

Assessment of LTP Policies

		1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water	5. Climate change mitigation	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
Policy Components CONNECTING PEOPLE BETTER												
Policy 1 – Sustainable transport hierarchy	<ul style="list-style-type: none"> •P01A: Take an integrated approach to planning with transport, land use, utility networks, and digital connectivity all considered together for existing and planned developments. •P01B: Apply a sustainable travel hierarchy in line with the Movement and Place Framework 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. •P1C: Support continued roll out of super-fast and reliable internet connectivity across all parts of the Council area to help avoid non-essential journeys, reduce congestion and other network pressures. •P1D: Integrate good and best practice standards into Council processes, such as Local Transport Note 1/20 (Cycle Infrastructure Design) from the Department for Transport and good practice resources from leading bodies such as Active Travel England. •P1E: Ensure decision making frameworks for transport investment require consideration of all possible modes, including assessment of alternatives to traditional road capacity projects. 	+	+	+	+	+	0	+	+	+	+	A hierarchy prioritises options which require no or minimal new infrastructure are more likely to protect biodiversity, landscape, the historic environment, soils, water and other natural capital. There may be limited opportunities for enhancement in this policy alone, although it will be used in combination with other policies in the LTP. Transport options that involve private car, which produce the largest proportion of CO2 emissions, emissions to air and traffic noise, are the last option in the hierarchy for transport planning and the policy provides an effective tool for promoting digital connectivity and sustainable transport. The hierarchy supports transport options and connectivity accessible to all users, including those that have positive health outcomes (digital connectivity, active travel, sustainable transport). Positive effects will be limited as the policy would be applicable to new transport planning so cannot address existing impacts.
Policy 2 – Connected and accessible networks	<ul style="list-style-type: none"> •P02A: Ensure a balanced approach to the planning and delivery of road capacity and junction improvement projects in line with the sustainable transport hierarchy, for all users, understanding demand and cost effectiveness. •P02B: Identify areas with poor access to public transport and active travel networks, including where the network, interchanges, and associated facilities are inaccessible for people with mobility challenges such as people using wheelchairs or with pushchairs or heavy shopping / baggage. At these locations deploy measures to improve inclusive access, including other measures such as seating, water points, and toilets as appropriate. •P02C: In partnership with operators, plan and extend bus and coach routes and services to create a more joined up network that connects to key destinations and services, enables choices, and serves developments, at the times of day required. •P02D: Collaborate with key stakeholders to promote and incentivise walking/wheeling, cycling, and use of public transport for all or part of more passenger trips. •P02E: Investigate opportunities to assist or advocate for assistance in reducing costs for journeys that may not be easily accessible for a given user. •P02F: Ensure the design of any new infrastructure minimises sustainability impacts, for instance minimising land take. 	+ / - ?	+ / - ?	+ / - ?	+ / - ?	+ / - ?	+ / - ?	+ / - ?	++	+	++	The policy aims to focus on active travel and sustainable transport modes for shorter journeys and reduce the need to travel by car. The policy supports access, inclusion and affordability for residents, with potential for significant positive effects for equalities. There are associated benefits for communities, connectivity and well-being, through increased social interaction and benefits to mental health. The policy does enable planning and delivery of road capacity and junction improvement projects, although depending on individual projects (see assessment of interventions) the effect on natural capital and resources is uncertain, particularly if greater emphasis is given to alternatives to private vehicle.
Policy 3 - Improved interchanges and mobility hubs	<ul style="list-style-type: none"> •P03A: Plan a network of strategic and supporting mobility hubs that bring modes together and support more frictionless transfer with more sustainable options for all or part of journeys. •P03B: Use the Movement and Place Framework to set expectations for customer facilities, wayfinding, and access options at different types of interchange ranging from major railway station hubs to rural bus stops. •P03C: Work with operators to improve provision and integration of journey planning and service information across all modes to reduce car dependency and encourage multi-modal journeys. •P03D: Consider the potential of integrated ticketing and payment systems for public transport users across the Council area to create seamless transfer and encourage multi-modal journeys. •P03E: Work with operators to develop bespoke Travel Plans for railway stations across West Northamptonshire, to support sustainable travel connections. 	0	0	0 ?	+	++	+	++	++	+	+	Policy measures to support integrating public transport and active travel reduce carbon emissions and improve air quality by providing viable options which are less expensive than private car. A range of travel options, supported by ticketing and information, provides greater connectivity (with benefits for young people, older people, pregnancy / maternity and others with reduced mobility) and also resilience of transport network during weather-related events. The policy improves health and wellbeing through greater opportunities for social interaction and active travel (to and from interchanges). The policy makes best use of existing infrastructure, protecting resources, including land and soils. There is no relationship between the policy and other sustainability objectives. Individual mobility hubs are assessed under interventions.
Policy 4 – Bus, coach and mass transit	<ul style="list-style-type: none"> •P04A: Work with operators to review bus and coach network coverage and routes, operating hours, service reliability, road and vehicle infrastructure to better serve communities and advocate for and support enhancements where appropriate, with interventions presented and costed within the Bus Service Improvement Plan and other relevant initiatives. •P04B: Through the delivery of the Bus Service Improvement Plan, Enhanced Partnership, and other relevant initiatives improve the accessibility of bus stop infrastructure, including legible signage, raised pavements, up-to-date timetables, and well-maintained shelters and lighting. •P04C: Build on the success of our winning ZEBRA bid to central government for funding, work with operators to increase the provision of electric vehicle charge points and hydrogen fuelling stations to support the continued roll out of zero emission buses. •P04D: Build on our existing Enhanced Partnership and others across the wider region to work with bus operators, passengers and existing bus user groups to understand needs and improve service provision. •P04E: Continue development of a Bus Passenger Charter between local authorities, operators, and passengers to agree and uphold standards for each journey on key metrics such as frequency and reliability. •P04F: Work with operators to consider how to lower bus fares and consider multi-modal ticketing, to remove these barriers and make travel by bus and between modes smoother. •P04G: Fund and administer concessionary travel for elderly and disabled residents in line with national regulations. •P04H: Ensure the design of any new infrastructure minimises sustainability impacts, for instance minimising land take. 	0	0	0	+	++	0	++	++	+	++	Buses are critical to those living and working in West Northamptonshire, providing sustainable accessibility for those unable or not wanting to drive. They also provide important connections between rural areas, villages, and market towns of which for there is no existing rail connectivity and the distances may be too far for cycling on traditional or electric bicycles. However, existing bus connectivity is comparatively low across the Council area, with fewer services running between market towns which exacerbates car dependency for those with access to a car, and isolates those without. Policy measures that support bus and mass-transit and improve service quality, reliability and frequency have potential to have significant positive effects on reducing carbon emissions and improve air quality by providing a viable and less expensive option than private car. Communities are better connected within and to urban areas, improving health and wellbeing (for example, active travel is more likely to be used for onward journeys) and provides greater accessibility and reliability for those without a car. The policy makes best use of existing infrastructure, protecting resources, including land and soils. There is no relationship between the policy and other sustainability objectives.
Policy 5 – Rail services and stations	<ul style="list-style-type: none"> •P05A: Work with Network Rail and operators, as well as Great British Railways Transition Team, East West Rail Company, England's Economic Heartland, and other local authorities to improve the accessibility of, to and from existing railway stations, with step free access, improved wayfinding, service information, customer support, better connectivity with other modes to encourage first and last mile access. •P05B: Advocate for more West Coast Main Line train services to serve Northampton and Long Buckby to encourage more people to consider rail as an alternative to the car where appropriate. •P05C: Advocate and safeguard for the development of existing rail infrastructure, stations and services to better connect the region and reduce car dependency. •P05D: Work with operators to consider how to lower rail fares, tackle the complexity of different fare structures, and consider multi-modal ticketing, to remove these barriers and make travel by rail and between modes smoother. •P05E: Work closely with Network Rail and other local authorities to reinforce the role of gateway railway stations outside West Northamptonshire but which support the movement and people and goods in the area (such as Banbury, Milton Keynes, Rugby, Wellingborough and Wolverton). •P05F: Actively promote and support the completion of the Aylesbury Link of East West Rail to provide connectivity between Northampton and Old Oak Common, and work with East West Rail Company and Network Rail to extend East West Rail services to Northampton. •P05G: Promote and support the provision of a new station at Weedon Bec to serve Daventry and the surrounding area, and work with Network Rail and other relevant bodies to deliver this facility. •P05H: Advocate reducing, and at least sustaining commuter journey times between West Northamptonshire and London, Birmingham and Coventry. 	+ / - ?	+ / - ?	+ / - ?	+	++	+ / - ?	++	++	+	++	West Northamptonshire benefits from extensive rail infrastructure that provides strong intercity passenger and long-distance freight connections, in addition to planned infrastructure. Policy measures which maximise the use of the West Northamptonshire's rail infrastructure as an alternative to using private car, has potential for significant positive effects on objectives for reducing carbon emissions and improve air quality. Rail can provide access to education and employment opportunities in the wider region, including London. Initiatives which focus on affordability and ease of use, will make rail more accessible for different users. Public transport use can improve wellbeing by increasing social interaction and potential for exercise through active travel for onward journeys. The policy makes best use of existing infrastructure, protecting resources, including land and soils. The relationship between the policy and other sustainability objectives is uncertain and largely will depend on any new rail infrastructure (see assessment of interventions).

Assessment of LTP Policies

		1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
SHAPING HEALTHIER PLACES												
Policy 6 – Active travel network	<ul style="list-style-type: none"> •P06A: Work collaboratively to improve accessibility by active modes by removing barriers and obstacles to encouraging walking, wheeling, cycling, scooting and horse riding activity, protecting and supporting the most vulnerable users. •P06B: Work collaboratively with other Council service areas to deliver the Northamptonshire Rights of Way Improvement Plan. •P06C: Through Local Cycling and Walking Infrastructure Plans and other measures, set out, trial, deliver and monitor an ongoing pipeline of high-quality active travel schemes, working closely with Active Travel England to secure funding. •P06D: Apply good and best practice approaches to wayfinding and highway design including the Department for Transport's guidance on cycle infrastructure guidance (LTN 1/20) and Active Travel England Toolkits, ensuring active travel is proactively considered and delivered in all road and development projects. •P06E: Ensure that new developments provide connectivity to existing communities and networks, and provide the necessary infrastructure such as segregated pedestrian and cycle lanes as well as safe and secure parking, in line with the Local Cycling and Walking Infrastructure Plans. •P06F: Explore options for the strategic ban of pavement parking in those locations where it is a recurring problem. •P06G: Ensure proactive maintenance and gritting regimes for helping ensure active travel routes are safe in all weather conditions and seasons, whilst facilitating independent monitoring (for example, by recognised community interest groups) to enable timely repairs and gritting. •P06H: Work collaboratively with education providers on both active travel infrastructure and behavioural change initiatives to encourage more people of different ages to walk, wheel or cycle, including provision of School Streets where this can be enforced effectively. •P06I: Provide access to green spaces and water (for instance the Upper Nene Valley between Northampton and Wellingborough), including the completion of disconnected routes to provide circular routes for leisure purposes. •P06J: Identify a network of local cycling champions, both within the council and a member of the local community to promote awareness of local cycling networks, benefits to users and training available. 	+	+	+	+	++	+	++	++	++	+	<p>The benefits of walking, wheeling, cycling, scooting and by horse riding, include significant benefits for public health and individual well-being, reducing carbon emissions, addressing air pollution, whilst advancing the vitality of local streets and the liveability of community spaces.</p> <p>This is especially the case for shorter journeys where such modes are more suited and can be as, if not more, efficient than choosing to drive. This requires the provision of protected and well-connected routes with clear signage to facilitate wayfinding for those who may be new or unfamiliar. Central to achieving this is ensuring the safety of individuals through segregated routes and measures to improve actual and perceived safety.</p> <p>Supporting active travel through cycling & walking routes, including access to green infrastructure, connecting circular routes, provides opportunities to enhance biodiversity, although schemes will need to consider disturbance of wildlife, particularly in protected areas. The policy also promotes enjoyment of West Northamptonshire's landscapes and heritage. The LCWIPs make best use of existing infrastructure for active travel, reducing use of new resources and protecting soil and water resources. The Policy encourages modal shift reducing vehicle traffic and associated impacts including carbon, air and noise emissions, which have the potential to be significant. The policy also has potentially significant benefits for connectivity, exercise and social wellbeing. It supports reduced mobility and greater flexibility of travel choices in relation to climate change events, particularly with investment in maintenance.</p>
Policy 7 – Network operations and maintenance	<ul style="list-style-type: none"> •P07A: Continue to uphold the Network Management Duty under the Traffic Management Act 2004 (Section 16) securing the expeditious movement of traffic on our road network and the more efficient use of our road network, including the management and coordination of street and road works and planning for unexpected and expected event and contingency planning. This also includes developing and updating a Network Management Plan as required. •P07B: Maintain an Asset Management Plan, with highways sections reflecting the recommendations in guidance published by the Highways Maintenance Efficiency Programme; the 'Well-Managed Highway Infrastructure Code of Practice' published by the UK Roads Liaison Group; and consideration to the resilience and adaptation of assets, particularly in response to climate change, extreme weather events and landslips, and flooding. •P07C: Ensure maintenance regimes deliver excellent value for money and reduce overall environmental impacts while making greater use of data and relevant case studies to inform proactive and reactive maintenance across all modes and networks. •P07D: Align operations and maintenance practices with the Movement and Place Framework, ensuring active travel routes and public realm are well maintained along with highways. •P07E: Continue to work collaboratively with our partners to deliver efficiencies within highways and asset management and improving the quality of the highways, including with National Highways on the Strategic Road Network. 	0	0	0	+	0	++	0	+	++	+	<p>The policy focuses on best use of existing infrastructure, so has a neutral effect on most objectives (it maintains status quo but doesn't offer opportunities for enhancement). The policy does ensure greater resilience to climate events and well-maintained highways supports good access between communities and services. There are benefits for all users, particularly those who may struggle with surfaces that are not maintained. There are significant benefits for safety. The impact of poorly maintained highways, footpaths, public realm and rights of way can impact the structural integrity of vehicles, cause avoidable injuries or even deaths, particularly for vulnerable road users such as those walking, wheeling, cycling, scooting, riding or motorcycling.</p>
Policy 8 – Road and transport safety	<ul style="list-style-type: none"> •P08A: Use collision data and community feedback to identify a pipeline of highways, active travel routes and public realm locations where there are higher levels of actual and perceived impact from motor vehicles, including measures of how these can be addressed. •P08B: We will seek to continually improve safety on our roads in line with the Northamptonshire Safer Roads Alliance (NSRA) to implement the Northamptonshire Strategic Road Safety Plan, working towards an ultimate vision of zero fatalities and serious injuries, in part through the development of a Safer Systems approach to road safety. •P08C: Work collaboratively with the freight and logistics industry to identify opportunities to improve road safety on West Northamptonshire's highway networks. •P08D: Work across the Council to deliver a road safety programme to focus on reducing collisions involving the most vulnerable groups and improve personal security on our active travel and public transport networks for all users. •P08E: Work with public transport operators to address anti-social behaviour on services, introduce safety measures and policies to handle incidents. •P08F: Continue to work with communities to identify initiatives as part of an integrated approach to road safety that will aim to reduce collisions and support healthier lifestyles through promoting modal shift to walking and cycling. 	0	0	0	0	0	0	0	+	++	++	<p>The impact of road collisions between vehicles, other road users and/or surrounding infrastructure (and fear of them occurring) can have significant impacts on individuals and communities, including how they choose to travel. Ensuring road safety across West Northamptonshire relies on a combination of driver skills and awareness combined with the types of vehicles, infrastructure, and regulations such as speed limits that are suitable for the purpose at hand.</p> <p>Measures which address safety of road users through behaviour and creation of safe spaces will help to remove barriers to participation in active travel and public transport. However, effects on biodiversity, landscape, heritage, soil and water resources, air and noise and CO2 emissions are assessed as negligible. Improved safety leads to better connected communities, particularly for children, young people, the elderly, and other groups who are more vulnerable to road safety, resulting in a significant positive effect on equalities. There are significant positive effects on health - in addition to avoiding injury, there are also associated physical and mental health benefits, including from exercise.</p>
Policy 9 - Climate change mitigation and adaptation	<ul style="list-style-type: none"> •P09A: Deliver charging infrastructure for zero emissions vehicles on Council owned locations and the public highway, and consider ways of further enabling private sector delivery across the region. •P09B: Identify opportunities to increase the 'greening' of transport assets and sustainable urban drainage and flood management systems in and around transport infrastructure to improve resilience. •P09C: Consider the location of new infrastructure and the materials to ensure that the carbon footprint associated with construction and maintenance is limited. Consider areas of floor risk and drainage from transport infrastructure, including Sustainable Urban Drainage Systems. •P09D: Maintain renewal of transport assets to ensure greater resilience to climate change and its impacts. 	+	+	0	+	+	++	+	+	+	0	<p>West Northamptonshire has its own target of reaching net zero by 2045, with emissions from transport the largest proportion.</p> <p>West Northamptonshire will also need to ensure existing transportation infrastructure is resilient against the impacts of climate change such as road drainage being able to handle more intense periods of heavy rain, railways that can operate in record heatwaves, and active travel routes not being obstructed by falling debris from higher wind gusts.</p> <p>The policy has potential to enhance biodiversity, landscapes and water quality through providing green infrastructure and drainage as part of climate resilient transport measures. While there are benefits for reducing CO2 emissions from providing vehicle charging, these are not assessed as significant. Climate resilience measures, including location of transport infrastructure, consideration of materials and renewal of assets are likely to have significant positive effects. There are unlikely to be any effects on the historic environment or equalities.</p>

Assessment of LTP Policies

		1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
Policy 10- Biodiversity and access to nature	<ul style="list-style-type: none"> •P10A: Ensure that new transport and public realm proposals protect existing biodiversity and provide a positive contribution by encouraging additional biodiversity and an overall net gain where possible, in line with national legislation including Water Environment Regulations. •P10B: Work with delivery and management partners to identify projects and programmes that improve biodiversity, access to nature for all, and strengthens the resilience of both nature and our transport networks and communities. •P10C: Ensure that West Northamptonshire's Tree Strategy reflects the opportunity of highway design to both protect and improve the quality of the West Northamptonshire's tree stock. •P10D: Seek to increase equitable access to green and blue spaces across West Northamptonshire. •P10E: Work with Highways and wider transport asset management to support biodiversity enhancements, this could include green/blue infrastructure to support nature recovery and adopting best practice techniques for the maintenance and renewal of assets. •Policy 10F: Transport infrastructure will not adversely affect the integrity of designated Natura 2000 sites (Special Protection Areas, Special Areas of Conservation, Ramsar sites), including indirect pollution through noise, lighting, recreation pressure, loss, deterioration of fragmentation of habitats. 	++	++	++	++	+	++	+	+	+	+	<p>Across all modes, West Northamptonshire's transport networks both directly impact the natural environment, whilst facilitating access to it. While projects can help facilitate the restoration of past damage (such as improvements to biodiversity), the traditional development of transport infrastructure can have a range of negative ecological effects. For example, through road traffic increasing local water pollution, or new routes creating barriers between habitats. Through leading approaches, infrastructure development can deliver tangible ecological benefits and work with rather than against nature.</p> <p>The policy has potential for significant positive effects due to enhancement of biodiversity, landscape, the historic environment (through setting) and related improvements to soils, land and water quality. There is potential for contribution to biodiversity net gain and local nature recovery. An emphasis on natural capital also has potential to support functions such as management of flood water, carbon storage and sequestration, access to nature (and related mental health and wellbeing benefits, including for equalities groups). Biodiversity or natural capital enhancement also provide opportunities for air and noise regulation (e.g. screening). Design of any biodiversity improvements would need to be sensitive to local and historic landscapes.</p>
Policy 11 – Air and noise pollution	<ul style="list-style-type: none"> •P11A: Monitor and take steps to manage and mitigate areas of air and noise pollution in line with legal requirements, ensuring where possible that transport associated with new developments does not contribute to thresholds being exceeded. •P11B: Work collaboratively with National Highways, Network Rail, and operators to identify areas of concern and a pipeline of projects and initiatives to reduce noise and air pollution. •P11C: Collaborate with stakeholders involved in enforcement and policing to reduce the impact of anti-social driving and motorcycling behaviours to reduce noise pollution. 	+	+	+	+	+	0	++	+	++	+	<p>Air and noise pollution is common around major highways, at major junctions and within town centres. Given higher levels of tailpipe emissions, older and heavier vehicles tend to more negatively impact noise and air quality in comparison to newer vehicles. There are a number of AQMAs, focussed often within historic town centres. West Northamptonshire can both promote the modal shift of journeys within these areas, alongside the uptake of low and zero-emission vehicles.</p> <p>Reducing air pollution, will have positive effects on objectives for biodiversity, heritage and soils from reduced deposition of nitrogen on vegetation and particulate matter and built environment. Depending on how the policy is implemented, there may be benefits to landscapes/ townscapes from reduced traffic. The policy is likely to reduce CO2 emissions, improve traffic related air quality and noise and improve health in relation to respiratory conditions and diseases. There are also likely to be related benefits to communities (reduced traffic) and equalities, in relation to children, the elderly and others who are susceptible to poor air quality and respiratory diseases.</p>
MOBILITY ENABLING PROSPERITY												
Policy 12- Reducing isolation and improving rural access	<ul style="list-style-type: none"> •P12A: Identify areas and situations of transport isolation (also known as transport-related social exclusion) across West Northamptonshire, including contributing factors as well as current and potential measures to reduce isolation, improve access, and transport choice. •P12B: Work across the Council and with partners such as the NHS to identify individuals and households at particular risk of isolation, and ensure action is taken to ensure their needs are understood and catered for in relative programmes and investments. 	0	0	0	0	0	0	0	+	++	++	<p>The rural and dispersed nature of many parts of West Northamptonshire present challenges when seeking to reduce isolation and ensure that residents and visitors are not dependent on a single mode such as private vehicles. While those living in rural areas may benefit from access to nature and lower levels of congestion, air pollution and noise pollution, poor transport connectivity can restrict access to high-quality employment and training opportunities, as well as services such as healthcare, retail and leisure amenities. Increasing transport choices and reducing car dependency in rural areas can be complemented by improving digital connectivity to reduce the need for travel in the first place. The policy has positive effects on communities and connectivity, and significant positive effects on mental health and equalities.</p>
Policy 13 – Supporting business and freight movements	<ul style="list-style-type: none"> •P13A: Work with businesses and freight operators to identify the most beneficial connectivity (infrastructure and services) and reliability enhancements across different modes and networks to increase efficiency and facilitate business growth. This includes mitigating the negative impacts of freight movement where possible. Negative impacts include congestion, pollution and deterioration of road surfaces, whether from vehicle traffic serving destinations within West Northamptonshire or accessing / egressing Strategic Rail Freight Interchanges for onward travel. •P13B: Work with partners from the public and private sectors to identify and deliver the transport infrastructure required for planned developments ahead of opening. •P13C: Work with employers to deliver workplace policies and behaviour initiatives to encourage more sustainable patterns of commuting, business travel and delivery and servicing, including production of Travel Plan by large employers to bring together transport and other staff and site management issues in a coordinated manner. •P13D: Support the growth of the freight and logistics sector within the Council area, and work with key businesses, operators and stakeholders to make positive contributions to both communities and the environment. •P13E: Explore further use of freight consolidation centres and innovative ways to maximise network efficiency, including use of first and last mile options such as electric cargo bicycles. •P13F: Work with operators to improve and identify new locations for HGV parking facilities to support the welfare of drivers and efficient movement of goods. •P13G: Work with the freight haulage sector to develop digital frameworks for how and where freight is distributed. •P13H: Ensure site selection and the design of any new infrastructure minimises sustainability impacts, for instance minimising land take. 	+ / - ?	+ / - ?	+ / - ?	+ / - ?	+	+ / - ?	+	+	0	0	<p>West Northamptonshire's central location in the UK has resulted in strong warehousing, logistics, and freight capabilities, driving investment to the local area and wider region and high-quality employment for many residents. The policy aims to balance the need to move goods by rail and road with the need to efficiency and cost-effectively provide passenger services, with the provision of more sustainable first and last mile connectivity being a critical factor in achieving this.</p> <p>Impacts on biodiversity, landscape, heritage, soils, water and other natural resources will largely depend on how the policy is implemented. While measures include consideration of the environment, the location of new infrastructure may have negative effects. Conversely, management of HGVs and freight can improve landscapes and setting of heritage assets by reducing traffic in the countryside and urban areas, including reduced sources of noise. Better travel planning for businesses will also reduce effects of traffic and noise on communities, helping to provide a sense of place and greater community connectivity. There are positive effects on carbon and air emissions from better management of road-based freight transport. These are not anticipated to be sufficient to have an effect on health and well-being. There is no relationship with equalities.</p>

Assessment of LTP Policies

		1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
Policy 14 – Sustainable development and embracing technology	<ul style="list-style-type: none"> •P14A: Ensure robust guidelines are developed and deployed for ‘decide and provide’ planning including effective monitoring and delivery approaches to how we want developments and resulting travel to function, rather than merely forecasting based on previous trends alone. This will include a more robust travel plan regime with bonds secured linked to effective monitoring and delivery. •P14B: Ensure all planned developments and areas of growth such as Northampton’s urban centre, are developed with and are well connected to public and active transport networks to ensure sustainable travel choices are embedded and reduce congestion on the wider network. •P14C: Work with authorities to ensure public safety is maintained or improved through the increased use of autonomous driving and other technologies. •P14D: Review the Council’s parking standards to ensure that new developments align with our Local Transport Plan, other policy objectives, and best practices. 	0?	0?	0?	0?	+	0?	+	++	+	+	<p>Effective transport planning is central to ensuring new residential, community and commercial developments are supported, integrated with and benefit existing communities and developments, and do not put unreasonable pressure on infrastructure and services. Emerging technologies like electric and assisted mobility have the potential to improve the efficiency and decarbonisation of existing transport networks across both urban and rural areas.</p> <p>The effects of the policy on several objectives will largely depend on the nature of transport infrastructure to be delivered alongside new development, although the policy strongly advocates for active travel and public transport. These will reduce CO2 emissions and emissions to air. Integration with new development will generally provide greater opportunities for incorporating climate resilience, through different transport options, including not travelling in a climate event. Alternative modes will also promote health and well-being. The policy will improve connectivity for new development and existing communities.</p>
Policy 15 - Shared and on-demand mobility options	<ul style="list-style-type: none"> •P15A: Work with operators and communities to understand travel patterns, gaps in the network, and needs and wants to identify solutions that are more suited to community transport, shared and on-demand transport providers. •P15B: Work with operators to ensure the effective management, infrastructure provision, and increased provision of shared mobility services such as push bicycle and electric bicycle and e-scooter rental schemes. •P15C: Ensure the expansion of shared and on-demand transportation options reinforce the role and value of public transport services, strategic mobility hubs, and active travel routes. •P15D: Advocate and seek to ensure new transport technologies introduced, or proposed to be introduced to the Council area, are in the best overall interest of the community. 	0	0	0	+	+	+	+	+	+	++	<p>Shared and on-demand mobility options provide alternatives to private car use and ownership, whether by on-demand taxi (Local cab in Northampton), community transport services (‘Daventry Area Community Transport’), car clubs (Liftshare) or shared bicycle and micromobility services (‘Voi’ electric scooter trial in Northampton). Community transport operators also provide a key service to those unable to access a private vehicle, such as people with certain mobility impairments or long term health issues, or who may not be travelling to or from locations with public transport services, such as deep rural areas.</p> <p>These interventions are unlikely to have effects on objectives for biodiversity, landscape and heritage, there are positive effects in relation to conserving natural resources by using sharing schemes. They are likely to offer a range of alternatives to individual private car, reducing CO2 emissions and improving air quality. The choice of travel mode and future mobility provides better resilience during extreme weather events. The interventions increase the offer of active travel and access to car when needed (e.g. for healthcare access or leisure trips to some destinations), improving health and wellbeing. Accessible future mobility for people who are isolated or have reduced mobility has positive effects on the <u>equalities objective</u>.</p>
Policy 16 - Community engagement and collaboration	<ul style="list-style-type: none"> •P16A: Provide opportunities for the local community to inform the planning and design of transport proposals, working closely with different groups to understand and deliver on local priorities. •P16B: Consider ways for the community and specific groups to be involved in the co-design of key projects across the Council area, where significant trade-offs may be required. •P16C: Support delivery of education and training, information and publicity, and travel behaviour change initiatives to better inform residents, workers, schools and young people of available transport choices and their associated benefits relative to private car use. 	0	0	0	0	+	0	+	++	+	++	<p>To ensure investments are well designed and target communities, workers and businesses should have opportunities to make tangible contributions to ensure transport planning decisions better align to their current and future needs and expectations.</p> <p>As a Local Transport Authority, West Northamptonshire is a key facilitator in the communication, potential co-design and essential public engagement during the planning and delivery of new transport infrastructure and initiatives.</p> <p>It is uncertain to the extent that this policy will result in behaviour change in relation to reducing CO2 emissions and improve air quality. However, there are likely to be benefits from engagement for well-being and significant benefits for communities and equalities.</p>

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>A361 Byfield Village Traffic Calming</p> <p>Development of traffic calming to reduce impacts from through traffic, particularly HGVs moving at speed. Core project to include consideration of improved bus infrastructure (new or improved shelters at stops, active travel connections, etc), reduced speed limits and public realm improvements to provide active travel and reduced air and noise pollution.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0	0	+ / -	+	0	-	0	++	++	++	Traffic calming measures focus on best use of existing infrastructure, so has a neutral effect on most objectives (maintains status quo but doesn't offer opportunities for enhancement). There is a Scheduled Monument (Market Cross) and Listed Buildings adjacent to the A361, and slower speeds may enhance setting (through reduced noise), the measures need to be sensitively designed as not to impact setting. The A361 is at high risk of flooding within the village, and measures will need to ensure that flood risk is not increased. There are significant benefits to the community, safety and well-being from reducing traffic speeds, and this may benefit people with reduced mobility, children and the elderly in particular.
<p>A421 HGV Lanes and signal priority</p> <p>Designated HGV lanes and signal priority provided between Finmere roundabout A4421 and the A43 roundabout to the west.</p>	Freight	National Highways	0	0	0	0	0	0	+	0	0	0	HGV lanes are provided at roundabouts with negligible effect on objectives for biodiversity, climate resilience, landscape/townscape, historic environment, land, soils and water. Improving movements of HGVs will improve traffic flow and local air quality at these junctions.
<p>A422 Farthinghoe traffic mitigation scheme</p> <p>The A422 through the village of Farthinghoe currently suffers from sub-standard geometry, a narrow carriageway and footways. The main objectives are to reduce the impact of traffic, enhance improve air quality and enhance the local environment. A relief road has previously been reviewed, but this may not come forward due to funding constraints and its benefit-cost ratio.</p>	Freight, Private Vehicles	Local Authorities	0	0	+ / -	+	0	0	0	++	++	++	Traffic calming measures focus on best use of existing infrastructure, so has a neutral effect on most objectives (maintains status quo but doesn't offer opportunities for enhancement). Farthinghoe is a Conservation Area and the A422 is adjacent to St Michael's Church Grade II* Listed Building, and slower speeds may enhance setting (through reduced noise), the measures need to be sensitively designed as not to impact setting. The A361 is at low risk of flooding within the village, and measures will need to ensure that flood risk is not increased. There are significant benefits to the community, safety and well-being from reducing traffic speeds, and this may benefit people with reduced mobility, children and the elderly in particular.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>A43 Dualling (Northampton Kettering Improvements Phase 3)</p> <p>The scheme forms part of a long-term strategy to dual the A43 between the A45 and A14. A43 Phase 3 (Northampton – Kettering) will be the West Northants element done before passing into North Northamptonshire.</p> <p>Alternative not taken forward - Deferred for later study due to majority being outside of West Northamptonshire and further work required to determine impact of works and traffic, including whether induced demand on similar road only projects has also been found to limit potential benefits.</p>	Bus / Coach, Freight, Private Vehicles	Local Authorities	---	- ?	- ?	-	-	- ?	+ / -	+	+	0	While there are no designated sites along this stretch of highway, there may be other features of local biodiversity, landscape or unknown archaeology of significance. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. Dualling would require some new land-take likely to be adjacent to the existing highway, there may also be indirect effects on vegetation and soils due to induced traffic. While there is low risk of flooding at a couple of locations along this stretch, there is risk of increased surface run-off. There is the opportunity to improve biodiversity through net gain, enhance the nearby Nene Valley Nature Improvement Area and provide improved surface water drainage from the existing highway. While improved traffic flow is likely to improve air quality, it may induce more vehicular traffic, also increasing carbon emissions. Connectivity is likely to improve for residents, as well as safety through reduced speeds.
<p>A43 Dualling for multi-modal corridor between Northampton and Kettering</p> <p>Dualling of A43 between Northampton to Holcot/Sywell junction, including segregated active travel provision. While on X10 bus route, there are no stops on this section to be upgrades but services will benefit from the congestion relief. Works are an evolution of A43 Phase 3 (building on the already complete Phases 1a, 1b and 2 to deliver online dualling of the existing single carriageway, with dualling up to the Holcot and Sywell Roundabout).</p>	Active Travel, Bus / Coach, Freight, Private Vehicles	Local Authorities and National Highways	- ?	- ?	- ?	-	++	- ?	+	++	++	+	In terms of direct effects, these are similar to those described above, however, designation of a multi-modal lane will minimise induced traffic. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. The integration of active travel and public transport has potential for additional benefits in relation to reducing carbon emissions, emissions to air, as well as health benefits and accessibility for protected groups, including those on reduced incomes.
<p>A43 Signal and safety improvements</p> <p>Reliability and safety improvements on the A43 between Corby and Northampton, including dynamic signage. Installation of dynamic signage to help drivers make more informed decisions and help with better management of traffic flows along key routes.</p>	Bus / Coach, Freight, Private Vehicles	Local Authorities and National Highways	0 ?	0	0	+	0	0	+	+	0	0	Signalisation is likely to have a neutral effect on objectives for biodiversity, climate resilience, landscape/townscape, historic environment, land, soils and water (maintains status quo but doesn't offer opportunities for enhancement). The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. However, in terms of resource use, this intervention does make best use of existing resources, minimising need for new infrastructure. Improving traffic flow will reduce localised issues with air quality, although unlikely to have any change to health. Improved traffic flow will also improve connectivity between communities.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>A43/A5 Towcester Roundabout Improvements</p> <p>Improvements to address efficiency and safety concerns, particularly from South Northamptonshire Council Part 2 Local Plan planned developments will have upon the safe and efficient operation of the A5 / A43 Tove signalised roundabout junction. Core project to include public realm improvements and enhanced accommodation for those using active travel modes.</p>	Bus / Coach, Freight, Private Vehicles	National Highways	0 ?	0 ?	0 ?	0	-	+ / -	+ / -	+	+	+	Minor junction improvement works including will lead to only limited land-take and make best use of existing infrastructure. There are no environmental designations likely to be affected and there are also opportunities to improve public realm, including tree planting. The project has potential to reduce journey times, ease levels of congestion, and subsequently reduce levels of noise and air pollution, but will increase road capacity and may be a continued reliance upon motorised vehicles, increasing GHG emissions. While there are limited areas of low flood risk at the roundabout, there are opportunities to improve drainage. Junction improvements will provide opportunities for active travel to be incorporated and improve safety for all road users.
<p>A45 Junction upgrades at the Brackmills and Great Billing Interchanges</p> <p>1) Ramp metering as part of the Northampton Growth Management Scheme 2) Junction upgrade as part of the Northampton Growth Management Scheme 3) Junction upgrade (with MOVA controlled traffic signals) as part of the Northampton Growth Management Scheme.</p>	Bus / Coach, Freight, Private Vehicles	National Highways	- ?	0	- ?	0	-	+ / -	+ / -	+	+	0	The junction works may cause some small scale loss of vegetation where there is carriageway widening so a precautionary minor negative impact is predicted on biodiversity, but this is likely to have negligible impact on landscape/ townscape. Both Junctions lie within the Nene Valley Improvement Area, so should identify opportunities for enhancement. Barnes Meadow Local Nature Reserve lies approximately 400m to the north of the Brackmills interchange but is unlikely to be affected. The Upper Nene Valley Gravel Pits SPA, Ramsar and SSSI lies approximately 1.5km from the Brackmills interchange and 1.8km from the Great Billington Interchange. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. The junction lies adjacent to a Registered Battlefield (Battle of Northampton 1460) and widening of the carriageway may have a very minor impact on the boundary, a precautionary minor negative has been predicted. Due to the potential for induced traffic, minor effects predicted on GHG emissions, however for air quality there are also likely to be local improvements due to traffic flow. The junctions are not at risk of flooding, but the main carriageway is at medium risk, so drainage design needs to ensure that this is not exacerbated by

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>A45 Queen Eleanor Interchange</p> <p>Junction upgrade as part of the Northampton Growth Management Scheme.</p>	Bus / Coach, Freight, Private Vehicles	National Highways	- ?	0	- ?	0	-	+ / -	++ / -	+	+	0	The junction works may have some small scale of vegetation where there is carriageway widening so a precautionary minor negative impact is predicted on biodiversity, but this is likely to have negligible impact on landscape/ townscape. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. Opportunities for enhancement should be considered for the nearby Nene Valley Improvement Area. The junction lies adjacent to a Registered Battlefield (Battle of Northampton 1460) and 100m from a Scheduled Monument (Eleanor Cross) widening of the carriageway may impact setting, while it is already adjacent to the highway, a precautionary negative has been predicted. Due to the potential for induced traffic, minor effects predicted on GHG emissions, however for air quality there are also likely to be local improvements due to traffic flow, the area south of the junction is an AQMA. The junction is not at risk of flooding, but the main carriageway is at medium risk, so drainage design needs to ensure that this is not exacerbated by the works. The improvements reduce traffic congestion, improving connectivity and safety.
<p>A45 Strategic Freight Corridor Options Assessment</p> <p>Assessment of infrastructure improvements to improve reliability and safety along the A45 (Northampton to Wellingborough) with particular focus on improve the movement of and reducing the impact from freight vehicles. This could include HGV lanes at key junctions and HGV signal priority.</p>	Freight, Private Vehicles	National Highways	0	0	0	0	0	0	+	0	0	0	HGV lanes at key junctions and signal is predicted to have negligible effect on objectives for biodiversity, climate resilience, landscape/townscape, historic environment, land, soils and water. Improving movements of HGVs will improve air quality and these junctions. It is noted that the Upper Nene Valley Gravel Pits SPA, Ramsar and SSSI lies to south of the A45.
<p>A45 Wootton Interchange</p> <p>Ramp metering as part of the Northampton Growth Management Scheme (NGMS)</p> <p>WNC Note: The C1 plan has been further developed and need to check against agreed S278 drawing for implementation. WNC Highways commented (re NGMS: A45 Wootton Interchange) there is no scheme currently, as ramp metering isn't supported by NH. A review of operation in this area is needed as part of the wider NGMS improvements once WNC have a new model and reach agreement with NH on how to proceed with NGMS.</p>	Bus / Coach, Freight, Private Vehicles	National Highways	- ?	0	0	0	-	+ / -	++ / -	+	+	0	The junction works may have some small scale of vegetation where there is carriageway widening so a precautionary minor negative impact is predicted on biodiversity, but this is likely to have negligible impact on landscape/ townscape and historic environment. The interchange is within the Nene Valley Improvement Area and opportunities for enhancement should be integrated into the scheme. Due to the potential for induced traffic, minor effects predicted on GHG emissions, however for air quality there are also likely to be local improvements due to traffic flow, the area south of the junction is an AQMA. The junction is not at risk of flooding, but the main carriageway is at medium risk, so drainage design needs to ensure that this is not exacerbated by the works. The improvements reduce traffic congestion, improving connectivity and safety.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>A5 Towcester Relief Road Upgrade and Traffic Calming</p> <p>Further development of the developer delivered Southern Development Link Road south of Towcester to provide a primary route bypass for a majority of traffic to avoid passing through the town centre. This is aimed to address safety, congestion and air quality issues from existing heavy traffic at peak times, Project will include signage and traffic calming delivered by the council with the long term aim to detrunk the A5 through Towcester.</p>	Bus / Coach, Freight, Private Vehicles	National Highways	- ?	- ?	- ?	- ?	-	-	++	++	++	++	The road lies on the southern edge of new housing development to the south of Towcester so likely to be cumulative effects on biodiversity, landscape, historic environment, soils and land-use, but is being delivered and mitigated through housing development. Part of the area lies within Flood Zone 2 and has high risk of surface water flooding so design would need to ensure that the risk has not been exacerbated. May increase GHG emissions through induced traffic, although likely to have significant benefits on air quality, noise, communities, health and protected groups, due to removal of through traffic from the town centre.
<p>A5/B5385 Junction Improvement</p> <p>Signalisation of junction</p>	Bus / Coach, Freight, Private Vehicles, Other	National Highways	0	0	0	0	0	0	0	0	+	0	Signalisation is predicted to have no effects on objectives for biodiversity, climate resilience, landscape/townscape, historic environment, land, soils and water. Improving movements of traffic will improve safety at the junction.
<p>Abington Area Active Travel scheme</p> <p>New segregated cycle link on Abington Park Crescent, and cycle tracks on Park Avenue South with improvement of walking and cycling facilities at Billing Road/Rushmere Road junction.</p>	Active Travel	Local Authorities	0	0	0	+	+	0	+	++	++	+	Creation of cycle links make best use of existing infrastructure, protecting land and soil resources. Online improvements are unlikely to have an impact on biodiversity, landscape/ townscape and the historic environment and there are limited opportunities for enhancement. The HRA screening identified potential for effects, although these should be mitigated by Policy 10F. Improving safety for cycling and walking encourages uptake, reducing CO2 emissions and improving health through physical activity, although this is not assessed as significant for CO2. There is no interaction with climate resilience.
<p>Abington Square revitalisation and bus filters</p> <p>To revitalise the Abington Square area inclusive of appropriate bus filters so that eventually it is closed to private traffic.</p>	Bus / Coach	Local Authorities	0	+	+	+	++	0	++	++	++	+	Support of car-free area in Northampton town centre will have positive effects on objectives for landscape/townscape, historic environment (listed buildings), CO2, air quality and noise, community connectivity (sense of place) and health and well-being. There is potential for benefits to equalities by providing more welcoming spaces. Effects on biodiversity and climate resilience are neutral.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Additional Northampton Loop services from Post-HS2 Timetable</p> <p>Additional West Coast Main Line paths made available for passenger and freight services to access the Northampton Loop following the moving of long distance high speed services to new dedicated route between London and Birmingham. Will allow for increased frequency of services for Northampton and Long Buckby, as well as future planned stations. Additional paths for freight services are also expected to be provided.</p>	Rail, Mobility Hub / Interchange, Other	Network Rail	0	0	0	+	++	0	+ / -	++	+	++	Freight and passenger service improvements would not affect environmental objectives for biodiversity, landscape, historic environment and makes best use of existing resources, protecting soil and water resources. Additional services would pass through Roade Cutting SSSI (geological site) and Kingsthorpe LNR (meadow and wetland). Increased use of rail services is likely to reduce CO2 emissions when compared to private vehicle or HGV for freight movements, and although generate noise along an existing rail corridor, also reduces overall emissions to air. While the railway lies within areas of flood risk, additional services would not increase risk. There are benefits in terms of connectivity and accessibility, and health and well-being if more people are encouraged to use these services. Improved rail travel can benefit people who don't drive, including the elderly, young people and tend to be accessible for those with reduced mobility.
<p>Barrack Road Bus Lane</p> <p>The Barrack road is a 2 lane road that runs from Kingsthorpe into the town centre. Due to the level of parking in one lane of the road most cars will use the outside lane for the majority of each trip. If parking restrictions were added to the inside lane then it could be used as a bus/cycle lane into town. This would ensure efficient travel for buses and potentially accommodate mass transit or chargers for pantograph buses (would require a feasibility study to assess viability).</p>	Bus / Coach	Local Authorities	0	0	0	+	+	0	+	++	++	+	Repurposing an existing lane for cyclists and buses would not impact biodiversity, landscape or historic environmental objectives. While there may be small-scale benefits in terms of better access and enjoyment of historic sites such as Northampton Cathedral along the route, these are likely to be negligible. Active travel and sustainable transport has potential to discourage car use along busy route, making best use of existing infrastructure, reducing emissions and improving health and accessibility and safety for users. There are limited opportunities to improve climate resilience and no change to flood risk.
<p>Access to Bikes Initiative</p> <p>The Bicycle Library would provide bicycles to hire, a chance to test the bicycle and also hire accessories.</p>	Active Travel, Other	Local Authorities	0	0	0	+	+	0	+	++	+	+	There are no effects on objectives for biodiversity, landscape and heritage, climate resilience (including flood risk). There are no effects on soils or water, but there are positive effects in relation to conserving natural resources by using sharing schemes. Depending on uptake, there is potential to reduce CO2 emissions and improve air quality. Active travel and hire of safety equipment improves health and wellbeing. The intervention increases access to cycling for those on reduced incomes.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Brackley to Banbury Active travel link</p> <p>Dedicated active travel route between Brackley and Banbury via Middleton Cheney building on recommendation from Banbury Local Cycling and Walking Infrastructure Plan (new segregated route from traffic).</p>	Active Travel	Local Authorities	0 ?	0	0	+	+	0	+	++	++	+	Active travel could be online or offline. There are no designated sites in the area, although some small-scale works may remove small amounts of vegetation. The route could offer opportunities for enhancement and connecting people with the natural and historic environment. There are some limited areas of potential flood risk, Active travel along a key route, connecting urban centres is likely to improve uptake of cycling, reducing CO2 emissions and improving health through physical activity. Can provide safer routes for active travel, particularly young people.
<p>Bus Priority Corridor Programme</p> <p>A programme to include physical bus lane provision (repurposing lane) or Traffic management/signals, upgrades and introduction of bus priority measures. These would improve journey times and reliability between Aylesbury and Aylesbury Vale Enterprise Zone (AVEZ) Silverstone via Winslow and Buckingham, between Milton Keynes and Banbury via Brackley and Buckingham, as well as in Towcester and Northampton. The WNC BSIP identifies other corridors where bus priority should be developed (corridors approaching from the south: Towcester Rd, London Rd and A428).</p>	Bus / Coach	Local Authorities	0	0	0	+	++	0	++	++	+	+	Bus priority measures encourage uptake of public transport. As infrastructure will be minimal and largely use the existing highways impacts on biodiversity, landscape and heritage and climate resilience are likely to be negligible, with positive effects on land and resources due to use of existing infrastructure. There is potential for significant positive effects on objectives for reducing carbon emissions, improving air quality and connecting communities. There are also positive effects on health and wellbeing (for example, active travel is more likely to be used for onward journeys). Bus travel is more accessible for some groups, particularly those that don't drive or are on lower incomes.
<p>Bus service improvements between Northampton, Wellingborough, Kettering and Corby</p> <p>Enhanced direct bus services making use of A43 and A45 improvements and upgrades bus stop infrastructure (shelters at stops, active travel connections etc) to provide greater freedom of movement between the urban areas. Services would seek to better connect key railway stations to also improve connectivity between the West Coast Main Line Northampton Loop and Midland Main Line. Options should also consider express services to support reduced travel times between most used origins and destinations.</p>	Bus / Coach, Rail	Local Authorities	0	0	0	+	++	0	+	++	+	+	Enhanced bus services would not affect biodiversity, landscape and heritage, they make best use of existing infrastructure and have positive effects on resources. Depending on use, there would be positive effects on CO2 reduction and air quality, depending on uptake, these may be significant. There would be benefits to connecting rural communities and would also be health benefits in terms social interaction and potential for onward active travel. Although not a protected characteristic, where enhanced services connect rural areas there are positive effects from reducing isolation. No effects on climate resilience were identified.
<p>Bus Service Improvements: Buckingham to Silverstone</p> <p>Improvements to the frequency and operating hours of bus services between Buckingham to Silverstone. This would involve bus priority infrastructure, connecting with bus upgrades to support significant modal shift from cars to buses for interurban travel</p>	Bus / Coach	Local Authorities	0	0	0	+	++	0	+	++	+	+	As above.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Car Club Assistance Programme</p> <p>Logistical, administrative and or financial support for operation and expansion of car club schemes in urban and rural areas to reduce private car dependency and improve access to opportunities and services.</p>	On Demand, Private Vehicles	Local Authorities	0	0	0	+	+	0	+	+	+	+	There are no effects on objectives for biodiversity, landscape and heritage, or climate resilience. There are positive effects in relation to conserving natural resources by using sharing schemes. If the scheme replaces private ownership, it is likely to reduce car journeys overall, reducing vehicular traffic, CO2 emissions and improving air quality. There is increased access to vehicles for people on lower incomes and maintains access to services and communities for non-regular journeys.
<p>Demand Responsive Transport Assistance Programme</p> <p>Logistical, administrative and or financial support for operation and expansion of service area for DRT schemes in rural areas, including expansion of the Herts Lynx Service to throughout Hertfordshire, the Milton Keynes DRT Service to surrounding rural areas, the Buckinghamshire services around Aylesbury and High Wycombe, and services in the Northamptonshire service area.</p>	On Demand, Private Vehicles	Local Authorities	0	0	0	0	+	+	+	++	+	+	There are no effects on several environmental objectives as the scheme uses existing infrastructure. Use of public transport reduces CO2 emissions and improves air quality, DDRT can also provide greater choice of travel and information during extreme weather events, improving resilience. Connectivity is maintained, particularly in rural areas, and there would also be health benefits in terms social interaction and potential for onward active
<p>Electric bus fleet and infrastructure expansion</p> <p>Deliver a step change in the number of zero tailpipe emissions buses operating in the region on existing and expanded routes through use of dedicated ZEBRA 2 funding from the Department for Transport. Improvements to include increased provision of bus-charging facilities at bus depots and the procurement of Zero-emission buses to replace existing ICE-buses.</p>	Bus / Coach, Private Vehicles	Local Authorities	0 ?	0	0	0	++	0	+	+	+	0	The intervention supports use of alternative fuels and electrification are unlikely to have an effect on biodiversity, landscape, heritage, soil and water resources, climate resilience or equalities. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. There are likely to have significant positive effect on reducing carbon emissions and a positive effect on air pollution (NO2) and noise pollution by encouraging shift to EV technology, although particulate matter is still an issue. There is also likely to have a positive effect on health from improved air quality and reduced traffic noise.
<p>Electric Vehicle Assistance Programme and Charging in Car Parks</p> <p>Introduction of electric vehicle charging infrastructure for all types of vehicles (cars, ebikes, etc) across car parks owned and or managed by West Northamptonshire</p>	Mobility Hub / Interchange, Private Vehicles	Local Authorities	0	0	0	0	++	0	+	+	+	0	The intervention supports use of EV and would not have an effect on biodiversity, landscape, heritage, soil and water resources, climate resilience or equalities. There are likely to have significant positive effect on reducing carbon emissions and a positive effect on air pollution (NO2) and noise pollution by encouraging shift to EV technology, although particulate matter is still an issue. There is also likely to have a positive effect on health from improved air quality and reduced traffic noise.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Enhanced Bus Service between Daventry and West Coast Main Line</p> <p>Increased frequency and operating hours of bus services connecting Daventry to West Coast Main Line Railway Stations at Rugby, Long Buckby, as well as the future planned stations such as Rugby Parkway. This may include enhancing existing routes and or addition of additional specific services providing more dedicated rail connectivity.</p>	Bus / Coach	Local Authorities	0	0	0	0	++	0	+	++	+	+	Enhanced bus services would not affect biodiversity, landscape and heritage, natural resources and climate resilience. Depending on use, there would be positive effects on CO2 reduction and air quality, depending on uptake, these may be significant. There would be benefits to connecting rural communities and would also be health benefits in terms social interaction and potential for onward active travel. Although not a protected characteristic, where enhanced services connect rural areas there are positive effects from reducing isolation.
<p>Enhanced Bus Service for Silverstone, Towcester and rural West Northamptonshire and Buckinghamshire</p> <p>1) New high frequency, direct, bus service between Silverstone, Towcester and Milton Keynes to improve connectivity to employment opportunities and rail services by bus.</p> <p>2) Expanded routes, frequency and operating hours for bus services connecting rural communities and strategic mobility hubs in Towcester, Silverstone, Silverstone Park, Brackley, Westcott, and Buckingham with key services and further transport options in other hubs.</p> <p>3) Enhanced interurban public transport network provided more frequent services, longer operating hours and upgraded bus station and priority infrastructure, between Oxford and Northampton via Silverstone, Bicester, Brackley and Towcester.</p>	Bus / Coach	Local Authorities	0	0	0	0	++	0	+	++	+	+	Enhanced bus services would not affect biodiversity, landscape and heritage, natural resources and climate resilience. Depending on use, there would be positive effects on CO2 reduction and air quality, depending on uptake, these may be significant. There would be benefits to connecting rural communities and would also be health benefits in terms social interaction and potential for onward active travel. Although not a protected characteristic, where enhanced services connect rural areas there are positive effects from reducing isolation.
<p>Extend East West Rail Services between Oxford and Milton Keynes to Northampton via upgraded West Coast Main Line</p> <p>Extension of East West Rail services north from Milton Keynes to Northampton, taking advantage of existing track capacity and additional capacity released following opening of HS2. Expected to provide improved connectivity across the region, with a particular focus on improved connections between Northampton and Aylesbury via the East West Rail Aylesbury Link- and as a result reduce local road congestion.</p>	Rail, Mobility Hub / Interchange	Network Rail	0	0	0	+	++	0	+	++	+	++	Passenger service improvements would not affect environmental objectives for biodiversity, landscape, historic environment and makes best use of existing resources, protecting soil and water resources. Increased use of rail services is likely to reduce CO2 emissions when compared to private vehicle, and although generate noise along an existing rail corridor, also reduces overall emissions to air. While there are existing areas of flood risk on the railway, the intervention would not increase risk. There are benefits in terms of connectivity and accessibility, providing opportunities for employment and education between Northampton and other centres. There are benefits to health and well-being also to people who don't drive, including the elderly, young people and tend to be accessible for those with reduced mobility.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Extension of bus operating hours</p> <p>Extension of bus operating hours along key bus corridors in Peterborough, Northampton and Oxford to make travel by bus a more attractive option for journeys to / from work.</p>	Bus / Coach, Mobility Hub / Interchange	Local Authorities	0	0	0	0	++	0	+	++	+	++	Services are delivered within the existing highway with no effect on objectives for biodiversity, climate resilience, landscape/townscape, historic environment, land and soils, and climate resilience. Extending operating hours on public transport, can increase access to employment (particularly for shift work) as well as social interaction. This encourages use over private vehicles, reducing NO2 and CO2 emissions, but can also reduce isolation for some groups.
<p>Guided Walk and Cycle Tour Support Programme</p> <p>Volunteers would lead guided walk and cycle tours to increase attraction of these modes, and the connections to key destinations across the study areas.</p>	Active Travel, Other	Local Authorities	0	0	0	0	+	0	+	++	+	++	Use of existing active travel networks would not impact the majority of sustainability objectives. However, guided support for use of active travel can encourage some groups of people to use this networks, who otherwise may not do so, particularly supporting people with protected characteristics or who may have existing health issues. Depending on uptake, there would be small-scale benefits for reducing CO2 emissions and emissions to air, compared with alternative use of private car.
<p>Hydrogen Vehicle Assistance Programme</p> <p>Logistical, administrative and or financial support for operation and expansion of fuel supply, storage and other infrastructure upgrades to deliver significant increase in the hydrogen charging capacity available to all vehicle types using the strategic and major road networks through the region, with a particular focus on supporting increased uptake of electric HGVs to reduce emissions and air pollution from freight.</p>	Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0	0	0	++	0	+	+	+	0	The intervention supports the use of alternative fuels and electrification and would have an effect on landscape, heritage, soil and water resources, climate resilience or equalities. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. There are likely to have significant positive effect on reducing carbon emissions and a positive effect on air pollution (NO2) and noise pollution by encouraging shift to EV/ hydrogen technology, although particulate matter is still an issue. There is also likely to have a positive effect on health from improved air quality and reduced traffic noise.
<p>Improved Bus Infrastructure and Access</p> <p>The improved presentation of buses and upgraded bus infrastructure (shelters at stops, active travel connections, etc) to give reassurance of attention to delivery and hence pride in the bus network. A Regional strategy on key bus routes, needs, and infrastructure requirements can enable improved bus integration with the SRN, and help to achieve greater modal shift towards bus use for local journeys, and explore mobility hubs focused around existing and proposed bus stops and interchanges.</p>	Bus / Coach, Mobility Hub / Interchange	Local Authorities	0	0	0	0	++	0	+	++	+	++	The intervention seeks to encourage use of public transport (and potentially active travel), reduces carbon emissions and improves air quality by providing viable options which are less expensive than private car. There is potential to improve health and wellbeing through greater opportunities for social interaction and active travel. There is no relationship between the intervention and other sustainability objectives. Upgrade of bus stops is likely to make them more accessible to range of protected groups, including women, elderly and those with disabilities as well as and increase personal safety and wellbeing.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Integrated Bus and Rail Ticketing and Timetables</p> <p>Supporting multi-modal journeys that avoid car travel through expansion of existing BusPlus ticketing scheme to improved, and possibly automatic ticket integration between local and inter-urban bus and services with rail services to Northampton, Long Buckby and future planned stations. To be complemented with improved integration with bus and train services to avoid interchange friction and extended wait times</p>	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange	Local Authorities	0	0	0	0	+	0	+	++	+	+	Integrated ticketing, and potentially reducing price is likely to increase the uptake of public transport, reducing CO2 emissions and emissions to air. Better connections provide access to services and communities, reducing anxiety relating to journeys by public transport, which is likely to benefit some protected groups. There is no relationship between the interventions and other sustainability objectives.
<p>Inter-Urban Active Travel Network (complements LCWIP interventions in named urban areas)</p> <p>1) New inter-urban active travel networks to connect Banbury to Bicester, Brackley to Banbury and Brackley to Milton Keynes. 2) Creation of an interurban active travel corridor connecting Brackley, Silverstone, Towcester and Northampton. This would include a new on-road and off-road active travel route, connections to off-road active travel routes and on existing PRow's and roads. 3) Creation of an interurban active travel corridor connecting Northampton and Kettering. There is an opportunity for this to be delivered via A43 dualling, however, no other feasibility work has been undertaken. 4) Improvements to the Sustrans National Cycle Network throughout Peterborough, Northampton and Oxford. 5) Creation of an interurban active travel corridor connecting Peterborough and Northampton (including access to the Nene Valley Line). Several areas along the route to consider. 6) Creation of an interurban active travel corridor connecting Buckingham, Brackley and Silverstone, to include large mobility</p>	Active Travel, Mobility Hub / Interchange	Local Authorities	+ + / - ?	+ ?	+ / - ?	+ / - ?	+	+ / -	+	++	++	+	Active travel could be online or offline, and as a precautionary approach, mixed effects are predicted as there are a number of sensitive sites in the area including SSSIs and Scheduled Monuments which could be affected during construction and operation. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. While infrastructure, particularly offline, could have direct or indirect effects on biodiversity, heritage and soil and water resources, it may also have positive effects by reducing traffic and providing opportunities for enhancement and connecting people with the natural and historic environment and landscapes. There are some areas of potential flood risk, which would need to be taken into account in design. Active travel connecting urban centres is likely to improve uptake of cycling, reducing CO2 emissions and improving health through physical activity. Can provide safer routes for active travel, particularly young people.
<p>Intra-urban bus service frequency improvements</p> <p>Increased frequency of intra-urban bus services (<15 minutes) throughout Peterborough, Northampton and Oxford.</p>	Bus / Coach, Mobility Hub / Interchange	Local Authorities	0	0	0	+	++	0	+	++	+	+	Increased frequency of bus services would not affect biodiversity, landscape and heritage, or climate resilience. They make best use of existing infrastructure and have positive effects on resources. Depending on use, there would be positive effects on CO2 reduction and air quality, depending on uptake, these may be significant. There would be benefits to connecting communities to jobs and services, there would be health benefits in terms social interaction and potential for onward active travel.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>LCWIP interventions in Northampton</p> <p>The delivery of LCWIP and active travel infrastructure and connectivity improvement schemes to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures. For Northampton, this is a particular focus on improving walking and cycling connections with the West Coast Main Line and bus service and consideration of Wellingborough Road Continuous Walkways Trial.</p>	Active Travel	Local Authorities	0	+	+	0	++	+	+	++	++	++	Active travel measures in Northampton are unlikely to have an effect on biodiversity, soils and water resources. Promoting active travel can benefit historic areas and townscape, including Conservation Areas and Listed Buildings. Active travel enhancement has potential to reduce CO2 emissions and noise and improve air quality. While there are areas at risk of flooding in some locations, for travelling short distances within the urban environment, these may also offer opportunities for alternatives providing greater resilience and will not increase flood risk. There are benefits for health, connectivity and equalities, through greater accessibility and safety particularly for pedestrians, a sense of place and support use by people with reduced mobility or other protected characteristics such as disabled, pregnancy and maternity.
<p>LCWIP Interventions in Brackley</p> <p>The delivery of a LCWIP and active travel infrastructure and connectivity improvement schemes in Brackley. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.</p>	Active Travel	Local Authorities	0	+	+	0	++	+	+	++	++	++	Active travel measures in Brackley are unlikely to have an effect on biodiversity, soils and water resources. Promoting active travel can benefit Brackley Town Centre Conservation Area and associated Listed Buildings, and townscape by reducing traffic, improving setting. Active travel enhancement has potential to reduce CO2 emissions and noise and improve air quality. While there are areas at risk of flooding, for travelling short distances within the urban environment, these may also offer opportunities for alternatives providing greater resilience. There are benefits for health, connectivity and equalities, through greater accessibility.
<p>LCWIP Interventions in Daventry</p> <p>The delivery of a LCWIP and active travel infrastructure and connectivity improvement schemes in Daventry. The purpose of this plan is to identify and prioritise key active travel routes for improvement. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.</p>	Active Travel	Local Authorities	0	+	+	0	++	+	+	++	++	++	Active travel measures in Daventry town centre are unlikely to have an effect on biodiversity, soils and water resources. Promoting active travel can benefit historic areas and townscape, particularly Daventry and Reservoir Conservation Areas, Listed Buildings and Borough Hill Scheduled Monument. by reducing traffic, improving setting. Active travel enhancement has potential to reduce CO2 emissions and noise and improve air quality. While there are areas at risk of flooding in some locations, for travelling short distances within the urban environment, these may also offer opportunities for alternatives providing greater resilience and will not increase flood risk. There are benefits for health, connectivity and equalities, through greater accessibility.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>LCWIP Interventions in Towcester</p> <p>The delivery of a LCWIP and active travel infrastructure and connectivity improvement schemes in Towcester. The purpose of this plan is to identify and prioritise key active travel routes for improvement. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.</p>	Active Travel	Local Authorities	0	+	+	+	++	+	+	++	++	++	Active travel measures in Towcester are unlikely to have an effect on biodiversity, soils and water resources. Promoting active travel can benefit historic environment (Conservation Area, Listed Buildings, Scheduled Monuments (Roman features and Bury Mount motte castle) Eaton Neston historic park and conservation area) and townscape by reducing traffic, improving setting. Active travel enhancement has potential to reduce CO2 emissions and noise and improve air quality. While there are areas at risk of flooding, for travelling short distances within the urban environment, these may also offer opportunities for alternatives providing greater resilience. There are benefits for health, connectivity and equalities, through greater accessibility.
<p>Local Logistic Partnerships for road and rail freight</p> <p>Setting up partnership arrangements working with SME and large logistics operators to work together in the areas of freight travel planning, digital frameworks, carbon reduction and 'last mile' delivery. Collaborating on ways to reduce freight carbon miles strategically and locally through freight consolidation facilities within new mobility hubs. Work in partnership with National Highways and Network Rail. EEH is setting up a Freight Officer Group to help to improve coordination of freight.</p>	Freight	Local Authorities	0	+ ?	+ ?	0	+	0	+	+	+	0	Working in partnership to better consolidate freight movements has potential improve townscapes and setting of heritage assets by reducing HGVs in the countryside and urban areas, although this will depend on extent of uptake. Depending on effectiveness, there is also potential for positive effects on carbon and air emissions and reducing noise, resulting in a better sense of place and well-being.
<p>Long Buckby Railway Station Access Improvements and Platform Lengthening</p> <p>Increase the length of Long Buckby Station so that it can be served by 8+ car trains. Would align with opportunities to improve service / line speed along the loop line in Northampton. Improved access to existing and additional rail services at this Station, with schemes including step-free access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and EV charging provision for any parking.</p>	Active Travel, Bus / Coach, Rail	Network Rail	- ?	0	0	0	++	0	+	++	+	++	Lengthening Long Buckby Station is likely to have a minor effect on biodiversity, through clearance of some vegetation for the platform. There are enhancement opportunities within the Nene Valley Nature Improvement Area to the north. There is unlikely to be an effect on soils and water, landscapes, heritage or climate resilience. Enhancing the station to benefit from better train services, as well as cycling, public transport connections, and EV vehicles can increase uptake and reduce carbon emissions in comparison to private car and improve air quality, increasing connectivity, and improve mental and physical health through social interaction and potential for first mile/ last mile, including for protected groups with reduced mobility.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Mobility Hub Opportunity Assessment</p> <p>Study to consider use of existing and potential mobility hub locations in and around West Northamptonshire to allow all or part of journeys to be made by more sustainable modes. Options considered through consider major strategic hubs such as railway stations as well as Park & Ride facilities, the needs of existing and planned developments, and smaller hubs such as increased active travel infrastructure at key intermediate bus stops, with improved RTP1, seating and shelter.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, On Demand, Private Vehicles	Local Authorities	0	0	0	+	++	+	++	++	+	+	Mobility hubs support public transport and active travel reduces carbon emissions and improve air quality by providing viable options which are less expensive than private car. A range of travel options, provides greater connectivity and resilience of transport network during weather-related events. There is potential to improve health and wellbeing through greater opportunities for social interaction and active travel. Mobility hubs make best use of existing infrastructure, protecting resources, including land and soils. There is no relationship between the intervention and other sustainability objectives.
<p>New Active Travel Route between Wellingborough and Northampton</p> <p>Creation of an interurban active travel corridor connecting Northampton and Wellingborough via Earls Barton. There is a desire to install a new NCN route connecting Northampton to Wellingborough - possibly using some Quietway solutions.</p>	Active Travel	Local Authorities	+ ?	+ ?	+ ?	+	+	0	+	++	++	+	There is potential to support nature recovery network, if accompanied by linear green infrastructure and biodiversity enhancements in the Nene Valley Nature Improvement Area. The route is unknown but offline sections would need to avoid disturbance of birds using the Upper Nene Valley SPA/Ramsar/SSSI and LNR, including supporting habitat. The HRA screening identified potential for alone or in-combination effects, although these should be mitigated by Policy 10F. There are a number of positive effects associated with improving cycle routes and reducing car traffic with potential benefits to access and interpretation for heritage sites along the route, (within Northampton several Conservation Areas are adjacent to the A4500). The route provides better links between urban areas for cycling and walking, promoting active travel, with potential for reducing CO2 emissions. Although there are some limited areas of potential flood risk, extensive areas of floodplain are largely to the east of the scheme. Active travel is also less likely to be used during storms or heatwaves. Can provide safer routes for active travel, particularly young people.
<p>New Active Travel Route between Aylesbury to Northampton via Buckingham</p> <p>Active travel improvements between Aylesbury and Northampton with options to connect with other strategic schemes such as New Active Travel Route between Towcester and Northampton and New National Cycle Route Alongside HS2 and make use of former railway alignments. Key localities likely to be connected include Verney Junction, Buckingham, Silverstone, and Towcester.</p>	Active Travel	Local Authorities	+ ?	+	+	+	+	0 ?	+	++	++	+	The route is not yet known but there is potential to support nature recovery network, if accompanied by linear green infrastructure and biodiversity enhancements. There are a number of positive effects associated with improving cycle routes and reducing car traffic with potential benefits to access and interpretation for heritage sites along the route. The route provides better links between urban areas for cycling and walking, promoting active travel, with potential for reducing CO2 emissions. Although there are some limited areas of flood risk, limited infrastructure unlikely to increase flood risk. Active travel is also less likely to be used during storms or heatwaves. Can provide safer routes for active travel, particularly young people.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>New National Cycle Route Alongside HS2</p> <p>Active travel improvements running north-south adjacent to HS2 (south end the alignment is segregated). There is a network of site access roads, maintenance access roads etc. which could be used to provide cycling facilities alongside HS2 to link rural communities to facilities. Historic England have noted need to look for opportunities to enhance access to heritage assets, especially those which are designated, without harming their significance (including their setting).</p>	Active Travel	Local Authorities	+ ?	+ ?	+ ?	+	+	0	+	++	++	+	The route is not yet known but there is potential to support nature recovery network, if accompanied by linear green infrastructure and biodiversity enhancements. There are a number of positive effects associated with improving cycle routes and reducing car traffic with potential benefits to access and interpretation for heritage sites along the route (potential to link to assets such as historic village centres of Greatworth, Martson St Lawrence, Thorpe Mandeville, Sulgrave, Culworth, Chipping Warden; in addition to offline Scheduled Monuments, e.g. at Sutchbury. The route provides better links between urban areas for cycling and walking, promoting active travel, with potential for reducing CO2 emissions. Although there are some limited areas of potential flood risk, small scale infrastructure unlikely to increase flood risk. Active travel is also less likely to be used during storms or heatwaves. Can provide safer routes for active travel, particularly young people.
<p>New rail service connecting communities between Northampton, Aylesbury, Princess Risborough, High Wycombe, and Old Oak Common</p> <p>Extend EWR services south to Aylesbury and then on-wards to South Buckinghamshire/ Old Oak Common, requiring infrastructure upgrades on the Aylesbury Link as identified in Connectivity Study 1, alongside upgrading the rail link to Old Oak Common. In addition the Aylesbury to Milton Keynes, the link forms part of the strategic opportunity to improve connectivity on the Northampton – Milton Keynes/Bletchley – Aylesbury – High Wycombe – Old Oak Common corridor.</p>	Rail, Mobility Hub / Interchange	Network Rail	0	0	0	+	++	0	+	++	+	++	A new service on existing rail line would not affect environmental objectives for biodiversity, landscape, historic environment and makes best use of existing resources, protecting soil and water resources. Increased use of rail services is likely to reduce CO2 emissions when compared to private vehicle, and although generate noise along an existing rail corridor, also reduces overall emissions to air. While there are existing areas of flood risk on the railway, the intervention would not increase risk. There are benefits in terms of connectivity and accessibility, providing opportunities for employment and education between Northampton and other centres. There are benefits to health and well-being also to people who don't drive, including the elderly, young people and tend to be accessible for those with reduced mobility.
<p>New Railway Station serving South Northampton</p> <p>A station between Northampton and Wolverton to encourage mode shift and relieve road congestion from those driving to Wolverton or Milton Keynes to connect with London services. A Strategic outline case would be developed to consider possible locations and potential impacts. This assessment should include consideration of available capacity on the West Coast Main Line and Northampton Loop, potential of a mobility hub, use of the slow lines between Hanslope Junction and Northampton, options for four track layouts, as well as possible reopening of former Roade Railway Station.</p>	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Network Rail	- ?	- ?	- ?	- ?	++	- ?	+	++	+	+	As there is no location for the new rail station, new land-take can have potential for negative effects on biodiversity, landscapes, heritage, soils and water. There are no designated sites adjacent to the rail line south of Northampton, although the HRA identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. It lies within the Nene Valley Nature Improvement Area and within areas of flood risk. Provision of a rail service can reduce carbon emissions in comparison to private car and improve air quality, increasing connectivity, and improve mental and physical health through social interaction and potential for first mile/ last mile, including for protected groups.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>New Railway Station serving Weedon Bec and Daventry</p> <p>Improved transport choice for new and planned commercial and residential near Weedon Bec, Daventry and surrounding settlements, through development of new two platform parkway station as an additional stop on the West Coast Main Line for services not using the Northampton Loop, taking advantage of additional local train paths facilitated by high-speed services moving to HS2. Scheme elements would include new mobility hub facility with direct connection to the A45, electric vehicle charging, active travel links, and possible increase from two to up to four tracks to avoid conflict with long distance services.</p>	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Network Rail	- ?	- ?	- ?	- ?	++	- ?	+	++	+	+	Although there is no location for the new rail station, new land-take can have potential for negative effects on biodiversity, landscapes, heritage, soils and water. Weedon Bec Village is sensitive due to the Grand Union Canal, Conservation Area, Listed Buildings, it also lies within Flood Zones 2 and 3 and the Nene Valley Nature Improvement Area. Provision of a station can reduce carbon emissions in comparison to private car and improve air quality, increasing connectivity, and improve mental and physical health through social interaction and potential for first mile/ last mile, including for protected groups.
<p>New Rugby Parkway Railway Station</p> <p>(in development) Rugby Parkway is a proposed new station south of Rugby on the Northampton line, this will enable a growth in the service offering to the Rugby area. Third party scheme. This would benefit villages in surrounding areas of West Northants and opportunities for public transport and walking and cycling connections to DIRFT.</p>	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Network Rail	0 ?	0 ?	0 ?	0 ?	++	0 ?	+	++	+	+	The scheme is being delivered by Warwickshire County Council, environmental and ecological assessment are being undertaken as part of design and planning consent. The project will seek to deliver biodiversity net gain, include embedded mitigation and safeguard land for wildlife. It is expected to benefit West Northamptonshire by providing an alternative to private care, reducing CO2 emissions and emissions to air, improving connectivity, health and will be accessible for a range of people.
<p>New Strategic Mobility Hub and Coach Interchange at M1 J15</p> <p>Development of a strategic mobility hub providing access to local and inter-city bus services (including consolidation of Megabus services currently using stops in Grange Park). Site would include vehicle and bicycle parking, with charging infrastructure and connection to local roads and active travel routes. Possibility to link to future railway station on West Coast Main Line between Northampton and Wolverton.</p>	Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0 ?	0 ?	0 ?	++	+/- ?	+	++	+	+	The location is not yet known, although there are no designations in close proximity to Junction 15, Courtenhall Grade II Historic Park and Garden lies to the South. However, the mobility hub is likely to be set within existing development to maximise its use. There are unlikely to be effects on landscape, historic environment, soils or water resources, but there may be opportunities to incorporate nature recovery measures in the Nene Valley Nature Improvement Area. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. There are areas of flood risk and additional hardstanding may increase flood risk, mobility hubs can support climate resilience by offering different transport options. A mobility hub will encourage use of public transport, even on major road network, reducing CO2 emissions, improve air quality. This would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health. It is likely to be accessible for a range of people, and provide affordable transport.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>New Strategic Mobility Hub at Northampton East Park and Ride</p> <p>There is a park and ride available at present in the West of Northampton, near to the football and rugby clubs. The associated bus service, currently run by Uno, offers travel from the park and ride to the University of Northampton. Usage data should be obtained to identify the popularity of this scheme and improvements. There is no such scheme available on the east side of town which means those coming from the Eastern District areas encourages drivers into the centre to park.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0	0	+	++	+	++	++	+	+	<p>The mobility hub will utilise the existing park and ride, likely to avoid impacts on biodiversity, landscape and the historic environment. However, the HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. It makes best use of existing infrastructure, protecting soil and water resources. It will encourage use of public transport and reducing CO2 emissions and improve air quality. There is potential to provide different transport options and information in a climate-related event.</p> <p>It can provide connectivity and options for travel for communities and promote active travel and greater social interaction, and improved personal safety with positive effects on health.</p> <p>They are likely to be accessible for a range of people, and provide affordable transport.</p>
<p>New Strategic Mobility Hub serving Brackley</p> <p>EEH has developed guidance and can support local authorities in determining the appropriate location and nature of strategic mobility hubs to complement existing transportation interchanges and services for maximum community benefit. Historic England has noted that a high-level assessment is needed as part of later project stages to understand potential heritage impacts.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0 ?	0 ?	0	++	+ ?	+	++	+	+	<p>Effects on biodiversity and landscape, historic environment, soils or water resources, or flood risk (climate resilience) are unknown but unlikely at this stage due to small scale and urban location. Designations include Brackley Conservation Area, Listed Buildings and Brackley Motte and bailey castle Scheduled Monument. There may be opportunities to improve the public realm, including green infrastructure.</p> <p>A mobility hub will encourage use of public transport, reducing CO2 emissions and improve air quality. Depending on design, it may offer options and information for travel in a climate related event. It would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health.</p> <p>It is likely to be accessible for a range of people, and provide affordable transport.</p>

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>New Strategic Mobility Hub serving Daventry</p> <p>Reduce car dependency and alleviate congestion nearby roads through development of a mobility hub serving Daventry integrated with existing and enhanced bus services to encourage use of more sustainable modes such as public transport, cycling, and or micromobility for all or part of journeys. Sites likely to include electric vehicle charging with the scale and mix of modes determined by the needs of each of the locations as scheme detail is developed.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0 ?	0 ?	0	++	+ ?	+	++	+	+	<p>Effects on biodiversity and landscape, historic environment, soils or water resources, or flood risk (climate resilience) are unknown but unlikely at this stage due to small scale and urban location. Designations include Daventry and Reservoir Conservation Areas, Listed Buildings and Borough Hill Scheduled Monument. There may be opportunities to improve the public realm, including green infrastructure.</p> <p>A mobility hub will encourage use of public transport, reducing CO2 emissions and improve air quality. Depending on design, it may offer options and information for travel in a climate related event. It would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health. It is likely to be accessible for a range of people, and provide affordable transport.</p>
<p>New Strategic Mobility Hub serving Silverstone</p> <p>Reduce car dependency and alleviate congestion nearby roads through development of a mobility hub serving Northampton integrated with existing and enhanced bus and rail services to encourage use of more sustainable modes such as public transport, cycling, and or micromobility for all or part of journeys. Sites likely to include electric vehicle charging with the scale and mix of modes determined by the needs of each of the locations as scheme detail is developed</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0 ?	0 ?	0	++	+ ?	+	++	+	+	<p>Effects on biodiversity and landscape, historic environment, soils or water resources, or flood risk (climate resilience) are unknown but unlikely at this stage due to small scale and urban location. Designations include Silverstone Conservation Area and Listed Buildings. There may be opportunities to improve the public realm, including green infrastructure.</p> <p>A mobility hub will encourage use of public transport, reducing CO2 emissions and improve air quality. Depending on design, it may offer options and information for travel in a climate related event. It would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health. It is likely to be accessible for a range of people, and provide affordable transport.</p>

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>New Strategic Mobility Hub serving Towcester</p> <p>Reduce car dependency and alleviate congestion nearby roads through development of a mobility hub serving Towcester integrated with existing and enhanced bus services to encourage use of more sustainable modes such as public transport, cycling, and or micromobility for all or part of journeys. Sites likely to include electric vehicle charging with the scale and mix of modes determined by the needs of each of the locations as scheme detail is developed.</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	Local Authorities	0 ?	0 ?	0 ?	0	++	+ ?	++	++	+	+	Effects on biodiversity and landscape, historic environment, soils or water resources, or flood risk (climate resilience) are unknown but unlikely at this stage due to small scale and urban location. Designations include Towcester Conservation Area, Listed Buildings and Scheduled Monuments associated with the old town and Bury Mount motte castle. There may be opportunities to improve the public realm, including green infrastructure. A mobility hub will encourage use of public transport, reducing CO2 emissions and improve air quality, particularly as there is an AQMA in Towcester. Depending on design, it may offer options and information for travel in a climate related event. It would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health. It is likely to be accessible for a range of people, and provide affordable transport.
<p>Northampton - Market Harborough Connectivity Study</p> <p>Commissioning technical work that will determine a long term solution to improve connectivity between Northampton and Market Harborough (as part of a wider Milton Keynes to East Midlands project). Restoration of rail link included separately. Sustrans recommends that NCN 6 could benefit from some barrier removal and resurfacing.</p> <p>Alternative not taken forward at this time, further long-term feasibility needed.</p>	Bus / Coach, Rail, Mobility Hub / Interchange, Other	Local Authorities	0 ?	0 ?	0 ?	0 ?	++	0 ?	+	++	+	+	The study in itself would not have effects on biodiversity and landscape, historic environment, soils or water resources, or flood risk (climate resilience) although potential impacts on any new infrastructure would need to be taken into account, currently use of existing infrastructure is proposed. Options for sustainable transport and active travel will reduce CO2 emissions and improve air quality. Depending on design, it may offer options and information for travel in a climate related event. It would provide connectivity and options for travel for communities and promote greater social interaction, with positive effects on health. It is likely to be accessible for a range of people, and provide affordable transport.
<p>Northampton Bus and Coach Station Upgrade</p> <p>Enhanced bus station and coach facility in Northampton town centre to accommodate additional services, provide enhanced amenities to customers, and provide improved connections/wayfinding with Northampton Railway Station</p>	Active Travel, Bus / Coach, Mobility Hub / Interchange	Local Authorities	0	0	0 ?	0	+	0	+	++	+	++	There is potential for improved townscape through upgrade of the bus and coach station, which could benefits for the surrounding area. The existing bus station is adjacent to the All Saints Conservation Area, so design would need to be sensitive to surrounding area. The upgrade to the bus interchange promotes public transport and allows easier access to the town centre and surrounds. Perception of using the bus/coach can change, increasing personal safety and encouraging use. This would have positive effects on reducing CO2 and reducing emissions to air.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Northampton Loop Speed and Capacity Improvements</p> <p>Improvements to the frequency of rail services between London and Birmingham via the Northampton Loop (currently 3 services to London/hr in AM Peak 2/hr rest of time) and infrastructure improvements that facilitate increased line speeds (currently 75 mph vs 125 mph on the "fast line"). Would align with lengthening of railway platforms at Long Buckby Railway Station. Journey times from Northampton by rail are not competitive with those from nearby stations located on the WCML fast lines.</p>	Rail	Network Rail	0 ?	0 ?	0 ?	0 ?/ +	++	0 ?	+ / -	++	+	++	Minor infrastructure works may have some limited impacts on biodiversity, landscape, historic environment, sensitive areas adjacent to the railway. These include the Grand Union Canal, Nene Valley Nature Improvement Area, Road Cutting SSSI, areas of woodland, historic landscapes (Watford Park Scheduled Monument, Watling Street Roman Road SM). The route makes best use of existing infrastructure, limited new land-take. Uptake of rail services is likely to reduce CO2 emissions when compared to private vehicle, and although generate additional noise along an existing rail corridor, also reduces overall emissions to air. There are areas of flood risk along the railway, although flood risk is unlikely to be increased by the works. There are benefits in terms of connectivity and accessibility, and health and well-being if more people are encouraged to use these services. Improved rail travel can benefit people who don't drive, such as the elderly, young people and tend to be accessible.
<p>Northampton Northern Orbital</p> <p>New highway link to support east west traffic movements between A43 at Moulton and A4500. As part of work to support the Local Plan and Local Transport Plan, a study is being undertaken Feb/March 2024 to update the evidence on need for and deliverability of a scheme.</p> <p>Alternative not taken forward - it performed poorly in the assessment on strategic alignment and deliverability. Notably the assessment was informed by the evidence that expanded road capacity is likely to lead to increased congestion through induced demand, with no clear indication this project would improve public transport or active travel modes to mitigate negative impacts. Further work is being undertaken to understand the scheme cost benefit and deliverability, as well as consider how it can better support our strategic objectives and mitigate any negative impacts.</p>	Bus / Coach, Freight, Private Vehicles	Local Authorities	--- ?	--- ?	--- ?	--- ?	--	--- ?	--	+	+ / - ?	0	There is potential for significant negative effects on biodiversity, landscape, historic environment, land (Grade 2/3), water and soil resources, including new resource use. New areas of hardstanding have potential to increase flood risk. There are a number of sensitive sites potentially affected including Moulton and Boughton, listed buildings, habitat at Darlington health and Fox Covert woodland, Nene Valley Nature Improvement Area. The project has potential to increase road capacity and emissions to air and may be a continued reliance upon motorised vehicles, increasing GHG emissions in construction and operation. New highways schemes provide access to employment, services and health care and benefit those less able to travel by other means, although can disadvantage some users. There are mixed effects on health as although safety is often improved, roads can discourage more active forms of travel.

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Northampton Strategic Bus, Coach, and Rail Integration</p> <p>Improved access to and between rail, bus, and coach services in central Northampton to support existing and enhances services. Route updates and improved pedestrian wayfinding between Northampton town centre, bus station, and railway station. Additional work may include greater colocation, additional bus bays, or additional railway station platforms with step-free access on western side of station to provide sufficient capacity for extension of East West Rail services beyond Milton Keynes. Sites also likely to include electric vehicle charging with the scale and mix of modes (such as e-bike and electric car charging).</p>	Bus / Coach, Rail, Mobility Hub / Interchange, Other	Local Authorities	0	0	0	+	++	+	++	++	+	+	<p>There are no anticipated effects on biodiversity and landscape, infrastructure proposed is unlikely to have an effect on Northampton historic town centre (and may have positive effects in terms of way-finding though historic areas).</p> <p>Intervention will improve interchanges between low carbon transport forms, encouraging use and reducing CO2 emissions, improve air quality and overall reduce traffic noise. They help provide different transport options in a climate-related event. They provide connectivity and options for travel for communities and promote active travel and greater social interaction, and improved personal safety with positive effects on health.</p> <p>They are likely to be accessible for a range of people, and provide affordable transport.</p>
<p>Northampton Future Mass Transit Options Assessment</p> <p>To complete a feasibility assessment into the introduction of trolley buses within Northampton, notably in comparison to use of electric buses and similar zero emissions technology</p>	Bus / Coach	Local Authorities	0	0	0	0	+	0	+	++	+	+	<p>The intervention supports use of public transport and minor infrastructure is unlikely to have an effect on biodiversity, landscape, heritage, soil and water resources or climate resilience. There are likely to have a positive effect on reducing carbon emissions and a positive effect on air pollution (NO2) and noise pollution by encouraging shift to new buses. There is also likely to have a positive effect on health from improved air quality and reduced traffic noise.</p>
<p>Northamptonshire Mass Rapid Transport Scheme</p> <p>Evolution of existing bus routes to mass transit levels of service, with a focus on connecting the urban areas across Northampton, Wellingborough, Kettering, Rushden, and Corby. Could build on Inter-urban corridor study undertaken in 2012 where concept corridor options were developed with high level cost estimates.</p>	Bus / Coach, Mobility Hub / Interchange, Other	Operators	- ?	- ?	- ?	- ?	++	- ?	+	++	+	+	<p>The route is likely to maximise existing highway infrastructure but may have off-line sections and new land-take can have potential for negative effects on biodiversity, landscapes, heritage, soils and water. The HRA screening identified potential for alone or in-combination effects, e.g. through run-off, indirect effects from disturbance, although these should be mitigated by Policy 10F. Provision of a rail service can reduce carbon emissions in comparison to private car and improve air quality, increasing connectivity, and improve mental and physical health through social interaction and potential for first mile/ last mile, including for protected groups.</p>

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Northampton-Brackmills (and Bedford) Rail Corridor Options Assessment</p> <p>Assessment of options to provide an active travel and or mass transit connection between Brackmills precinct and Waterside Campus, Northampton Railway Station and city centre, with a particular focus on reuse of former rail alignment. Options to include segregated active travel path, mass transit options such as bus and light rail, potential extension to great Houghton, and long term viability of reopening the railway between Northampton and Bedford.</p>	Active Travel, Bus / Coach, Other	Local Authorities	0 ?	0 ?	0 ?	0 ?/ +	++	- ?	+ / -	++	+	++	Use of a disused railway line will limited impacts on biodiversity, landscape, historic environment, sensitive areas include the battle of Northampton historic battlefield, habitats at Becks Meadow and Delapre Lake (undesigned), nene Valley Nature Improvement Area. The route makes best use of existing infrastructure. Depending on use, active travel and uptake of public transport is likely to reduce CO2 emissions when compared to private vehicle and also reduces overall emissions to air. The area lies within flood zone 3, so mass transit options in particular would be liable to flooding. There are benefits in terms of connectivity and accessibility, and health and well-being if more people are encouraged to use these services. Improved rail travel can benefit people who don't drive, such as the elderly, young people and tend to be accessible.
<p>Plough Junction Improvement</p> <p>Allowing 2 way movement through Victoria Promenade and left hand filter lane onto Bridge St</p>	Private Vehicles	Local Authorities	0	0	0	0	0	0	++	+	0	0	Reducing congestion at this junction, will reduce build-up of traffic and poor air quality at this location, the area is within a AQMA.
<p>Rail Capacity Enhancement between Bletchley and Milton Keynes</p> <p>West Coast Main Line capacity and signal improvements. Network Rail has identified the need to segregate West Coast and East West Rail traffic through additional track from Bletchley to Milton Keynes, new through platforms on the eastern side of Milton Keynes Central, a Milton Keynes Northern Connection, and the Bletchley Northeast Chord. A northeast chord at Bletchley would provide direct connections for east-bound services.</p>	Rail	Network Rail	- ?	- ?	- ?	- ?	++	- ?	+	++	+	+	The route is likely to maximise existing highway infrastructure but will have off-line sections adjacent to existing and new land-take can have potential for negative effects on biodiversity, landscapes, heritage, soils and water. Provision of a rail service can reduce carbon emissions in comparison to private car and improve air quality, increasing connectivity, and improve mental and physical health through social interaction and potential for first mile/ last mile, including for protected groups.
<p>Reduced Local Bus Fares</p> <p>A cheaper bus pass fare for vulnerable groups including youth, elderly and disabled.</p>	Bus / Coach, Other	Local Authorities	0	0	0	0	0	0	0	+	+	++	This intervention improves uptake of bus travel, increasing social interaction, mental and physical health benefits and encourages use by people with protected characteristics.
<p>St Giles Street Public Realm</p> <p>St Giles Street is a popular shopping street that could be pedestrianised, to reduce the level of traffic coming into the centre and assist in increasing footfall and improving accessibility to shops. Options such as pedestrianisation parking could be maintained at the entrance to the street near to St Giles church and at the top of the adjoining streets. The adjoining streets would still be accessible via Demgate. Access to The Ridings car park and for deliveries could still be retained, with traffic and bus routes diverted.</p>	Active Travel, Bus / Coach	Local Authorities	0	+	++	0	+	0	+	++	++	++	There are potential benefits to townscape and built heritage (through improved setting), pedestrianisation would improve the enjoyment of the All Saints Conservation Area and associated listed buildings. There will also be benefits to reduced CO2 emissions and air quality. The improvements would support a sense of place, improve well-being (from improved environmental quality and personal safety). This is likely to also stimulate improved access to services and economic benefits. This would be more accessible to groups with protected characteristics.

Assessment of LTP Interventions

Description	Mode(s)	Lead Organisation	1. Biodiversity	2. Landscapes and townscapes	3. Historic environment	4. Protect soil, land and water resources	5. Climate change mitigation CO2	6. Flood risk and climate resilience	7. Air pollution and noise	8. Communities	9. Health and wellbeing	10. Equalities	Impact summary
<p>Weedon Fast Line Freight Loops on West Coast Main Line</p> <p>Network Rail has identified strategic opportunity to expand West Coast Main Line capacity through additional passing loops near Weedon. Requires local stations needs assessment before any development. Opportunity to be undertaken as part of or with consideration for planned railway station at Weedon Bec for Daventry.</p>	Freight, Rail	Network Rail	- ?	- ?	- ?	- ?	++	- ?	+ / -	0	0	0	Rail loops will require land-take and can have potential for negative effects on biodiversity, landscapes, heritage, soils and water. Weedon Bec Village is sensitive due to the Grand Union Canal, Conservation Area, Listed Buildings, it also lies within Flood Zones 2 and 3 and the Nene Valley Nature Improvement Area. Provision of a additional rail infrastructure can reduce carbon emissions in comparison to HGV movements and improve air quality, although there may be additional noise within the rail corridor. There are no effects on other objectives as the intervention is related to freight movement.