

Local Transport Plan 2025-2045 Frequently Asked Questions

Consultation Summer 2024

Version 1

1. Introduction

What is a Local Transport Plan?

A Local Transport Plan (LTP) is a statutory document that the council is required to produce, which sets out the transportation needs, challenges, and priorities for a local area. The LTP provides the long-term strategic direction for maintaining and improving all aspects of local transport, with initial focus on the next five years.

Why are you preparing a new transport plan?

The existing Northamptonshire Transportation Plan (2012) was prepared by the former Northamptonshire County Council and is now out of date and the policy context has changed. A new transport plan for West Northamptonshire is needed to set out our approach in managing and investing in the transport network.

What information has been used to prepare the Local Transport Plan?

A wide variety of information has been considered in preparing the draft LTP, which is summarised in the Evidence Base. We have also developed the draft LTP through a series of workshops with key stakeholders.

2. Content

What does the document cover?

The LTP sets out the council's transport vision to 2045, objectives, policies and goals in relation to future transport schemes, network management and how people will use the transport to work, socialise, access education and services. It considers how we plan to connect people to places by walking, wheeling (including mobility scooters) cycling, public transport and car. The draft LTP also considers freight and logistics, which play an important role in West Northamptonshire.

What is the proposed vision for transport in West Northamptonshire?

Our transport vision looks into the future and provides the overarching ambition that we want to achieve.

A summary of our transport vision is that by 2045 we would have:

- Moved quickly to have achieved net zero.
- Worked with communities to:
 - make active travel such as walking or wheeling a first choice for short trips
 - make public transport more attractive and accessible,
 - help lessen dependency on private cars.
- Made our transport system safer, cleaner, and more inclusive.
- Improved transport infrastructure and transport services to make them more resilient.

Is the plan bold enough?

The draft LTP includes a vision that is ambitious but intended to be achievable. If you feel that the Council should take a different approach, then please set out your reasons in your consultation response.

How do the proposals in the draft LTP support those who wish to walk, wheel, use a mobility scooter or cycle?

The Council wants to support people in choosing to walk, wheel, use a mobility scooter or cycle especially for shorter journeys. The key policies and interventions are summarised below:

- Active travel infrastructure built to latest design standards (LTN 1/20 Cycling Infrastructure Design Guidance etc) and ensure that new developments are well- connected
- Delivery of the schemes identified in the Local Cycling and Walking Infrastructure Plans (LCWIP) in Brackley, Daventry, Northampton and Towcester to create a connected and comprehensive active travel network
- Spaces, streets and transport corridors planned based on a Movement and Place Framework. This means that the local context will guide design of streets, with active travel considered a priority in areas like town centres, whilst still enabling access for deliveries and those with disabilities.

- Development of longer-distance active travel routes to connect settlements including making the most of opportunities for a new National Cycle Route alongside HS2
- Bicycle library service providing bikes to hire and accessories

How do the proposals in the draft LTP support those who wish to use public transport?

The Council has already developed its Bus Service Improvement Plan (BSIP) and Enhanced Partnership (EP), which is reflected in the draft LTP. The draft LTP includes the following key policies and interventions in relation to buses as summarised below:

- Bus priority corridor programme in Northampton
- In the short-term, bus service improvements between Northampton, Wellingborough, Kettering and Corby and long-term a Northamptonshire Mass Rapid Transport Scheme
- Enhanced bus service for Silverstone, Towcester and rural West Northamptonshire and Buckinghamshire
- Continue to work with operators to review bus and coach network to seek enhancements to routes, operating hours, service reliability and journey times and fares that enable everyone to access the bus network
- Support continued roll out of zero emission buses building on our recent winning (Zero Emission Bus Regional Areas) ZEBRA bid that will see 51 new buses serving a variety of routes across Northampton to reduce bus emissions and improve air quality.
- Development of a Bus Passenger Charter between ourselves, operators and passengers
- Work with operators and communities to understand travel patterns, gaps in the network to identify where community transport, or shared and on-demand transport is most suitable to help to address transport isolation particularly in rural areas

There are three railway stations in West Northamptonshire: two on the West Coast Main Line (Long Buckby and Northampton) and one on the Chiltern Main Line (Kings Sutton). In addition, people use other railway stations just outside West Northamptonshire – Banbury, Bicester, Rugby and Milton Keynes being the main ones.

The following key policies and interventions support the use of rail for movement within West Northamptonshire and to key destinations such as London and Birmingham.

- Long Buckby Railway Station improvements to make it step free and lengthening of the platforms
- Maximise the benefits from the released capacity on the West Coast Main Line following the opening of High Speed 2 Phase 1
- Extension of East West Rail Services between Oxford and Milton Keynes to Northampton
- New rail service between Northampton, Aylesbury, Princess Risborough, High Wycombe and Old Oak Common via East West Rail
- Long-term explore options of new railway stations serving South Northampton and Weedon Bec and Daventry

The draft LTP also supports better connections between bus and rail:

- Integrated bus and rail ticketing and timetables
- Enhanced bus service between Daventry and West Coast Main Line

How do the proposals in the draft LTP support those who wish to make a connection between different modes?

One of the objectives of the draft LTP is to improve the accessibility of public transport, walking, wheeling and cycling and to enhance local environments to reduce carbon emissions by transport. Mobility hubs bring together a range of services so that there is easier integration between different modes. For example, a mobility hub may comprise of bus stop facilities, an electric vehicle car club or chargepoints and cycle hire, and the facilities would be appropriate to the local context. The draft LTP proposes a study to look in more detail at possible mobility hub locations. The draft LTP suggests the following locations may be appropriate drawing on the recently published England's Economic Heartland Connectivity Studies:

- Mobility Hubs in Brackley, Silverstone, Daventry and Northampton
- New Strategic Mobility Hub and Coach Interchange at M1 J15
- New Strategic Mobility Hub at Northampton East Park and Ride

How do the proposals in the draft LTP support those who need to use a car/van/HGV?

The draft LTP recognises the importance of the road network for moving people and goods efficiently, and in a cleaner manner.

The LTP proposes the following key interventions and policies:

- A43 Phase 3 dualling Northampton to Holcot/Sywell junction
- A45 junction upgrades at Queen Eleanor, Brackmills and Great Billing
- Infrastructure to support the transition to electric vehicles
- A422 Farthinghoe traffic mitigation scheme
- Towcester Relief Road and traffic calming scheme on A5 through Towcester
- Improve road safety across West Northamptonshire for all road users through the Northamptonshire Strategic Road Safety Plan working towards an ultimate vision of zero fatalities and serious injuries
- Continue to work with communities to identify initiatives to reduce collisions and provide a safer environment for all who use the roads
- Support the growth of the freight and logistics sector within the Council area and work with key businesses, operators and stakeholders and explore freight consolidation centres
- Work with operators to improve and identify new locations for HGV parking facilities to support driver welfare and efficient movement of goods
- Development of a Network Management Plan that will outline how the traffic on our road network will be managed to minimise inconvenience
- Ensuring roads are resilient in response to climate change and extreme weather events
- Continue to work closely with National Highways
- Ensure that maintenance delivers excellent value for money
- Reduce the impact of transport emissions on the community to improve air quality and the noise climate
- Creating sustainable developments

How will you ensure we plan for what transport is needed the future to create sustainable communities in West Northamptonshire based on the latest technologies?

Making sure that new developments are well connected and support and integrate with existing communities and developments is key objective of the draft LTP. The following key interventions and policies are proposed to support this:

- 'Decide and provide' transport planning which considers how places need to function, rather than forecasting based on previous traffic trends alone
- Ensuring that all new developments are well connected to public transport and active travel networks, to provide choice and reduce congestion on the wider network

- Review current parking standards to create a standard for West Northamptonshire

How do you know that your plan will put the transport network on a pathway to net zero carbon by 2050?

A high-level Carbon Assessment has been carried out using the Carbon Assessment Playbook which is being rolled out across all Local Transport Authorities in England. The tool estimates user emission impacts of policies and interventions and is intended to be used as part of developing transport strategies and programmes. The draft LTP proposes a range of interventions to encourage active travel, public transport and enabling electrification.

3. Consultation

How can I have my say?

A consultation has been launched to gain people's views on the draft LTP. You can have your say on the draft Plan by completing an [online survey](#).

If you need assistance to complete the online questionnaire, would like a copy of it in another format, or respond via an alternative method our contact details are as follows:

Email address: localtransportplan@westnorthants.gov.uk Telephone: 0300 126 7000

Postal address:

Transport Planning – Draft Local Transport Plan

West Northamptonshire Council

The Guildhall

St Giles' Street

Northampton

NN1 1DE

This consultation ends 23:59 Thursday 17 October 2024

Who is being consulted?

Key stakeholders, including transport user groups, parish and town councils, councillors, as well as members of the public, are being invited to take part in the consultation. We are also engaging with other interest groups that have been identified.

What happens following the consultation?

Your feedback will form part of a report with other people's feedback, you will not be personally identified. All responses will be considered and will help shape the final LTP. The LTP will be placed before Cabinet and Full Council in early 2025 for consideration and formal adoption.

Will comments make any difference to the plan?

This is a draft plan, not the final version and it is acknowledged that not everything will be right. Every consultation response will be reviewed before deciding what changes to make and the revised Plan is recommended to Full Council for adoption.

4. Implementation and Monitoring

Will the plan be delivered?

Implementation of the LTP is dependent on funding. There is very little certainty about future funding at the current time. The draft LTP sets out which interventions we would prioritise in the short term, as funding opportunities arise.

How will you monitor the success of the LTP?

The draft LTP includes a section describing key performance indicators which enable the monitoring and evaluation of the plan's effectiveness.

How frequently will the document be updated?

In general, Local Transport Plans are updated every five years, however there is no set time, and it is up to each individual Council to decide when to review their LTP.