and local community cycling events
- Identifying funding opportunities to introduce a package of supportive active travel promotion measures

In order to deliver real change, and ensure active travel is the first choice for local, everyday journeys in West Northamptonshire, revenue and capital funding will be needed. We will work with partners and Central Government to maximise investment opportunities. The Active Travel Strategy will be used to prioritise how the limited funding we do have is spent. We will work with other departments across the Council to explore opportunities to pool resources and we will work with partners which may have access to other funding.

Introduction

What does this strategy hope to achieve?

We want to work with communities to make active travel i.e. walking, wheeling, cycling, scooting and horse-riding the natural first choice for local everyday journeys, to provide greater travel choice, reduce reliance on private cars and support residents and visitors in leading active, healthy lifestyles. The Active Travel Strategy sets out our vision for active travel and actions needed to support an increase in the active travel across West Northamptonshire.

The strategy has five broad aims:

- **Providing greater travel choice** for local journeys within our towns and villages by making active travel easy, accessible, safe and enjoyable for everyone
- **Enabling sustainable growth** through well connected and integrated active travel networks
- **Supporting active, healthy lifestyles** to improve quality of life
- **Improving air quality, reducing congestion** and improving the environment
- **Supporting town and local centres** in being more accessible, attractive, comfortable and safe for people walking, wheeling and cycling which can help to increase pedestrian footfall, boosting the economy and enhancing places for people.

The Strategy will achieve this through:

- **Connecting people and places** – creating the infrastructure
- **Collaborating to unlock change** – working in partnership, training and education
- **Communicating and promoting** – to influence travel behaviour

The Strategy outlines our vision for active travel to 2045, with a clear action plan for our priorities in the next five years based on funding available and achieving best value for money.

How have we developed the Active Travel Strategy and who is involved?

To achieve our vision for active travel in West Northamptonshire, we will need to work across the Council and with local communities, town and parish councils, schools and major employers as well as other partners such as National Highways and Network Rail over the coming years to identify needs and collaboratively develop solutions.

This strategy has been developed with input from council officers, key partners, interest groups and wider engagement with Councillors, parish/town councils and key stakeholders. Feedback received through stakeholder workshops and feedback received through previous consultations on the Local Transport Plan and Local Cycling and Walking Infrastructure Plans have also been considered in the development of the strategy.

How to have your say

We now want to hear the views of local businesses, residents as well as other interested parties and stakeholders.

You can have your say on the draft Active Travel Strategy by completing an [online survey](#). If you need assistance to complete the online questionnaire, would like a copy of it in another format, or respond via an alternative method, our contact details are as follows:

Email address: LocalTransportPlan@westnorthants.gov.uk

Telephone: 0300 126 7000

Postal address:

Transport Planning Team
West Northamptonshire Council
One Angel Square
(Service Yard)
Angel Street
Northampton
NN1 1ED

The consultation closes at 23:59 Tuesday 27 January 2026.

Feedback will be analysed and changes will be made to the draft strategy. Further details will be available in a consultation report. The final strategy will be taken for approval at Cabinet in Spring 2026.

Links to the Local Transport Plan

This Active Travel Strategy focuses on the active travel improvements needed to achieve the vision and objectives of the Local Transport Plan. Notably it aims to realise the vision for active modes like walking, wheeling and cycling to be the natural first choice for short trips.

The Local Transport Plan Theme and Objectives guide the policies and interventions within the plan, and these are set out below:

Encouraging Active Travel forms a key part of the Local Transport Plan's themes "Connecting People Better, Shaping Healthier Places, and Mobility Enabling Prosperity".

CONNECTING PEOPLE BETTER

Objective 1: Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations

This strategy outlines our approach to delivering high quality walking, wheeling and cycling networks that are accessible, safe, attractive, and convenient for everyday trips and for wider connections to public transport, to support multi-modal journeys.

Objective 2: Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire

Investment in active travel will help to create resilient transport networks and enhance the public realm in urban and rural towns and villages.

SHAPING HEALTHIER PLACES

Objective 3: Improve road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates improved public health outcomes

Dedicated walking, wheeling and cycling infrastructure will help to reduce conflict between all road users. Improved road safety will help encourage more people to use active travel for short trips, so people are more physically active, improving health and wellbeing.

Objective 4: Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, mindful of local heritage

Encouraging people to choose to travel by active modes for local journeys reduces carbon emissions from transport and enhances the local environment by reducing congestion and improving air quality.

MOBILITY ENABLING PROSPERITY

Objective 5: Reduce inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth

This strategy sets out how we plan to enhance the walking, cycling, and wheeling network to reduce inequalities for those without access to a private car and enhance access to employment and education opportunities to support economic growth.

Objective 6: Maximise the benefits to communities and businesses through use of technology and innovation

The strategy outlines how we will embrace new technology and innovation to enable people to plan journeys more effectively and unlock new ways of meeting business needs such as e-cargo deliveries etc.

Local Walking and Cycling Infrastructure Plans

In developing this Strategy there has been significant consideration and alignment with the Local Cycling and Walking Plans (LCWIPs) for Brackley, Daventry, Towcester and Northampton. The LCWIP includes both new routes and existing routes that need improvement and set out what could be achieved along each corridor. They form the focus of where the network needs to be improved to create a comprehensive network.

Overview of Active Travel within the context of West Northamptonshire

Benefits of active travel

By active travel we mean using your own effort to get around for everyday journeys such as going to school, to the shops, or to work, as well as for exercise and leisure by walking, wheeling or cycling.

When referring to 'wheeling' we are talking about using a wheelchair or other mobility aid and we include tricycles, adapted bikes, other non-standard cycles and children's push scooters. More broadly, active travel also includes running, skateboards, roller blades and equestrians. Infrastructure designed for active travel also supports e-bikes and in areas like Northampton, where there is a live government trial of rental electric scooters (e-scooters)¹.

Encouraging people to walk, wheel and cycle for everyday journeys has a wide range of benefits as outlined in Figure 1 and summarised below.

¹ [E-scooter trials: guidance for local authorities and rental operators - GOV.UK](https://www.gov.uk/government/news/e-scooter-trials-guidance-for-local-authorities-and-rental-operators)

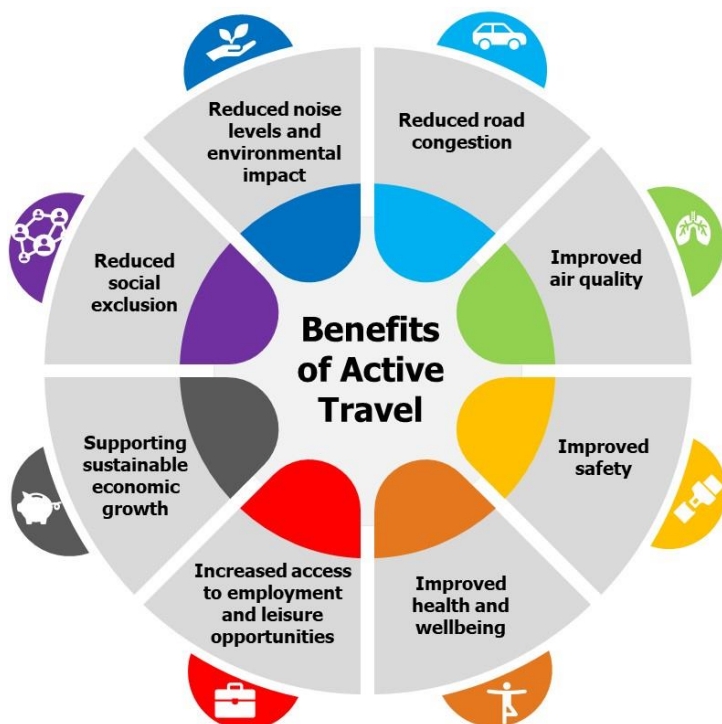


Figure 1: Benefits of Active Travel

Improved health and wellbeing

Building movement into our everyday journeys improves joint health, strengthens muscles, tackles obesity, improves wellbeing and increases energy levels across all ages. This strategy strongly aligns with the One West Northamptonshire plan outcomes of:

- Thriving Place – One Future by creating a great environment to live in, with good connectivity by active travel.
- Thriving People – One Heart by ensuring residents age well, feel safe, and children get the best start.

This strategy is an enabler of some of the ambitions outlined in our Health and Wellbeing Board Strategy:

- Ambition 1 - Best Start in Life
- Ambition 3 - Staying Fit Well and Independent
- Ambition 5 - Affordable Housing in Places that are Clean and Green
- Ambition 7 - Connected to Friends and Family

Active travel can be an important contributor towards behaviour change and people developing long term habits. The WNC Active Lives Strategy² champions behaviour change to encourage more people living active lives.

Reduced social exclusion and increased access to employment and leisure activities

Providing safe and attractive active travel options creates a more equitable transport system, whereby everyone has the same opportunities to access education, work, healthcare and leisure through improved connectivity and coherent routes.

Reduced noise levels, improved air quality and supporting sustainable economic growth

Designing for active travel creates places which are more pleasant to spend time in, less dominated by vehicular traffic with improved air quality which helps to attract people to shop local, supporting our towns

² [Active Lives Strategy 2025-2030 | West Northamptonshire Council](#)

and villages to thrive. Places that are designed where streets are destinations, not thoroughfares, create opportunities for sustainable economic growth.

Reduced road congestion and improved safety

Promoting active travel not only brings benefits to those who wish to walk, wheel or cycle, it also benefits those who drive. Encouraging more people to use active travel for local journeys will reduce congestion on the roads and improve journey times. Providing dedicated space for active travel and clearer priorities between road users will reduce conflict and improve road safety for all.

National and regional policy

In recent years the Government has set out its plan for decarbonising transport through prioritising improvements in sustainable travel, including several targets and commitments for increased active travel over the coming decades. This is supported by updated cycle infrastructure guidance, updates to the Highway Code and guidance for developing Local Cycling and Walking Infrastructure Plans. Figure 2 outlines the relevant national and regional policy documents. Further details on each of the documents can be found in Appendix A.

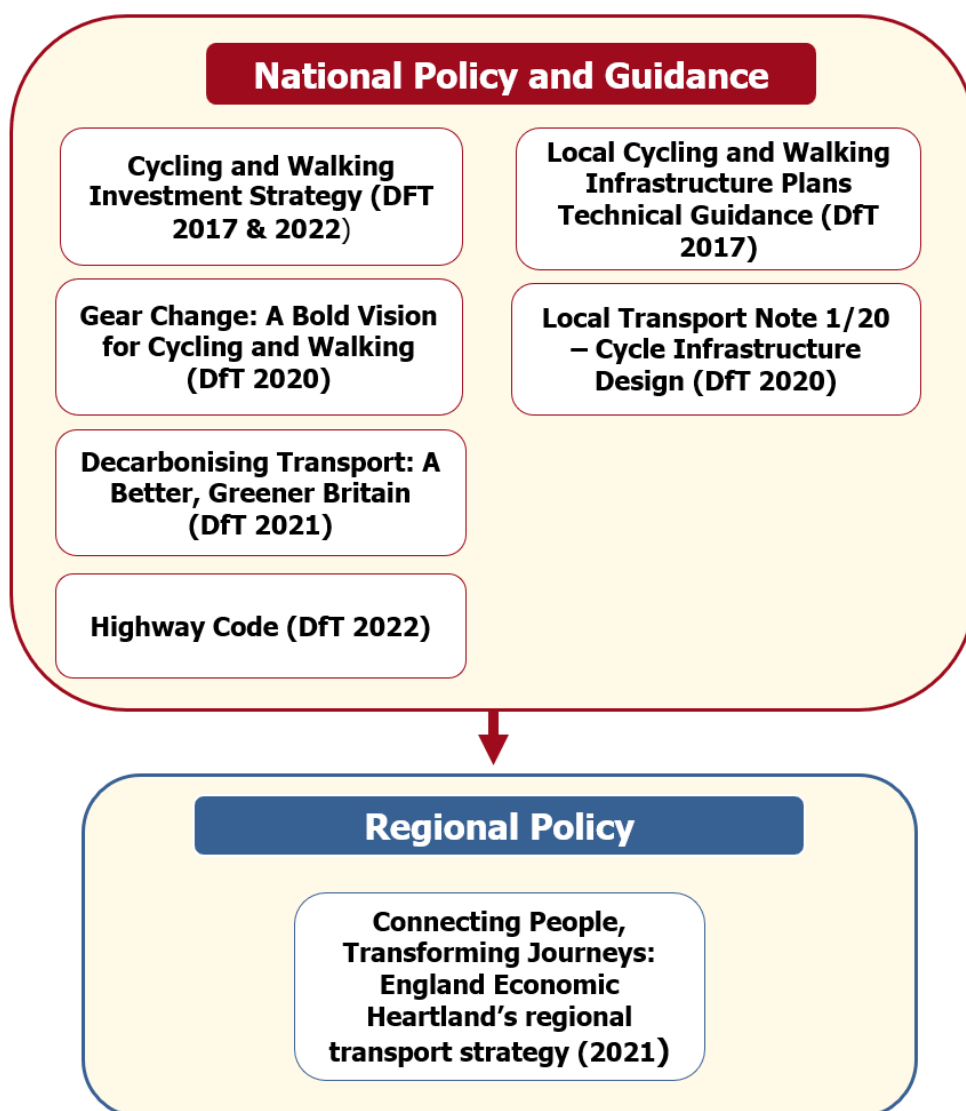


Figure 2: National and Regional Policy documents

Current levels of active travel, challenges and opportunities

The [National Travel Survey](#) (NTS) is an annual survey of a sample population of England residents and provides information on travel patterns, mode of transportation used, journey purposes and other personal travel data and covers walking, wheeling and cycling. The [Active Lives Survey](#) (ALS) is an annual survey administered by Sports England and used to obtain estimates of participation in sports and physical activity (including walking, wheeling and cycling). Both these data sources have been used together with Census data to set the local context. Due to the large nature of these datasets, there is a slight delay between data collection and publishing with the latest datasets available for National Travel Survey and Active Lives Survey being 2023 at the time of analysis. Similarly, the Census is carried out every ten years, with 2021 being the most recent data available.

How, why and how far people travel

In 2023, on average males made 887 trips a year, which was 6% fewer trips than females, but travelled 15% further. The most common reason for travelling by any method in 2023 was shopping (18%), commuting (13%) and 'Other including just walk' (9%). Cars were the most popular mode of travel, making up 60% of all trips in 2023 and 78% of all miles travelled³.

Figure 3 shows the number of residents travelling to work in West Northamptonshire by distance. Whilst this data is based on the 2021 Census data which was influenced by the pandemic and a shift towards greater home-working and so needs to be considered in that context, it provides a useful insight into the number of that journeys may have the potential to be undertaken by active travel. For example, 18% of residents travel less than 2km to work (equivalent to a 20-25 minute walk), and 45% travel between 2km to 10km (a 25-30 minute cycle).

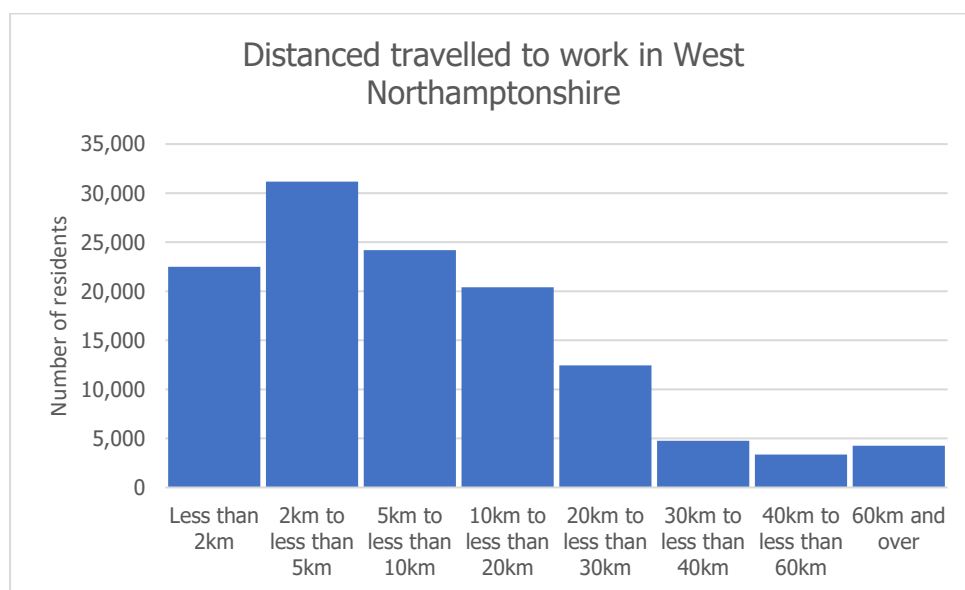


Figure 3: Distance travelled to work in West Northamptonshire (Source: 2021 Census)

Figure 4 shows how people currently choose to travel in West Northamptonshire for journeys to work under 10km. There is a high reliance on people using a car (63%), with 17% of people choosing to walk, 6% to travel by bus and 4% use a bike.

³ Source: National Travel Survey

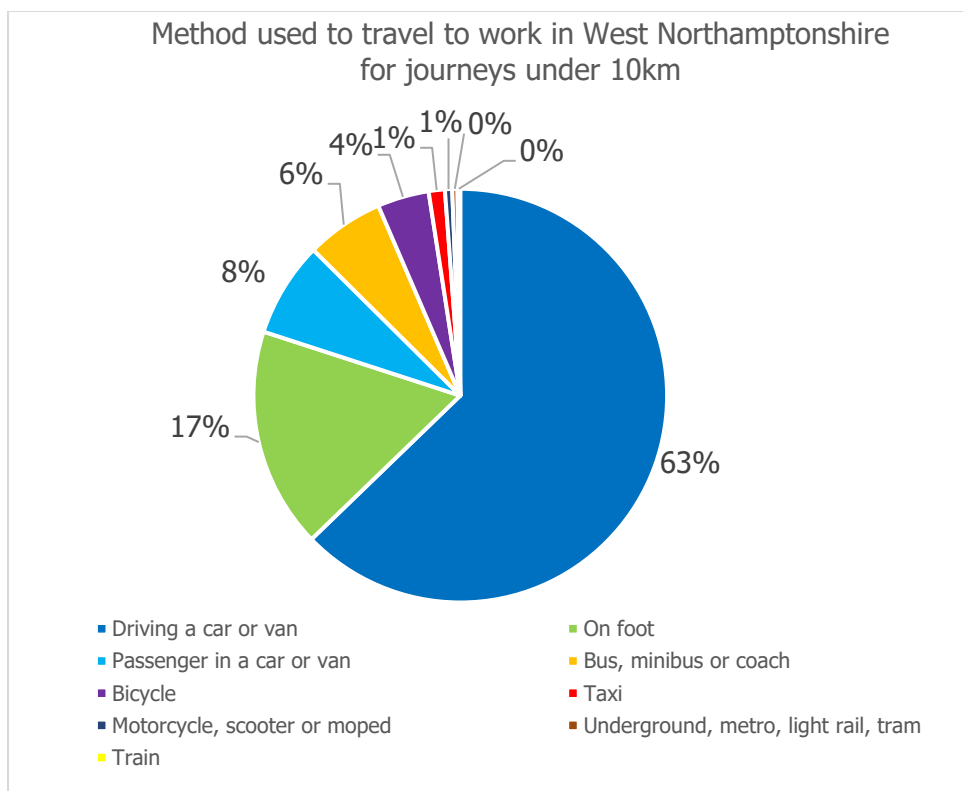


Figure 4: Method used to travel to work in West Northamptonshire for journeys under 10km (Source: 2021 Census)

Walking

Walking trips made up 29% of trips and 4% of distance travelled on average in 2023. In 2023, the average walking trips per person per year was 263 trips per person, an increase of 5% since 2019 (250 trips per person). On average, females made 279 walking trips and travelled 230 miles, compared to males who made 246 trips and travelled 220 miles. This is likely to be due to the type of trips made. Women undertake more trips for shopping and escort education which tend to be shorter than commuting trips made by men. Overall, average walking distance travelled has steadily increased in recent years and is now 10% higher compared to 2019. The most common reason for walking trips in 2023 was 'Other including just walk' (33%), followed by education or escort education (18%), shopping (17%) and leisure (15%), which is consistent with data over the last four years⁴. Figure 5 shows the proportion of adults who walk for any purpose. The proportion of adults walking for any purpose has stayed consistent between 2021 and 2023. Around 30% of people walk at least five times per week, around 40% walk at least three times a week, with just under 65% walking at least once per week.

⁴ Source: National Travel Survey

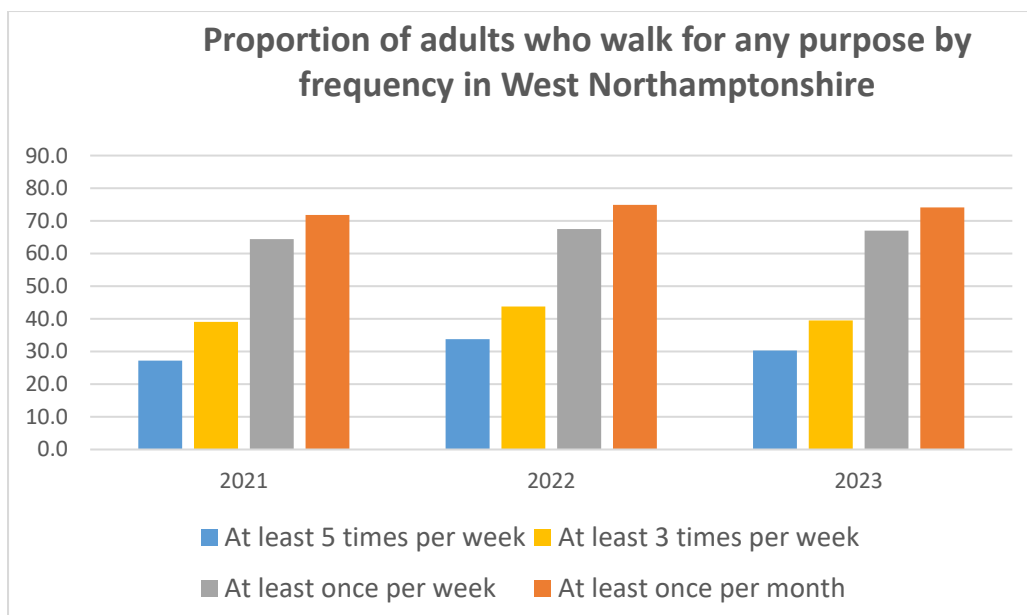


Figure 5: Proportion of adults who walk for any purpose by frequency in West Northamptonshire between 2021 and 2023 (Source: Active Lives Survey)

Cycling

There is a marked gender difference with those choosing to cycle. The average number of cycling trips per year for men is 22, with only 9 being undertaken by women in 2023. Cycling trip rates have remained broadly similar between 2002 and 2023, apart from a slight increase in 2020 (which was also accompanied by a sharp increase in miles travelled). Cycling trips made up 2% of trips and 1% of distance travelled, on average in 2023. The most common reason for a cycling trip in 2023 was for leisure (40%), followed by commuting (29%), education or escort education (13%) and shopping (9%). The number of commuting cycling trips is lower than pre-pandemic levels, demonstrating a shift towards more leisure and education or escort education⁵.

The 2022 Walking and Cycling statistics release shows that 43% of people aged 5 and over in England own, or have access to, a bicycle. Middle-aged individuals between the ages of 40 and 59 were most likely to have regular use of a bicycle (48%). Household income has a significant influence on access to a bicycle – only 25% of individuals in households with an income with £14,999 or less per year had regular access to a bicycle, compared to half of people in households with £50,000 or more in income⁶.

Figure 6 shows the proportion of adults who cycle for any purpose. The proportion of adults cycling is much lower compared to those walking. The proportion of adults cycling at least once per week or at least once per month has stayed broadly consistent between 2021 and 2023, however the proportion of adults cycling at least three times per week has reduced. This is likely to be because travel patterns in 2021 were still reflecting the change seen as a result of the pandemic.

⁵ Source: National Travel Survey

⁶ [2022 Walking and Cycling statistics release](#)

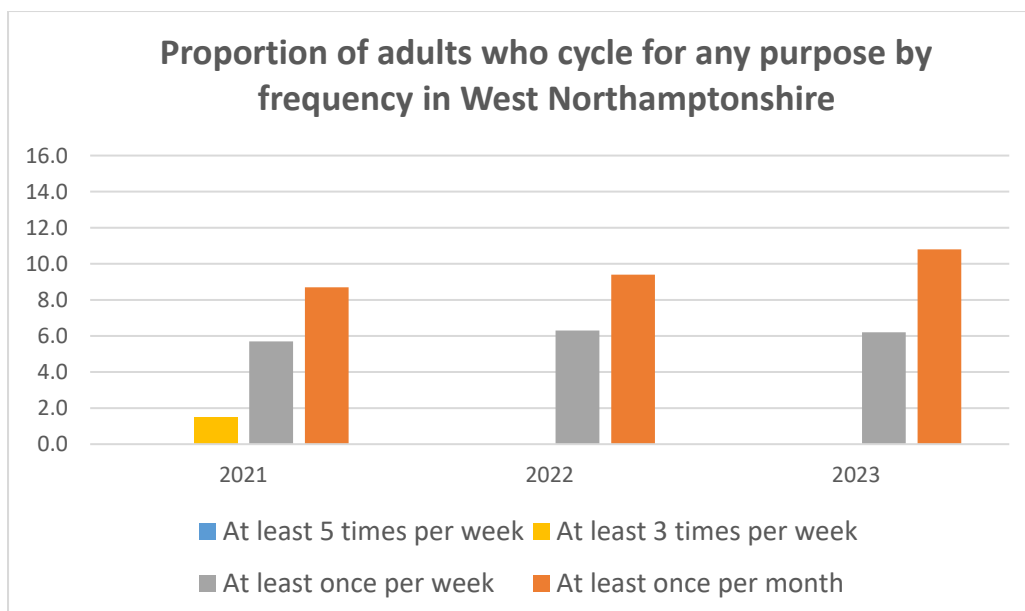


Figure 6: Proportion of adults who cycle for any purpose by frequency in West Northamptonshire between 2021 and 2023 (Source: Active Lives Survey)

Attitudes towards walking and cycling

In 2021, the former Northamptonshire County Council commissioned an independent research company to conduct a market research study to gain a better understanding of resident attitudes towards improvements in walking, wheeling and cycling infrastructure. Northampton was the only town in West Northamptonshire that was surveyed, so the results are not representative of West Northamptonshire as a whole, however they are helpful to give some insight into existing attitudes.

Over 5,000 households were randomly selected in Northampton with 500 of these agreeing to be part of the study. The headline results of the survey are summarised in

Attitudes towards walking, wheeling and cycling in Northampton



Over 88% felt walking, and cycling should be encouraged to **help the environment and improve people's health**

PRIORITY

67% of people agreed or strongly agreed that **pedestrians and wheelchairs users** should be given **more priority** in towns, with **57%** having the same view on **cyclists**



INFRASTRUCTURE

87% of people agreed that **shared footway and cycleways could be dangerous**, with older people agreeing with the statement more strongly than younger age groups

76% of people said that **cycle lanes** should not be removed

QUALITY

Walking amenities were scored **8.37 out of 10** and **cycling 4.9 out of 10** in Northampton

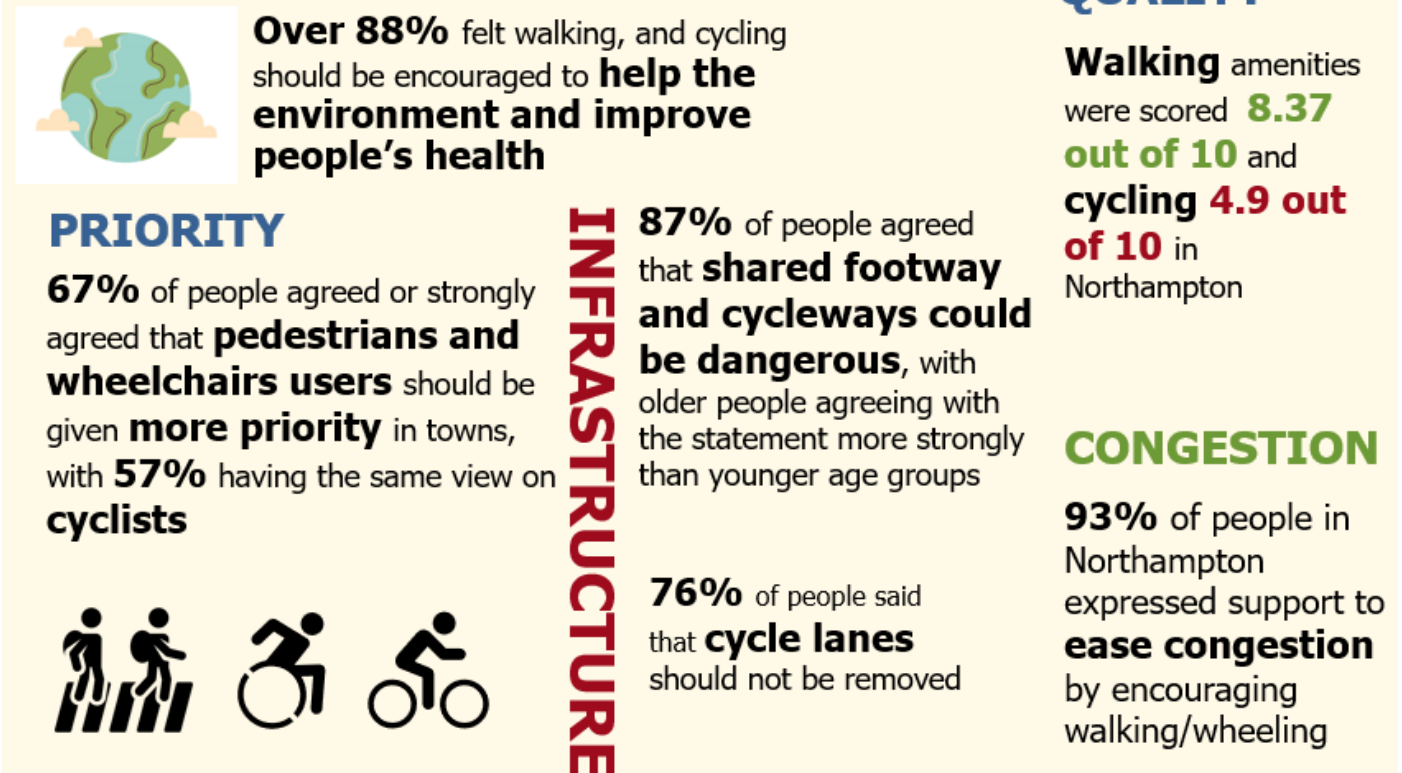
CONGESTION

93% of people in Northampton expressed support to **ease congestion** by encouraging walking/wheeling

Source: Active Travel Report for former Northamptonshire County Council – Cognisant Research, March 2021

Figure 7.

Attitudes towards walking, wheeling and cycling in Northampton



Source: Active Travel Report for former Northamptonshire County Council – Cognisant Research, March 2021
 Figure 7: Attitudes towards walking, wheeling and cycling in Northampton (Source: Active Travel Report for Northamptonshire County Council – Cognisant Research, March 2021).

The key challenges

To encourage people to use active travel for local, everyday journeys it is important to understand the barriers, but also the opportunities.

Table 1 below summarises the key challenges focused around local context and geography, infrastructure, culture, funding and delivery.

Weather, terrain and access to bikes	Hillier areas in some areas of Daventry, Brackley and Northampton which are a barrier for some people walking, wheeling and cycling. The cost of buying cycling equipment can be a challenge, with a lack of cycle hire options.
Rapidly growing population and rural, social and economic inequalities	Between 2011 and 2021 West Northamptonshire's population grew by 13.9% compared to the average of 6.6% in England. ⁷ The new Local Plan will identify further housing and employment growth to 2043. Much of the growth has been in Sustainable Urban Extensions, designed before recent guidance such as LTN 1/20 was published, creating settlement patterns that often prioritise car movements over active travel. Around a third of residents live in rural areas, where there can be limited or no public transport and limited active travel options, creating a feeling of isolation.

⁷ [Census 2021](#)

Reliance on the private car for local, everyday journeys	There is a high reliance on car use in West Northamptonshire, with 69% ⁸ of those living in urban areas in West Northamptonshire and 81% of those in rural areas travelling to work by car. This creates congestion, poor air quality and lack of travel choice for those who do not have access to a car. Many of these journeys are under 10km so potentially could be walked, wheeled or cycled.
Lack of dedicated walking, wheeling and cycling infrastructure and challenge to accommodate due to physical constraints.	The existing active travel network in West Northamptonshire requires significant upgrade to deliver a dedicated, comprehensive, legible and attractive network. There are key missing links, poor signage and a lack of cycle parking at key destinations. In the main towns, the space available is constrained, and active travel will need to be considered carefully alongside other modes. A key challenge is making the network inclusive to all particularly where there are known issues with motorbikes using active travel infrastructure illegally.
Perceived safety in travelling actively with limited active travel culture	People's perceptions of safety are a key challenge to encouraging further journeys on foot or cycle, linked to limited continuous or connected infrastructure, lack of lighting, natural surveillance or of personal security. This creates low levels of walking, wheeling and cycling and does not support an active travel culture.
Availability and certainty of funding slows delivery	High quality walking, wheeling and cycling infrastructure requires significant investment. The Active Travel grants available are small scale and there is increasing pressure on Council budgets, making it is challenging to deliver schemes at pace. Funding for maintaining existing dedicated walking, wheeling and cycling infrastructure as well as shared spaces is also a challenge in the context of reduced budgets.

Table 1: Key challenges

The key opportunities

Alongside the challenges, there are opportunities to enable and encourage active travel for local, everyday journeys as outlined in Table 2.

Improving public health, air quality and reducing congestion	Active people live healthier, longer and happier lives, with physical activity reducing the risk of disease. Increasing the number of people choosing to walk, wheel or cycle for short journeys will reduce congestion for those that need to drive and help improve air quality particularly around schools.
Supporting towns and local centres	Making town and local centres more accessible, attractive, comfortable and safe for people walking, wheeling and cycling can help to increase pedestrian footfall, boosting the economy and enhancing places for people.
Creating greater travel choice for journeys under 10km	Many people would like to walk, wheel or cycle for shorter trips. Around 63% of people travelling under 10km to work in West Northamptonshire travel by car, so there is a high potential for change. Providing greater transport choice for everyone, whether they have access to a car or not, helps gives particularly younger people more independence, and better access to work and education.
Collaboration with partners and the community to develop active travel solutions	Working with local communities, town and parish councils, schools and major employers and across departments within the Council to identify needs and collaboratively develop solutions, including behavioural change programmes.
Local Transport Plan policies to support considering the needs of active travel first	The Sustainable Transport Hierarchy in the Local Transport Plan supports the consideration of the needs of active travel users as part of scheme development before considering other modes, this together with the adoption of the Local Cycling and Walking Infrastructure Plans will help to

⁸ [Method of travel to work ONS 2011](#)

	create a safe, cohesive, attractive active travel network that is accessible to everyone and meets the latest design guidance.
Efficient use of funding sources to deliver high quality schemes	A clear criteria for assessing which schemes are progressed and ensuring that high quality schemes are developed audited using Active Travel England design tools or equivalent depending on the scheme size and value, to create a pipeline programme of schemes.
Embracing technology	Technology provides a real opportunity to support active travel choices, through route maps, or journey planners, so that people can make an informed decision on how to travel and where to park. Bike share schemes or bike libraries can provide access to those who do not own a bike. E-bikes also support journeys by cycle.

Table 2: Key opportunities

Our Vision and key themes

Active travel in West Northamptonshire

We want to see more people travelling by active travel, more often for local, everyday journeys. This strongly aligns with a number of our One West Northamptonshire plan priorities. For example:

- **Priority 1: Productive, Inclusive and Enterprising** – delivering the outcomes in a number of our key enabling plans such as the West Northants Local Plan, West Northants Economic Strategy, the West Northants Health and Wellbeing Strategy as well as the Local Transport Strategy
- **Priority 2: Accessible and Connected** – good active travel infrastructure helps people to connect with each other and local services, to support mobility and reduce inequality
- **Priority 3: Thriving Towns and Neighbourhoods** – creating vibrant places and support towns and villages
- **Priority 4: Best Place to Grow up** – creating the conditions for children and young people that are healthy, safe and part of inclusive communities
- **Priority 6: Best Place to Live and Age Well** – ensuring that residents maintain healthy, active lives facilitated by access to work, homes and green spaces

Our Active Travel vision is:

To work with stakeholders and all communities to create an environment where everyone feels safe and able to walk, wheel and cycle for local, everyday journeys to healthcare, school, work, leisure and the shops.

To deliver on our vision, we have identified a number of actions focused around three key themes which have been identified through stakeholder engagement and internal discussion:

- **Connecting** people and places
- **Collaborating** to unlock change
- **Communicating** and promoting

Taken together, these themes will help to create an overarching approach to active travel across West Northamptonshire, supporting the creation of a more connected network for walking, wheeling and cycling in collaboration with communities and stakeholders and a culture where walking, wheeling and cycling are the natural choice for local, everyday journeys.

Connecting people and places

To encourage people to choose to walk, wheel or cycle for local journeys there needs to be accessible, safe and connected infrastructure that is well maintained, with clear signage and secure cycle parking at key destinations.

Design standards

The Local Transport Plan sets out the following sustainable transport hierarchy to be applied to guide the development and operation of transport infrastructure and services, taking into context the specific location:

1. Enabling access to services and opportunities without the need for motorised travel through spatial planning and enhancing digital access
2. Active travel for people of all abilities (walking, wheeling, cycling and horse riding)
3. Public and community transport (bus, scheduled coach, rail and community transport)
4. Taxi, shared and private hire vehicles (with priority given to zero emission vehicles)
5. Zero emission private vehicles (cars, vans and motorcycles)

The sustainable transport hierarchy is to be applied in line with the Movement and Place Framework outlined in the [Manual for Streets 2](#) to guide planning and design in different types of transport environments, based on the most appropriate modes of transport for the given community, business and wider network needs.

The Movement and Place Framework sets out the guiding principles for Place and Movement needs within West Northamptonshire on different highways, places and spaces. It informs early stage optioneering and scheme feasibility to consider road space availability, user needs and priority functions. Providing a transparent framework to enable us to apply the sustainable transport hierarchy to create a transport network that meets it's user needs in each context. Applying the sustainable transport hierarchy in line with the Movement and Place Framework will assist in the development of coherent, direct, safe, comfortable and attractive routes for active travel, to enable us to deliver our Active Travel Strategy vision.

As part of scheme development, this approach will need to be embedded throughout our design process. At the start of scheme development we will establish the place and movement status of the street type and consider the order of needs according to the hierarchy, and then apply this to our design approach.

For example, in residential streets the safe movement of pedestrians and cyclists should be prioritised over enabling vehicles at high speeds. Town centres also have a higher place function, but have competing demands of through traffic so it can be more challenging to balance the place and movement function.

There are many tools that can be useful to use as part of the design process and that can provide an audit trail to demonstrate how we have embedded the approach, including:

- [Active Travel England Scheme Review Tools](#)
 - Route Check Tool
 - Area Check Tool
- [Active Travel England Design Assistance Tools](#)
 - Crossing Selector tool
 - Route cross-section tool
- [Walking, Cycling and Horse-Riding Assessment \(WCHAR\)](#)

Accessibility audits should also be used as part of a design review. All of the tools are additional to the formal Road Safety Audit process during the design process and post-construction.

The Movement and Place Framework should be used to apply the sustainable transport hierarchy whether we are considering a traffic signal scheme, a road capacity scheme, a bus scheme or an active travel

scheme. However, a pragmatic approach will be applied when considering smaller-scale schemes, where it may not be appropriate or practical to use the tools listed above.

As set out in Local Transport Note (LTN) 1/20 appropriate cycle facilities should be provided within all new highway schemes and development proposals, regardless of whether the scheme is on a designated cycle route, unless there are clearly defined and suitable alternatives. All highway improvement schemes must consider active travel improvements and be designed to LTN 1/20 standards or latest guidance. Networks and routes should align with the five design principles set out by the Department for Transport that they are coherent, direct, safe, comfortable and attractive.

The needs of those using active travel modes must be prioritised and embedded, and schemes should be assessed against Active Travel England Design Tools. Where smaller scale schemes are being promoted and the Active Travel England Design Tools would not be appropriate, these schemes should be subject to a non-motorised user assessment.

We will:

- Embed a Movement and Place approach throughout the design process
- Develop a Movement and Place Framework scheme design check list
- Develop WNC non-motorised user (NMU) tool for smaller scale schemes
- Apply LTN 1/20 standards or latest guidance to scheme design

New developments

The West Northamptonshire Local Plan will replace the West Northamptonshire Joint Core Strategy Local Plan (Part 1) and the Part 2 Local Plans which were adopted for the former Daventry, Northampton and South Northamptonshire areas. The Local Plan sets out the scale of development (new homes and jobs) that needs to be provided for over the plan period up to 2043, where that development will take place and sets requirements for that development. As outlined in Chapter 9 of the National Planning Policy Framework (NPPF), transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions, including identifying and pursuing opportunities to promote walking, cycling and public transport use.

Active travel is expected to be a priority in all new developments and the sustainable transport hierarchy should be applied. Any cycle infrastructure should align with LTN 1/20 standards or latest guidance and Active Travel Toolkit for New Developments.

We will:

- Work with the Local Plan team to input into the Local Plans and other development plans
- Work with developers through pre-application discussions and the Transport Assessment process to ensure the delivery of high-quality provision for active travel

Accessible and inclusive provision

Walking and cycling infrastructure should be accessible and needs to be planned and designed for everyone. Infrastructure should be designed or adapted to facilitate access by disabled people, including those using wheelchairs, mobility aids, and cycles of various kinds as mobility aids, as well as people with sensory impairments. This not only provides good access for disabled people it also meets the needs of many other people, such as those with small children, using pushchairs, temporary mobility problems and many older people. For the needs of older people, the WHO Age-Friendly Community approach⁹ should be referred to.

⁹ [Age-friendly Communities: A handbook of principles to guide local policy and action | Centre for Ageing Better](#)

Surfacing must be smooth, free draining and designed to accommodate walkers and cyclists of all abilities and should be firm and slip-resistant. For example, loose, unbound gravel surfaces pose significant accessibility challenges. They are unstable and have high rolling resistance, making them difficult or impassable for non-standard cycles like tricycles, handcycles, recumbents, and cargo bikes, often essential for disabled users and families. These surfaces also exclude wheelchair and mobility scooter users, undermining the inclusivity of shared paths. Additionally, the skill required to navigate such terrain makes it intimidating and unsafe for children learning to cycle and less confident adults. Equally small paving bricks or cobbles can cause problems for some people, including wheelchair users and cane users.

Gates or access controls should be omitted wherever possible, however it is recognised they may be required where there are issues with illegal motorbikes, a need to restrict vehicles or to slow cyclists speeds. Where they are required, a cycle should be considered as a vehicle 1.2m wide by 2.8m long, as per LTN 1/20, with a minimum of 1.5m spacing between bollards.

Other considerations such as gradients, crossings, guardrails, colours, tactiles and seating should also be taken into account and the latest design guidance should be referred to such as LTN 1/20, Inclusive Mobility¹⁰ and Guide to Inclusive Cycling¹¹.

We will:

- Ensure that any new barriers/bollards on West Northamptonshire land comply with accessibility legislation

Wayfinding, benches and cycle parking

To make routes as user friendly, attractive and safe as possible, accompanying infrastructure such as secure and accessible cycle parking for standard and adapted cycles, providing appropriate lighting where possible, installing benches, signage and wayfinding needs to be delivered. This needs to also be provided at transport and mobility hubs to ensure good integration between modes.

Secure cycle parking at key destinations such as railway and bus stations, town centres and local shops, leisure destinations, employment and education will be supported.

In other areas, co-funding of new cycle parking facilities on private or highway land has been successful, operated through a private agency who can provide a managed service. Subject to funding, grant match-funding could be made available for schools/workplaces/leisure destinations/parish/town councils to bid for.

In line with LTN 1/20 minimum cycle parking standards should be as outlined in Table 3.

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stage requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity, co-located with disabled parking	5% of total capacity co-located with disabled car parking
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
Retail	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
Retail	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/finance (A2/B1)	1 per 1000m ²	1 per 200m ²

¹⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#)

¹¹ [Wheels for Wellbeing Guide to Inclusive Cycling 5th Edition September 2025](#)

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stage requirement (secure and ideally covered)
Employment	Industrial/Warehousing (B2/B8)	1 per 1000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
Leisure and Institutions	Educational Institutions	-	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff, Students 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	-	1 per bedroom
Residential	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	-
Public Transport Interchange	Major interchange	1 per 200 daily users	-

Table 3 – Minimum cycle parking standards for West Northamptonshire

We will:

- Improve signage and wayfinding around urban centres and encourage use of new technologies to improve navigation and linked trips
- Consider as part of active travel schemes opportunities for installation of benches
- Undertake a review of cycle parking at all local centres, parks and leisure centres and identify where improvements are required
- Work with private businesses and other relevant organisations to fund and improve cycle parking provision

Integration with other modes

Almost every trip includes some level of active travel, whether that is walking to the bus stop, walking from the car park to the town centre or walking, wheeling or cycling to the railway station. Providing good connections between modes and good integration between modes is therefore very important to ensure a transport network that is easy to use and convenient, which connects people to everyday services.

In June 2025 the Department for Transport (DfT) launched a Connectivity Tool¹² which helps to understand the connectivity of places in England to everyday services by walking, driving, cycling and public transport.

To improve integration between modes the Mobility Hub Action Plan proposes a pilot of Mobility Hubs. These Mobility Hubs should consider whether enhancements to active travel connections are required, and where appropriate, opportunities for cycle hire and cycle parking.

Equally, the bus corridor improvements in Northampton outlined in the Bus Service Improvement Plan and improvements to the Bus Station and Railway Station in Northampton need to consider active travel users.

¹² [Connectivity Tool - GOV.UK](#)

We will:

- Use the DfT Connectivity Tool to understand levels of connectivity across West Northamptonshire to help inform scheme development and investment
- Integrate active travel connections as part of Mobility Hub pilot locations

Roadworks

Roadworks can create barriers to movement for those using active travel, when footways or cycleways are temporary closed for a period of time. This can be inconvenient and frustrating for those walking, wheeling or cycling. Lack of temporary dropped kerbs can mean those in wheelchairs or with prams have to travel further.

We will:

- Identify opportunities to manage and maintain cycle traffic through roadworks, noting the importance to prioritise active travel movements during periods of work

Urban network

As funding is limited, we will need to prioritise spending in areas that provide the most benefit for the most people, connecting communities to education, jobs, healthcare, retail, leisure and greenspaces.

Local Cycling and Walking Infrastructure Plans (LCWIPs) consider where people live and work now and how places will grow in the future and look at what improvements are needed. Developed through engagement with stakeholders, they outline plans to enhance walking and cycling networks and infrastructure over the next 10 years and beyond, with the aim of creating a more connected and coherent network.

Our key urban centres, or routes to our key urban areas will be where we are able to achieve the greatest change. LCWIPs have therefore been produced for the main towns in West Northamptonshire (as identified within the emerging Local Plan settlement hierarchy):

- Northampton (Principal Urban Area)
- Daventry (Sub Regional Centre)
- Brackley (Rural Service Centre)
- Towcester (Rural Service Centre)

Each of the LCWIPs¹³ consider the enhancements needed within the town network, either to upgrade existing infrastructure, fill missing links or to provide links to new developments, but also consider the opportunities to link to nearby settlements, identified through engagement with stakeholders.

The networks identified in the LCWIPs are ambitious. Delivering the network will be challenging and require working closely with communities and partners such as Active Travel England, National Highways, Network Rail and Walk Wheel Cycle Trust (formerly known as Sustrans). We will need to identify investment opportunities, maximise the funding we do have and work with developers to ensure that new developments contribute and connect to the wider LCWIP network.

Within each LCWIP a scoring matrix has been used to prioritise each audited route against three overarching criteria:

- Effectiveness – how well the improvement could deliver a shift towards active travel and improve conditions for existing trips
- Policy – how well the improvements can help deliver against council policies
- Deliverability – how easily the improvements could be completed, given the complexity of the improvements and potential stakeholder support

¹³ [Highways plans and strategies | West Northamptonshire Council](#)

The prioritised list will help guide which schemes are progressed, based on how they score against LTP objectives, community and political support, where greatest benefits are gained, deliverability and STATS19 collision data.

The LCWIPs are high level documents that give an indication of what could be achieved on a corridor. Further feasibility design work, including engagement with stakeholders and consultation will be undertaken. Any scheme development cannot be carried out in isolation – many of the corridors in Northampton are also identified within the Bus Service Improvement Plan so improvements along those corridors will need to meet the needs of those walking, wheeling and cycling as well as and public transport users.

We will:

- Update the LCWIPs as and when required
- Identify investment opportunities to support with the delivery of the LCWIPs
- Develop and maintain a five year pipeline of schemes
- Deliver or have started to deliver one town corridor from each adopted LCWIP by 2035 (i.e. four corridors by 2035) subject to availability of funding

Rural network

Much of West Northamptonshire is rural in nature, representing around one third of our population, living in a dispersed network of almost 190 settlements. Due to lower population densities and higher cost of schemes due to longer distances, investment in the more rural parts of West Northamptonshire is challenging. However there are opportunities to improve the environment for active travel through traffic calming measures, improved crossings and potentially introduce Quiet Lanes on suitable routes.

Often a new or upgraded traffic-free path or quiet country lane is (or can be made) attractive and safe for horse riding as well as walking, wheeling and cycling. In other instances, restricted byways or byways open to all traffic may be used to create improved active travel routes along which pre-existing rights for equestrian movement exist. As such, horse riders are generally considered throughout this document as potential users of any proposed route, although in some situations it may not be possible to accommodate their needs on all facilities. Non-motorised user audits (GG142) as set out in LTN 1/20 should be used to consider where and how equestrians might be accommodated, particularly in rural areas and on the urban fringe.

Active Travel England are currently developing a Rural Design Guide which will cover the planning and design of routes and facilities for active travel in rural areas. The document focuses on how bridlepaths, footpaths, other public rights of way or permissive routes should be built, maintained and utilised to form part of an active travel network. It does not stipulate how to build safe and coherent networks for equestrians, but does provide guidance on how to enable them (where safe and appropriate) to use active travel routes.

In rural areas and the urban fringe where routes are shared, adequate width and forward visibility should be provided. The use of equestrian crossings at important intersections can improve safety and complete links.

Development of a Rural Active Travel Network will help support leisure, tourism and businesses, as well as connecting communities to key services, both within West Northamptonshire but also linking into infrastructure in adjoining authorities. This may involve using existing byways, bridleways, new infrastructure or promotion of quieter routes that are suitable for more confident cyclists.

Schemes that are not identified in the LCWIPs or are outside the scope of the LCWIPs, that are put forward for consideration will be assessed through a prioritisation tool, against the following high level criteria to create a prioritised list for further investigation, subject to funding being available:

- Connectivity
 - Provides a connection into the LCWIP network, Public Rights of Way Network or National Cycle Network
 - Connects two communities less than 2km apart (broadly equivalent to a 30 minute walk and aligns with LCWIP guidance for identifying key walking routes)
 - Provides an active travel link to a transport hub (railway station, bus station) or key service (education, healthcare, bus stop with bus service, leisure venue)
 - Evidence of travel demand on the route now and in the future
- Deliverability
 - Is deliverable within the highway boundary/ on land within West Northamptonshire's control
 - Has identified match funding/ CIL/ S106 funding sources
 - Has feasibility design work completed
- Safety
 - STATS19 collision data
- Acceptability
 - Support can be demonstrated by Parish/Town Council/ local residents/land owner

We will:

- Develop a prioritisation tool for considering requests that are outside the scope of the LCWIPs based on the high level criteria identified above
- Create more active travel friendly routes in rural areas through traffic calming measures and Quiet Lanes
- Continue to work with key partners to identify funding opportunities
- Develop a Rural Active Travel Network working closely with adjoining authorities
- Consider opportunities for equestrian needs in rural and within the urban fringe where there is known equestrian desire lines to maintain existing connectivity

Delivery pipeline

As outlined above, the LCWIPs set out a suggested prioritisation of interventions, however the phasing is indicative rather than fixed. Funding opportunities may arise linked to regeneration schemes or new developments where priorities may need to be recalculated to enable us to maximise our ability to deliver the LCWIP networks. Each scheme will be assessed using the Active Mode Appraisal Toolkit (AMAT)¹⁴ to give an indication of the Benefit Cost Ratio.

Table 4 outlines a pipeline of schemes, based on expected funding over the next five years.

LCWIP	Scheme name	Cost estimate	Current stage	Funding ¹⁵
Brackley	Manor Road, Brackley	£1m-£5m	Feasibility design	Capability Fund/ TBC
Brackley	High Street, Northampton Road, Brackley	£5m-£10m	Feasibility design	LTG
Daventry	Phase 2 Braunston to Daventry cycleway	£500k-£1m	Detailed design	ITB
Daventry	Royal Oak Way	£1m-£5m	Feasibility design	S106/ TBC
Northampton	Abington Active Travel scheme, Northampton	£4m	Construction	ATF2, ATF5, ITB, CATF, UKSPF
Northampton	Priority corridor following LCWIP consultation	Unknown	Not started	TBC

¹⁴ [TAG: social and distributional impacts worksheets - GOV.UK](#)

¹⁵ ATF – Active Travel Fund, CATF – Consolidation Active Travel Fund, ITB – Integrated Transport Block, LTG – Local Transport Grant, S106 – Section 106, UKSPF – UK Shared Prosperity Fund, TBC – To be confirmed

LCWIP	Scheme name	Cost estimate	Current stage	Funding ¹⁵
Northampton	Northampton to Brackmills Rail Corridor Options Assessment	Unknown	Optioneering (all modes being considered)	LTG Resource Funding
Towcester	Town Centre Central	£1m-£5m	Feasibility design	Capability Fund/TBC
Towcester	Town Centre South/Burcote	£1m-£5m	Feasibility design	Capability Fund/TBC
Towcester	National Highways A5 Towcester Watling Street Traffic Calming	£5m	Detailed design	National Highways

Table 4: Pipeline scheme development

All major schemes will be subject to monitoring and evaluation, so that the benefits of each scheme can be understood and lessons learnt for future scheme development.

Connecting People and Places Action plan

Table 5 outlines the action plan for Connecting People and Places.

Action	Priority	Timeframe	Lead	Funding ¹⁶
Develop a scheme design check list Movement and Place Framework	High	Short	Transport Planning Team	LTG Resource Funding
Develop a prioritisation tool for considering requests that are outside the scope of the LCWIPs based on the criteria identified above	High	Short	Transport Planning Team	Officer time
Develop WNC non-motorised user (NMU) tool for smaller scale schemes	Medium	Short	Transport Planning Team	Officer time
Improve signage and wayfinding around urban centres and encourage use of new technologies to improve navigation and linked trips	Medium	Medium	Sustainable Transport Team	ITB/ LTG/ TBC
Undertake a review of cycle parking at all local centres, parks and leisure facilities and identify where improvements are required	Medium	Short	Sustainable Transport Team	CATF
Continue to create more active travel friendly routes in rural areas through traffic calming measures and Quiet Lanes	Medium	Medium	Sustainable Transport Team	Officer time/ ITB/LTG
Develop a Rural Active Travel Network Strategy	Low	Medium	Transport Planning Team	Officer time/ TBC

Table 5: Connecting People and Places Action Plan

Collaborating to unlock change

We need to collaborate across the organisation, with our partners, and with local communities to embed the use of more sustainable modes of travel, through policy, training and education.

¹⁶ CATF – Consolidated Active Travel Fund, ITB – Integrated Transport Block, LTG – Local Transport Grant, S106 – Section 106, TBC – To be confirmed

Collaborating across the Council

Increasing active travel is so important in delivering a number of our corporate aims to get more people physically active, improve wellbeing, to reduce congestion, improve the environment, to deliver sustainable growth and to support our towns and villages.

Working across teams such as Planning, Regeneration, Economic Development, Public Health, Environmental Health and Sports, Culture and Leisure, to engage and strengthen interdepartmental connections will allow a better understanding of current events, projects and initiatives. There is also the potential to identify opportunities for combining resources to deliver better value for money solutions. Closer relationships will also ensure that LTN 1/20 design standards are applied across the organisation, in town centre regeneration schemes and new developments alike, and ensure that future policies in the emerging Local Plan include active travel.

Currently the responsibility to get more people walking, wheeling and cycling is spread across many people in many different departments. To provide better oversight, an elected Councillor will be appointed annually as an Active Travel Champion. Their responsibility will be to:

- Work with all necessary areas of the council to get more people walking, wheeling and cycling
- Ensure that active travel is given due prominence in the preparation of all relevant council strategies and planning policies
- Ensure the promotion of proactive cycling planning and best practice cycle friendly design through the development control process
- Ensure that there is adequate resource within the Council to enable continued input into active travel initiatives
- Attend the Active Travel Forum that brings together active travel groups in West Northamptonshire, opportunity for better working between active travel groups and officers, providing a channel for communication, provide comments on cycling initiatives and future schemes

We will:

- Establish an Active Travel Forum and ensure that appropriate Officers and Members attend Forum meetings
- Invite applications for Community Active Travel Champions to act as Chairperson and Vice-Chairperson of the Active Travel Forum

Collaborating with partners

Key to delivering the active travel vision will be working in partnership with relevant organisations such as:

- Active Travel England
- National Highways
- Walk Wheel Cycle Trust (formerly Sustrans)
- England's Economic Heartland (EEH)
- Neighbouring authorities
- Northamptonshire Sport
- High Speed Two (HS2)
- Local Visitor Economic Partnership (LVEP)/ Discover Northants
- West Northamptonshire Local Access Forum (WNLAF)

There are a several active travel routes identified in the Local Transport Plan that are cross-boundary which we will need to work with neighbouring authorities to progress in the medium term:

- Active Travel Route between Aylesbury to Northampton via Buckingham (Buckinghamshire Council)
- Brackley to Banbury Active Travel link (Oxfordshire County Council)
- Active Travel Route between Wellingborough and Northampton (North Northamptonshire Council)

As part of developing cross-border links, we already have quarterly meetings with Buckinghamshire Council and Oxfordshire County Council to progress links between, Buckingham, Brackley and Banbury (known as the Golden Triangle) as part of Buckinghamshire Council's wider Greenway network.

We will:

- Engage regularly with our Regional Manager from Active Travel England so that they are clear around the local vision and ambition for active travel and are informed about our pipeline schemes
- Engage regularly with National Highways as part of delivering the schemes identified within the LCWIPs on, or that interact with the Strategic Road Network
- Engage regularly with Walk Wheel Cycle Trust (formerly Sustrans) on upcoming funding opportunities and joint projects
- Attend the EEH Active Travel Forum to share good practice across the EEH region
- Continue to attend regular cross-border meeting with Buckinghamshire Council, Oxfordshire County Council to develop the Golden Triangle
- Engage with North Northamptonshire Council and Warwickshire Council for knowledge sharing and promotion of cross-border schemes such as Wellingborough to Northampton and Rugby Parkway to Daventry International Rail Freight Terminal (DIRFT)
- Work with HS2/ DfT to promote opportunities for a new National Cycle Route Alongside HS2
- Work with partners to review access to green spaces and water (for instance the Upper Nene Valley between Northampton and Wellingborough) and identify opportunities to provide circular routes for leisure purposes as part of a wider tourism plan
- Attend and provide updates at WNLAf as appropriate

Collaborating with Schools

Collaborating with schools across West Northamptonshire to encourage more sustainable travel at drop off and pick up will be really important in building relationships and understanding local issues at individual schools.

As part of the Healthy Schools Award, schools work towards improving outcomes in a range of health and wellbeing areas. These focus areas may vary depending on the award level and the school's priorities.

Participating schools are recognised and rewarded for their health-promoting activities through an accreditation process, beginning with the Bronze award. All schools start at Bronze level and can then progress to Silver and Gold, achieving Healthy Schools status at each stage.

At bronze level, schools are expected to (related to Active Travel):

- Encourage active travel to school and walking during school time for pupils and staff.
- Provide opportunities for staff to adopt an active lifestyle (e.g. cycle to work schemes, yoga).
- Develop a physical activity policy or statement of intent that includes:
 - PE
 - Extracurricular activities
 - Travel to school
 - Lessons
 - Active breaktimes
 - Equal opportunities
 - Movement breaks

At silver level, schools can choose Active Travel as a chosen health priority. To support this, schools are given an Active Travel Toolkit to help identify and implement practical strategies.

The toolkit includes:

- Signposting to initiatives such as Bikeability, The Daily Mile, and Living Streets
- Guidance on creating a school travel plan
- Ideas for increasing cycling, scooting, and walking to school

- Suggestions for engaging pupils in promoting sustainable travel (e.g. student ambassadors, Walk to School Week)
- Strategies for overcoming barriers to active travel, such as incorporating movement throughout the day (e.g. Daily Mile)

Schools are supported by the Healthy Schools Officer throughout this process and are encouraged to measure the impact of their initiatives and planned activities throughout.

School Streets Pilot

School Streets are a relatively new intervention that are aimed at encouraging active travel by temporarily closing the road adjacent to a school to vehicles at the start and end of the day, allowing children to walk, wheel and cycle the final part of their journey without mixing with vehicles.

Vehicles are restricted through a Traffic Regulation Order and it is usually enforced with road signs, temporary bollards, volunteers restricting access or Automatic Number Plate Recognition (ANPR) technology. Access for people living, and businesses operating, on a School Street is retained at all times.

School Streets bring the following benefits:

- Improve road safety and perceptions of safety for children and parents
- Reduces air and noise pollution from idling and congestion
- Promotes active travel and increased physical activity
- Minimises traffic impact on local communities and reduces parking conflicts
- Enables children to be more independent

We will be looking to work with up to three schools over a two-year period to test, deliver and analyse the effectiveness of a pilot scheme. As part of identifying, and assessing, which schools to take forward for a pilot, the following will be considered:

- The number and location of school entrances
- Impact on residential properties and businesses and likely community support
- Number of residents impacted
- Availability of alternative routes for traffic
- Displacement of traffic/ parking/ potential impacts on neighbouring streets
- Impact on bus routes
- Air quality

Close engagement with the school, residents and wider local community will be carried out and consultation undertaken with those directly affected by the restriction and neighbouring streets, before any scheme is installed as part of the pilot.

We will:

- Develop a School Identification Matrix
- Invite expressions of interest from schools and assess against the School Identification Matrix
- Establish a Schools Street Working Group with Council, community, and school representatives
- Undertake a two-year pilot of School Streets at up to three schools and work with the school on the development and implementation of a school travel plan to encourage more sustainable school travel behaviours
- Undertake monitoring and evaluation of the pilot to understand the impact on traffic, parking, air quality, noise, travel behaviour and the local community

Stakeholder engagement and consultation

As we develop active travel schemes we want to ensure that stakeholders and local communities are engaged and able to input into scheme design. As corridors or areas are identified for option engineering and feasibility design, we will undertake stakeholder mapping to identify relevant stakeholders, such as

parish and town councils, disability groups, emergency services, schools and colleges as appropriate and dependent on the size and scope of the scheme.

We will also ensure that ample opportunity is given for the local community to comment through consultation and that communication continues following the consultation period so people are kept informed of how their feedback has been used and timescales for the next steps.

We will:

- Engage with key stakeholders early as possible in scheme development to understand any local issues
- Conduct consultation on active travel schemes in alignment with ATE consultation guidance¹⁷

Training and education

To encourage more people to switch to active travel, we need to build skills and confidence of all ages through training and education, the following approaches will be taken.

Early years cycle training

West Northamptonshire currently has one Family Hub in Towcester which provides a safe, welcoming space for all families with children aged 0 to 19 (or 25 years for a young person with a special educational need or disability). There are plans to expand the Family Hub network in Northampton and Daventry. The Family Hubs offer an excellent opportunity to support early years cycle training using balance bikes to help young children build the skills they need with Buggy and Balance bike walks, the first of which started in Autumn 2025.

We will:

- Undertake monitoring and evaluation of the pilot early years cycle training at Family Hubs
- If deemed successful, identify funding opportunities to continue Buggy and Balance programme and expand to other Family Hub locations

Bikeability

Bikeability¹⁸ training in primary schools is the government's national cycle training programme that gives children the confidence to cycle. Level 1 helps new riders to control their bikes, Level 2 helps to develop on-road skills (usually pupils in Year 5 or 6), Level 3 teaches trainees how to ride in different and more challenging traffic (targeted at secondary school age).

Cycle training is currently outsourced to a single contractor and is delivered via the Government's Bikeability scheme. Contributions are required from participants for Level 1 and Level 2 training, to allow additional training places to be delivered, in addition to current grant funding levels. Level 3 training is funded in full within the current allocated Bikeability Grant Funding.

Table 6 outlines Bikeability delivery between 2022/23 and 2024/25. The delivery percentage for a year is calculated by dividing the number of Year 6 children who received Level 2 Bikeability training within each financial year by the total number of Year 6 pupils for that school year (as published by the Department for Education).

	% delivery 2022/23	% delivery 2023/24	% delivery 24/25	% point change 22/23 to 24/25
West Northamptonshire	38.89	41.17	35.96	-2.92

¹⁷ [Best Practice Guide to Consultation and Engagement](#)

¹⁸ [Cycle Training for Everyone - Deliver Safer Training | Bikeability](#)

Table 6: Bikeability delivery between 2022/23 and 2024/25 (Source: Bikeability Trust)

We will:

- Continue to work with all schools including independents and youth groups (cubs, scouts, brownies, guides etc) to encourage uptake of Bikeability

Adult cycle training

Some adults cannot cycle, or have lost confidence. Introducing a programme of adult cycling will help people to build confidence, cycle safely and know what to look out for as driver, and help give advice on riding as a family or in a group.

We will:

- Explore funding opportunities for delivering adult and family cycling training, to enable people of all abilities to progress through learning to ride, including e-bikes and non-standard or adapted cycles and women only sessions. This will also include developing basic cycle maintenance skills.

Cycle hire and micro mobility

Only 39% of people aged 16 and over own a bicycle or have regular access to one¹⁹ and only 25% of those with a household income of £14,999 or less per year has regular access to a bike. The Mobility Hubs offer the opportunity to explore the feasibility of cycle and e-bike hire/ rental schemes.

The Northampton E-Scooter trial was launched in Northampton in September 2020 and was one of the first in England. Voi Technology (Voi) were selected as the preferred supplier following a competitive process.

E-cargo bikes offer opportunities for businesses, community organisations and families to move around goods, materials and shopping.

We will:

- Continue to work with Voi as part of the E-Scooter trials to monitor the scheme, address any issues and undertake joint awareness campaigns around road safety
- Explore opportunities as part of Mobility Hubs to develop cycle hire/e-cycle hire/rental schemes etc
- Subject to funding, we will support trials and promotion of e-cargo bikes and consider their role further as part of developing the Freight Action Plan

Officer and Member training

To deliver the active travel vision, we need to ensure that Officers and Members have the tools and training on active travel, such as LTN 1/20 and design for new developments so that they can make informed decisions and understand the design principles.

We will:

- Encourage officers working in relevant active travel roles or involved in the planning process or elected members with portfolios or membership of relevant transport and planning committees to regularly attend active travel training delivered by Active Travel England or other training providers

Collaborating to Unlock Change Action plan

Table 7 outlines the action plan for Collaborating to Unlock Change.

¹⁹ [National Travel Attitudes Study \(NTAS\) Wave 9: Cycling - GOV.UK](#)

Action	Priority	Timeframe	Lead	Funding
Produce list of Officers and Members that would benefit from active travel training, identify training needs and provide training.	High	Short	Transport Planning Team	Officer time/ TBC
Establish an Active Travel Forum and ensure that appropriate Officers and Members attend Forum meetings. Invite applications for Community Active Travel Champions to act as Chairperson and Vice-Chairperson of the Active Travel Forum	Medium	Short	Sustainable Transport Team	Officer time
Undertake a two-year School Streets Pilot with up to three schools following expressions of interest. Monitor and evaluate the scheme.	Medium	Short	Sustainable Transport Team	Officer time/ Consolidated Active Travel Fund
Explore funding opportunities for cycle training package for West Northamptonshire for all age groups	Medium	Short-Medium	Sustainable Transport Team	Officer time/ TBC
Continue to work with partners to maximise funding opportunities to improve cross-boundary links	Medium	Ongoing	Transport Planning Team	Officer time
Build relationship with tourism partners to develop leisure routes and access to green and blue infrastructure across West Northamptonshire	Low	Ongoing	Sustainable Transport Team	Officer time

Table 7: Collaborating to Unlock Change Action Plan

Communicating and promoting

Whilst the lack of infrastructure is one of the greatest barriers to people using active travel, providing infrastructure alone will not be sufficient. Lack of skills or confidence, security and safety concerns, individual health conditions or a lack of knowledge or information about routes also are barriers. To change perceptions and get people thinking differently, requires engagement, promotion and travel behaviour initiatives.

Active journeys to education

High numbers of families currently travel to school by car. This creates local congestion around the immediate school entrance and causes noise and air pollution. It often results in inconsiderate parking around schools at drop off and pick up when there are children walking, wheeling or cycling along paths, causing safety concerns. Many children would like to walk, wheel or cycle to school, and we need to work with schools, the Road Safety team and other partners such as Public Health to encourage people to use active travel.

Modeshift STARS Education is the national travel plan rating scheme for schools that has been established to recognise excellence in supporting walking, cycling and other forms of sustainable transport. It is an online platform where travel plans can be stored, developed, managed and monitored over time. STARS is free for all West Northamptonshire based schools to use.

Active Travel England and the Department for Transport have in collaboration with Modeshift STARS, launched a new junior travel inspectors scheme where children can help shape their own travel to school by assessing their own areas.

As a Council we are working with schools to enrol for the Healthy Schools Award, with the Bronze award focused on emotional wellbeing, healthy eating, physical activity. The Silver element of the award supports and empowers schools to implement their own interventions. The Healthy School Officer already has good relationships with a number of schools across West Northamptonshire and there is the opportunity to build on this with further initiatives around encouraging active travel and other campaigns such as anti-idling in conjunction with Environmental Health.

We will:

- Work with schools to implement School Travel Plans using Modeshift STARS
- Work with schools who have junior active travel inspectors to understand where opportunities for improvements would help them make a change
- Work with Healthy School Officer
- Support schools to take part in Big Walk and Wheel week organised by Walk Wheel Cycle Trust (formerly Sustrans)

Active journeys to work

A high proportion of trips to work within West Northamptonshire are less than 10km, but currently made by car. Some of these trips could be cycled. Moving away from single occupancy car trips towards active travel, even if it is only one day a week, would improve congestion on our roads, improve air quality and the environment, as well as bring health and wellbeing benefits. Employers can help by providing changing facilities, showers and lockers for cyclists and cycle parking.

We will:

- Work closely with employers to encourage active travel for local journeys to work and help to develop workplace travel plans
- Promote the Cycle to Work Scheme
- Promote local cycle repair shops
- Promote national bike events such as Bike to Work Week

Active journeys to key transport hubs

Improving integration between transport modes at key transport hubs is crucial to creating a seamless transport network. As well as improving active travel infrastructure around key transport hubs, we need to work with operators in line with our wider vision for Mobility Hubs.

We will:

- Work with public transport operators at key transport hubs to promote journeys by active travel, through improved information about cycle parking availability for example and opportunities for joint communication strategies

Promoting active travel

Many people are not aware of existing routes or when new routes are delivered that may mean a journey that was not possible before, becomes possible. Promoting these routes to commuters, residents, parents and children as well as visitors is key to encouraging more awareness through accessible promotional material and information on sustainable modes.

Public events offer the opportunity for sustainable modes to be promoted, whether this is at events organised by others, or in town centres for example. These promotional events need to be engaging, and emphasise the wider benefits of active travel for health, the environment and air quality, working with key partners and stakeholders and community organisations.

We will work in partnership with other departments such as Environmental Health/ Sport, Leisure and Culture/ Parks and the Communications team to develop inclusive communication strategies around promoting the wide benefits of active travel.

Where new infrastructure is delivered, this needs to be supported with appropriate promotional initiatives to encourage uptake of active travel.

We will:

- Attend relevant public events as resources allow to promote sustainable travel
- Work in partnership with other departments to develop a communication strategy around promoting active travel
- Promote new active travel schemes delivered by the Council and work with partners
- Keep our mapping layers up to date and publish cycle maps
- Collaborate with the Northamptonshire Physical Activity Network to ensure consistent, system-wide messaging around sustainable and active travel

British Cycling Partnership

As well as supporting people to make local, everyday journeys to work, education and the shops, many people enjoy participating in active travel in their leisure time and for health benefits. Those that do are more likely to then travel by active travel for other local journeys.

We have previously worked with British Cycling, and we will extend our partnership with them for 18 months from September 2025. This will include a full time Community Developer role who's focus will be on delivering cycling programmes, recruiting a volunteer workforce of Breeze Champions for women and girls delivering guided rides and local community cycling events.

We will:

- Work closely in partnership with British Cycling to develop a package of cycling programmes, led rides and local community cycling events

Travel planning

Travel plans are long-term management strategies for integrating proposals for sustainable transport into the planning process. They set out the measures to promote and encourage sustainable travel based on the anticipated transport impacts of a development. Travel Plans should be developed alongside development proposals and align with the design and occupation of new sites rather than being implemented after the development is built out.

Paragraph 118 of the National Planning Policy Framework²⁰ sets out that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision led transport statement or transport assessment that the likely impacts of the proposal can be assessed.

We expect both commercial and residential developments to produce travel plans as part of the planning process, to help meet our Local Transport Plan vision and objectives. Commercial and residential templates²¹ are available on our website which outline the required structure and content.

We will:

- Update our Travel Plan guidance

²⁰ <https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport>

²¹ <https://www.westnorthants.gov.uk/planning-policy/managing-growth>

Led rides, cycle and e-cycle purchase/loan, security packs

There are a number of other measures that can help to support the promotion of active travel, such as led rides, cycle and e-cycle purchase/loads and security packs (bike locks etc).

The Access2Bikes initiative is one such measure that matches refurbished bikes with school children from deprived backgrounds identified by schools, supported by cycle training.

We will:

- Identify funding opportunities to introduce a package of supportive active travel promotion measures

Communicating and Promoting Action Plan

Table 8 outlines the action plan for Communicating and Promoting.

Action	Priority	Timeframe	Lead	Funding
We will promote any new active travel infrastructure schemes delivered by the Council, working with partners as appropriate	High	Short	Sustainable Travel Team	Officer time
Update our Travel Plan guidance	High	Short	Sustainable Travel Team	Officer time
Work with schools to implement School Travel Plans	Medium	Short	Sustainable Travel Team	Officer time
Work with schools who have junior active travel inspectors and others to understand where opportunities for improvements would help them make a change	Medium	Short	Sustainable Travel Team	Officer time
Work with Healthy School Officer	Medium	Short	Sustainable Travel Team	Officer time
Work closely with major employers to encourage active travel for local journeys to work through Cycle to Work scheme, local cycle repair shops and national bike events.	Medium	Short	Sustainable Travel Team	Officer time
Work closely in partnership with British Cycling to develop a package of cycling programmes, led rides and local community cycling events	Medium	Short	Sustainable Travel Team working with Sport, Leisure and Culture Team	Officer time
Identify funding opportunities to introduce a package of supportive active travel promotion measures such as the Access2Bikes initiative	Medium	Short	Sustainable Travel Team	Officer time/ Consolidated Active Travel Fund
Work with public transport operators at key transport hubs to promote journeys by active travel, through improved information about cycle parking availability for example and opportunities for joint communication strategies.	Medium	Medium	Sustainable Travel Team	Officer time

Action	Priority	Timeframe	Lead	Funding
Work in partnership with other departments to develop a communication strategy around promoting active travel	Medium	Medium	Sustainable Travel Team	Officer time
Attend relevant public events as resources allow to promote sustainable travel	Low	Short	Sustainable Travel Team	Officer time

Table 8: Communicating and promoting Action Plan

Funding sources

In order to deliver real change and ensure active travel is the first choice for local, everyday journeys in West Northamptonshire, a mixture of revenue and capital funding will be needed. We will work with partners and central government to maximise investment opportunities.

The Active Travel Strategy will be used to prioritise how the limited funding we do have is spent. We will work with other departments across the Council to explore opportunities to pool resources and we will work with partners which may have access to other funding. We will use funding opportunities for regeneration schemes for example to help deliver our LCWIP priorities for our town centres.

Grants

The known funding sources over the coming 5 years are summarised in Table 9.

Funding	Type	2025/26 (£m)	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)
Consolidated Active Travel Fund	Revenue	0.264	TBC	TBC	TBC	TBC
Consolidated Active Travel Fund	Capital	0.601	TBC	TBC	TBC	TBC
Active Travel Fund 5	Capital and Revenue	0.254	-	-	-	-
Integrated Transport Block	Capital	1.737	-	-	-	-
Local Transport Grant	Capital	8.051	9.783	11.565	12.854	14.142
Local Transport Grant Resource Funding	Revenue	0.394	0.394	0.709	0.708	

Table 9: Funding sources over next five years

Please note that the figures outlined for the Integrated Transport Block and Local Transport Grant are not ring-fenced for active travel and can be spent on other modes.

Other funding sources

Planning obligations can be secured through a Section 106 agreement. These are legal documents that bind the land and ensure the impact of a development on local infrastructure can be effectively mitigated. Section 106 contributions have to be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development

Active travel infrastructure and initiatives can be agreed in a Section 106 agreement. It is then for the Council to deliver based on the Section 106. The funding can be used to top up or match fund from other funding sources. In addition, there may be sources of Community Infrastructure Levy (CIL) that can contribute towards transport infrastructure.

Developers may also agree to undertake works related to their development through a Section 278 of the Highways Act 1980 which enables Highway Authorities to facilitate works, within an existing public highway, commissioned by developers.

Other Government grants may also be available to contribute to active travel schemes, such as Towns Fund, Levelling Up Fund etc.

Town and Parish Councils may also have access to other grants and funding which can be used to support active travel.

Monitoring and evaluation

The Local Transport Plan sets out a monitoring framework for evaluating the delivery of the Local Transport Plan against its key objectives.

The Active Travel Strategy will directly contribute to achieving the following indicators:

- Percentage of population within 30 minutes of a major employment site by public transport/ and or walking
- Percentage of population within 30 minutes of a major employment site by cycle
- Average minimum journey times by walking or public transport to nearest selected rail station (AM peak)
- Percentage of population within 30 minutes of the eight 'key services' as defined by the Department for Transport by public transport and/or walking
- Percentage of the population who make journeys by walking at least three times per week for any purpose
- Percentage of the population who cycle at least three times per week for any purpose
- Percentage of adults that walk or cycle for travel at least once a week for any purpose

The first Local Transport Plan monitoring report will be produced in 2026/27 and subsequently published on a biennial basis.

In addition, we will undertake monitoring and evaluation of individual schemes and travel behaviour programmes, in line with ATE's Monitoring and Evaluation Guidance²².

We will also monitor our progress through regular completion of ATE's Self-Assessment process which focuses Leadership and Organisation Capacity, Network Planning and Delivery. All local and combined authorities in England (excluding London) are invited to self-assess their own capability between levels 0 and 4.

The five capability rating levels can be broadly characterised as follows:

- Level 0: Little local leadership or support and limited record of delivery
- Level 1: Some local leadership and support with developing plans and isolated interventions
- Level 2: Visible local leadership and support, with emerging network
- Level 3: Strong local leadership and support, substantial network in place with increasing modal share
- Level 4: Dense network in place with a high proportion of trips made by walking, wheeling and cycling. Very supportive leadership and policies to further improve transport choice.

²² [Best Practice Guide to Consultation and Engagement](#)

The overall level breakdowns for 2023 to 2025 across all Local Transport Authorities in England are shown in Table 10. The majority of local authorities received level 1 and 2 ratings.

Year	Level 0	Level 1	Level 2	Level 3	Level 4	Total
2023	4	40	30	5	0	79
2024	0	42	32	6	0	80
2025	TBC	TBC	TBC	TBC	TBC	TBC

Table 10: Self-assessment scores for Local Transport Authorities in England

We are currently rated as a Level 1 authority. The actions identified within the Active Travel Strategy, alongside our Local Transport Plan and other supporting documents will enable us to demonstrate that we are continuing to work towards Level 2.

Appendix A

National and Regional Policy documents

Cycling and Walking Investment Strategy (CWIS2) (Department for Transport 2022)

The first Cycling and Walking Investment Strategy (CWIS1) was published in 2017 by the former Conservative Government which set out an ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey by 2040. It set four objectives to 2025 to increase walking, double cycling and increase the percentage of children aged 5-10 who usually walk to school from 49% in 2014 to 55% in 2025.

In 2022 they published the second [Cycling and Walking Investment Strategy \(CWIS2\)](#) which had the following set of objectives:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025
- double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- increase the percentage of children aged 5 to 10 who usually walk to school from 49% to 55% in 2025

Past 2025, the objective of CWIS2 is aligned with those set out in Gear Change, the Transport Decarbonisation Plan and the Net Zero Strategy to:

- increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and 55% in 2035
- deliver a world-class cycling and walking network in England by 2040

The third cycling and walking investment strategy (CWIS3) will outline the long-term funding for active travel, as required by the [2015 Infrastructure Act](#). The document was due to be published by Government following the conclusion of the Spring 2025 Spending Review, however it has been delayed.

Active Travel England (ATE) is an executive agency, sponsored by the Department for Transport. The objective of ATE is to increase the number of local journeys being walked, wheeled or cycled by 2030. Through:

- investing and improving standards for active travel schemes across England
- integrating active travel in the planning and development system
- focusing on inclusivity and accessibility and giving people from all walks of life the opportunity to try active travel
- helping councils to access state of the art data and analysis to use in active travel planning and design

ATE's role is to support local authorities through a suite of design tool, design surgeries and audits to ensure high quality infrastructure.

Gear Change (2020)

The Cycling and Walking Plan for England, [Gear change: a bold vision for cycling and walking](#), was published in July 2020 by the former Conservative government, and alongside the revised Local Transport Note 1/20 'Cycle Infrastructure Design' (see below), it changed the national policy context in relation to active travel. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.

The plan sets the following vision:

“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling.

To receive Government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards unless it can be shown that there is little or no need for cycling.

The plan also recognises the need to reduce rat-running on residential side streets by the use of modal filtering, as well as creating cycle, bus and walking corridors by closing a limited number of main roads to through traffic except for buses and access.

[Local Transport Note 1/20 – Cycle Infrastructure Design \(2020\)](#)

In addition, the Department for Transport published cycle infrastructure design in July 2020. The [Local Transport Note 1/20](#) (LTN 1/20) establishes much higher standards for cycling infrastructure than before, including geometric requirements.

Rather than a strict set of standards or a “one size fits all” approach, LTN1/20 encourages designers to consider the context when designing cycling infrastructure. For example, it identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed. For example, it makes specific reference to physical and legal measures to control access and motor vehicles speeds and notes that such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger. It notes:

‘Encouraging through-traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults, as well as enabling cycling. This can be achieved through implementing measures such as turning bans, one-way streets, and by modal filtering ...These measures also have the benefit of making short journeys quicker on foot or cycle compared to driving, providing a disincentive to using a car for short trips’.

[Local Cycling and Walking Infrastructure Plans \(LCWIP\) \(2017\)](#)

[Local Cycling and Walking Infrastructure Plans](#) (LCWIPs) were first set out in the first Cycling and Walking Strategy. LCWIPs are intended to provide local authorities with a long-term approach for developing walking and cycling networks, ideally over a ten-year period. The development of an LCWIP should include desktop analysis of existing and future behavioural trends, site auditing of existing conditions for walking and cycling, and prioritisation of recommended design measures. The key outputs from an LCWIP are:

- Network Plan for walking and cycling identifying preferred cycling routes and walking zones for development
- Programme of prioritised infrastructure improvements
- Report summarising the work undertaken to inform the LCWIP network development

The Department for Transport (DfT) LCWIP guidance provides a recommended approach to developing LCWIPs however their intention is that LCWIPs respond to local conditions and requirements to improve walking and cycling networks.

[Decarbonising Transport: A Better, Greener Britain \(DfT, 2021\)](#)

The DfT’s [Decarbonisation Plan](#) sets out the government’s commitments and the actions needed to

decarbonise the entire transport system in the United Kingdom. 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 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.

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.

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.

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.

[The Highway Code \(2022\)](#)

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.

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.

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. Nevertheless, all road users have responsibility to behave responsibly; be aware of the Highway Code; to be considerate to other road users; and understand their responsibility for the safety of others.

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.

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.

The Highway Code also gives new guidance about routes and spaces which are shared 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.

Connecting People, Transforming Journeys: England Economic Heartland's regional transport strategy (2021)

The EEH regional transport strategy sets out how the region can reduce its reliance on the private car by investing in strategic public transport infrastructure, alongside investment in digital infrastructure to better connect our communities, and how that needs to be complemented by investment in active travel measures locally. The five-point plan of action includes the following:

1. Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions that create green economic opportunities;
2. Promote investment in digital infrastructure as a means of improving connectivity;
3. Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic public transport networks;
4. 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; and
5. Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery.

Local Policy documents

One West Northamptonshire Plan

The One West Northamptonshire Plan sets out a shared vision to make the district a great place to live, work, visit, and thrive by 2030. Developed collaboratively with residents, businesses, voluntary groups, and town and parish councils, it aligns strategies for housing, transport, health, wellbeing, and economic growth under one framework. Its guiding principles emphasise inclusive growth, collaboration, sustainability, prevention, and efficient modern services, ensuring prosperity and opportunity benefit all communities, both urban and rural. The plan also connects to regional and national policy to maximise investment and funding, positioning West Northamptonshire as a highly investable and vibrant place.

The plan outlines clear outcomes under the following key themes:

- Thriving place - One Future: Growing, creating and delivering a thriving future for West Northamptonshire
- Thriving People - One Heart: at the heart of West Northants is its people and the communities in which they live
- Efficient and Enabling Council

In the next five years the plan aims to deliver measurable outcomes across seven key priorities:

- Productive, Inclusive and Enterprising – Build a strong, inclusive local economy with more apprenticeships, better skills, reduced economic inactivity, and regeneration that benefits all residents through robust infrastructure delivered through our key enabling plans
- Accessible and Connected – Improve transport networks, expand digital connectivity, support active travel, and invest in community and demand-responsive transport to reduce rural isolation.
- Thriving Towns and Neighbourhoods – Regenerate Northampton, Daventry, Brackley, and Towcester, enhance green spaces, tackle litter and fly-tipping, and boost the visitor economy through heritage, culture, and sport, whilst considering local voices.
- More and Better Quality Homes – Create good quality housing in the right place, that is energy efficient and well-connected to jobs and services, to enable residents to thrive and live independent, healthy and fulfilling lives

- a thriving economy, skilled workforce, good connectivity, quality homes, and a great environment to live in.
- Best Place to Grow Up – Becoming a Child Friendly Place, creating inclusive communities, strong schools, accessible family support, and improved SEND services to every child can thrive
- Best Place to Live and Age Well – Creating a healthy happy, and supportive community by promoting prevention, empowering independence, strengthening partnerships and shifting care towards local, proactive and digital solutions.
- An Efficient and Enabling Council – being a top-performing, efficient and innovative organisation, delivering high quality services with transparency, strong governance, accessible to all.

Joint Health and Wellbeing Strategy 2023-2028

The Health and Wellbeing Strategy sets out how West Northamptonshire will work together as a partnership and with residents to create a place where people are active, confident and enjoy good health and wellbeing, through quality support and services.

The strategy explains how the Health and Wellbeing Board intends to improve the health and wellbeing of people living in West Northamptonshire and how it will engage and enable local communities through a 'place' based approach.

The overall approach is summarised as:

1. Prevention as a priority
2. Tackling health and wellbeing inequalities
3. The importance of 'Place' and delivery through our Local Area Partnerships and Local Area Forums
4. An evidence-based and community insight led approach
5. Co-production

There are ten ambitions and key outcomes identified within the plan, along with details of how these will be measured.

The ten ambitions are:

- Best start in life
- Access to best education and learning
- Opportunities to be fit, well and independent
- Employment that keeps you and your families out of poverty
- Good housing in places which are clean and green
- Safe in your homes and when out and about
- Connected to families and friends
- The change for a fresh start when things go wrong
- Access to health and social care
- To be accepted and valued simply for who you are

Glossary of terms

Term / Abbreviation	Explanation
Access2Bikes	Initiative to provide refurbished bikes to children from deprived backgrounds.
Active Lives Survey (ALS)	Survey by Sport England that measures the physical activity levels of adults and children and young people across England.
Active Mode Appraisal Toolkit (AMAT)	AMAT is a spreadsheet-based tool published by the Department for Transport (DfT) for assessing the overall benefits and costs of proposed walking and cycling interventions, ranging from capital investments to behaviour change programmes.
Active Travel	Travel that involves physical activity such as walking, wheeling, cycling, running, or using mobility aids.
Active Travel England (ATE)	Government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.
Active Travel Fund (ATF)	Grant funding that supports local transport authorities with developing and constructing walking and cycling infrastructure.
Bikeability	Government's national cycle training programme for children and adults.
Bus Service Improvement Plan	A Bus Service Improvement Plan (BSIP) is a strategic, public document created by a Local Transport Authority in England to detail how it will work with bus operators to achieve the goals of the National Bus Strategy, which aims of increase bus patronage by improving service quality, reliability and accessibility for passengers.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The finding goes towards provision of infrastructure to help mitigate the development.
Cycle Parking Standards	Minimum requirements for cycle parking provision based on land use type.
Cycling and Walking Investment Strategy (CWIS)	Published in 2017 the Cycling and Walking Investment Strategy is a national strategy to make walking and cycling the natural choice for shorter journeys.
Cycling and Walking Investment Strategy CWIS2	Second iteration of the Cycling and Walking Investment Strategy published in 2017.
Department for Transport (DfT)	DfT is a high-profile department at the heart of UK government, that works with agencies and partners to support the transport network that helps businesses and gets people and goods travelling around the country. DfT plans and invests to make journeys better.
E-Scooter	Electric scooters are powered by an electric motor and battery and are classified under the Department for Transport's guidance as "powered transporters".
England's Economic Heartland (EEH)	Sub-national transport body covering West Northamptonshire, stretching from Swindon and Oxfordshire across to Hertfordshire. One of seven sub-national transport bodies cover the England (outside of London).
Integrated Transport Block (ITB)	Funding allocation awarded to individual local transport authorities in England outside of London, It is allocated to support local transport maintenance and small scale enhancements.
Local Cycling and Walking Infrastructure Plan (LCWIP)	A strategic approach to identifying cycling and walking improvements required at a local level. They provide a long-term approach, ideally over a 10 year period.
Local Plan	A statutory document which sets out the vision and framework for future development within a Local Planning Authority area. It addresses housing, economy, community and infrastructure and is used as a tool to guide decisions about development proposals.

Local Transport Plan	A statutory document which sets out the objectives and programme for improving the transport network
Local Transport Note 1/20 (LTN 1/20)	Provides guidance to local authorities on delivering high quality, cycle infrastructure.
Mobility Hub	A mobility hub is a strategically located transport interchange that facilitates connections between multiple modes of sustainable transport, including public transport, walking and cycling, shared mobility options, and electric vehicle infrastructure.
Modeshift STARS	Supports organisations to create, deliver and track the effectiveness of their Travel Plans whilst working towards national accreditation.
Movement and Place Framework	Sets out the guiding principles for Place and Movement needs based on different highways, places and spaces to balance transport movement with placemaking needs.
National Travel Survey (NTS)	Annual survey of travel patterns in England that collects information on how, why, when and where people travel.
Non-Motorised User (NMU)	Refers to pedestrians, cyclists, equestrians and other non-motorised transport users.
Public Right of Way (PRoW)	A public right of way is a legal path that anyone can use on foot, and sometimes other forms of transport. Public footpaths are for walkers, whereas public bridleways are open for walkers, horse riders and cyclists. Restricted byways are open for walkers, horse riders and drivers/riders of non-mechanically propelled vehicles, such as horse drawn carriages. Byways Open to All Traffic (BOATS) are open to all classes of traffic including motor vehicles.
Quiet Lanes	A Quiet Lane is a nationally recognised designation of single-track road with no line markings or footpaths with low traffic flows that is shared by motorised and non-motorised traffic.
Road Safety Audit	A Road Safety Audit is a systematic process for checking the road safety implications of highway improvements and new road schemes. The objective of the process is to minimise future road collision occurrence and severity once the scheme has been built and the road comes into use.
School Streets	Initiative to restrict vehicle access near schools temporarily during drop-off/pick-up times to promote active travel. Helps to tackle air pollution, poor health and improve road safety, and encourage healthier lifestyles.
Scotting	This represents the use of a scooter, often used as an alternative to walking or wheeling.
Section 106 Agreement (S106)	Planning obligations are usually secured through a Section 106 agreement. These are legal documents that bind the land and ensure the impact of the development on local infrastructure can be effectively mitigated.
Section 278 Agreement (S278)	Enables Highways Authorities to facilitate works, within an existing public highway, to be carried out by developers.
Supplementary Planning Document (SPD)	Provides additional guidance on matters covered by Development Plan Documents, they are not part of the statutory Development Plan, but form part of the Local Development Framework.
Sustainable transport	Forms of transport which have lower environmental impact than single occupancy car use. It includes walking, wheeling, horse riding, scooting, cycling, public transport (bus, coach, rail), use of Park and Ride, and car sharing.
Sustainable transport hierarchy	A hierarchy that prioritises active modes, public and community transport above private vehicle travel and will be considered in the development and operation of transport infrastructure and services as appropriate for each specific location.
Sustainable Urban Extensions	Planned expansion of a city or town that can contribute to creating more sustainable patterns of development when located in the right place, with

	well-planned infrastructure including access to a range of facilities and when developed at appropriate densities.
Travel Plans	A strategy that an organisation or development has to meet the travel needs of the site it is developed for, particularly to minimise single occupancy travel and maximise the use of sustainable modes. It involved ongoing and continuous implementation of initiatives and measures as well as constant monitoring.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided in journey stages.
UK Shared Prosperity Fund (UKSPF)	Government fund to support local communities to invest in communities and place, support local businesses and people and skills.
Wheeling	Using a wheelchair (manual or powered) or other mobility aid, including adapted bikes, tricycles, and push scooters.