West Northamptonshire
Local Transport Plan

West Northamptonshire Council

July 2024

Version 2.0 – DRAFT FOR CONSULTATION

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Executive Summary

This Local Transport Plan sets out West Northamptonshire Council's priorities for the next five years and beyond for improving how people and goods travel, both within and through the area, based on a clear vision and objectives developed with both internal and external stakeholders.

The Local Transport Plan is a statutory document required by the Government. It helps guide the engagement, planning, design, decision-making, investment, operation, and maintenance of our transport system. That is, the roads, railways, waterways, and walking and cycling paths, and the services, vehicles, goods, and people that move along them.

Intended to replace the 2012 plan of the former Northamptonshire County Council, development of this Local Transport Plan began in 2023 to understand the needs for travel across the local area, taking a collaborative approach centred on delivering for the future of West Northamptonshire.

Our 2045 vision was developed based on best practice in collaboration with internal and external stakeholders, including our local transport stakeholders' group and youth forum:

"West Northamptonshire has moved rapidly to achieve a net zero emissions transport system by 2045. Working together with our communities we have made travel by active modes like walking and cycling the natural first choice for short trips, travel by public transport has become increasingly attractive and accessible, and communities are less dependent on private cars. Our transport system is both safer and cleaner, benefitting our health and the environment, and supporting the access needs of everyone in our community to foster social inclusion and wellbeing. More resilient infrastructure and services increase opportunities for people to live their best lives by facilitating vibrant town and local centres, and a thriving local economy."

This was then expressed through six objectives of what needs to be achieved to realise the vision, grouped across the three themes and supported by a robust evidence base. The three themes and six objectives are:

Connecting People Better

- **Objective 1**: Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.
- **Objective 2**: Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.

Shaping Healthier Places

- **Objective 3**: Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.
- **Objective 4**: Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.

Mobility Enabling Prosperity

- **Objective 5**: Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.
- **Objective 6**: Maximise the benefits to communities and businesses through use of technology and innovation.

Our approach

Informed through engagement with officers, elected councillors and key stakeholders, our approach to planning and delivering transport and travel across, and to and from, West Northamptonshire in this Local Transport Plan is as follows:

- Embodying principles of sustainability – integrating economic, social, environmental, and financial goals rather than solely focussing on a single aim.
- Setting a vision for a future West Northamptonshire and working out how we get there, rather than assuming that past trends simply determine our future.
- Understanding the relationship between travel and accessibility with spatial planning (e.g. the Local Plan) of where housing, jobs, schools, and other key services are provided; and digital and energy connectivity (e.g. being able to access work, education and services remotely, and power our future communities).
- Integrating different forms of travel – providing for safe, seamless, door-to-door journeys and providing a choice of travel options that are attractive, affordable, healthier alternatives to driving.
- Designing and delivering interventions and policies in collaboration with local communities and key stakeholders – planning for people and places and ensuring we understand the local context and the needs of residents, businesses and visitors.
- Preparing for the 'new' and the 'uncertain', by making sure the travel needs of our existing communities are supported and that we look after and make best use of our existing infrastructure and assets, so that new developments and supporting services and infrastructure can be integrated and enhance local areas.

Local Transport Plan Policies

This approach has led to the creation of the following **16 policies** for this Local Transport Plan which contain a total of **83 specific policy measures**:

- **Policy 1: Sustainable Transport Hierarchy** - This policy provides the approach West Northamptonshire will take going forward when considering different modes of travel and the interchange and integration between them.
- **Policy 2: Connected and Accessible Networks** - This policy seeks to ensure West Northamptonshire benefits from a more efficient and connected transport system consisting of networks across all modes, for all people, and kinds of journey.
- **Policy 3**: **Improvement Interchanges and Mobility Hubs**- This policy supports better integration between specific modes, routes and services at key strategic locations to create more seamless travel and transfers for journeys involving multiple stages or modes of travel.
- **Policy 4: Bus, Coach and Mass Transit** - This policy drives the protection of existing bus and coach services across the Council area while seeking to improve availability and service levels to increase reliability, uptake and use.
- **Policy 5**: **Rail Services and Stations -** This policy sets out our ambitions for railway services on existing routes and those under development, as well as existing and new railway stations benefiting West Northamptonshire.

- **Policy 6**: **Active Travel Network -** This policy helps unlock the individual and public health benefits available by removing barriers to more people choosing to walk, wheel, cycle, scoot or horse ride for all or part of their journeys
- **Policy 7: Network Operations and Maintenance -** This policy aids the effective operation of all modes across the Council area and wider region through leading approaches to maintenance of our roads, cycles routes, public rights of way and footpath
- **Policy 8: Road and Transport Safety -** This policy takes a proactive and integrated approach to avoiding and reducing the actual and perceived impact of motor vehicles, collisions between users and violence on public transport, on the safety and lives of individuals and families
- **Policy 9: Climate Change Mitigation and Adaptation -** This policy reiterates our goal to achieve net zero by 2045 while ensuring infrastructure and services are resilient against the increased severity and frequency of severe weather events
- **Policy 10: Biodiversity and Access to Nature -** This policy recognises the inherent value of our natural environment and its benefits to the wider community while seeking to increase biodiversity and individual access to nature
- **Policy 11: Air and Noise Pollution -** This policy reinforces our commitments to reducing air and noise pollution, particularly in known problem areas where negative impacts on communities are the greatest
- **Policy 12: Reducing Isolation and Improving Rural Access -** This policy seeks to ensure everyone has access to the benefits of available and affordable transportation options, reducing the negative impacts of dependency on any single mode.
- **Policy 13: Supporting Business and Freight Movements -** This policy acknowledges the unique transport needs of businesses and supports the more efficient movement of goods as well as the region's leading role in the logistics sector.
- **Policy 14: Sustainable Developments and Embracing of Technology -** This policy ensures transport planning is fully integrated with land use and development planning, and that all of these are prepared for and can benefit from the latest technologies.
- **Policy 15: Shared and On-Demand Mobility Options -** This policy sets out how shared and on-demand transport options can best be developed, supported, and monitored to complement fixed route and regular timetabled services.
- **Policy 16**: **Community Engagement and Collaboration** - This policy puts communities at the heart of our decision making, giving more opportunities to be involved in the development and operation of transport infrastructure and services.

Proposed Transport Interventions

As part of a detailed option generation and assessment process, undertaken in line with Department for Transport guidance, a range of possible interventions have been considered for inclusion in this Local Transport Plan. That is, projects or changes in transport infrastructure, services or policies and initiatives to better ensure our transport system meets the needs of our community today and into the future.

Through a collaborative approach involving a wide range of internal and external stakeholders, hundreds of possible interventions have been considered. Following a multi-criteria assessment framework process, a total of 135 interventions have been recommended in this Local Transport Plan. The Short Term Implementation Plan in Section 8 looks in more detail that those 64 interventions likely to be undertaken by 2030, with 71 medium and longer term interventions considered in the overall Options Assessment Report included as Appendix C.

Some notable interventions included in this Local Transport Plan are:

- **Bus Service improvements and enhancements** – The programme covering bus priority measures and improving connectivity to serve employment hubs, rural areas and rail stations for a more integrated public transport network. Focus on improving journey time and service reliability, as well as enhancing existing services and infrastructure. Reinforced by the Council's Bus Service Improvement Plan and vision to provide attractive and accessible bus services.
- **Northampton Bus and Coach Station Upgrade and Integration** – An enhanced bus station and coach facility in Northampton town centre to accommodate additional services, provide enhanced amenities for customers, and improved connectivity and wayfinding with Northampton Railway Station.
- **A45 Junction upgrades** – Upgrades at Queen Eleanor Interchange, Brackmills and the Great Billing Interchange form part of the Northampton Growth Management Scheme, a joint project between the Council and National Highways to improve junctions along the A45 between M1 Junction 15 and the Great Billing Interchange. These upgrades will help to resolve network congestion and improve journey reliability.
- **A43 Dualling Phase 3 to Holcot/Sywell Junction** –Following on the delivery of Phase 1 and 2, Phase 3 will contribute to relieved congestion hotspots, reduced journey time delay and improved road safety.
- **Mobility Hubs** – Bring modes together in strategic locations and support frictionless transfers. There are planned interventions to deliver these in Brackley, Daventry, Towcester and Silverstone that help to better integrate existing and planned public transport and active travel networks.
- **Local Cycling and Walking Infrastructure Plans** – A detailed strategic approach to identifying cycling and walking improvements at a local level, benefitting key urban towns and their surrounding areas. A network plan will identify preferred routes and a prioritised programme of infrastructure improvements for future investment.
- **Measures to support decarbonisation of the traffic, bus and freight** – Targeted at reducing emissions from transport, and supporting the transition to electric vehicles, bicycles, vans and low emission buses. These support movements of people and goods, cleaner air quality and will help West Northamptonshire to meet its net zero targets.

Changes since 2012 Northamptonshire Transportation Plan

This Local Transport Plan reflects a range of ongoing activities since the last Local Transport Plan for our area was developed and adopted by the former Northamptonshire County Council in 2012. While core elements have remained similar (such as our teams always seeking funding from new and innovative sources and opportunities), the area, our transport system, and Council have all evolved considerably over the last twelve years.

The following are the most notable changes between the 2012 Northamptonshire Transportation Plan and this Local Transport Plan:

- Focusing policies and interventions on our local area and the need for greater fiscal responsibility following creation of West Northamptonshire Council.
- Far greater consideration of climate change impacts on our transport system such as increased severity and frequency of severe weather.
- Ensuring we are on a pathway to net zero greenhouse gas emissions by 2045 to help avoid even more severe climate related impacts.
- Clearer consideration of cost-of-living pressures and how transport choices can contribute in positive and negative ways.
- Treatment of our transport networks (road, rail, active travel, etc) as a single transport system rather than isolated modes.
- Improved understanding of how access to affordable transport impacts and interacts with individual wellbeing and public health.
- Factoring in major infrastructure decisions by Government and their impacts on our transport system (for example, the cancelling of HS2 Phase 2 and reallocation of funds to local projects through Network North).
- Alignment with the most recent Government policies such as the Transport Decarbonisation Plan, Network North, Bus Back Better, Gear Change (focussing on walking and cycling), and the Plan for Drivers.

Have your say

This draft Local Transport Plan is provided for public consultation during which we are seeking feedback on each of the aspects contained above. The draft Local Transport Plan is accompanied by an Integrated Impact Assessment which includes a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA), Equalities Impact Assessment (EqIA), and Health Impact Assessment (HIA). These have been developed in conjunction with the Local Transport Plan and assisted in its development.

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: 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

The closing dates for comments is 23:59 Thursday 17 October 2024.

Next steps

Following the consultation, we will review the feedback received and make any changes or adjustments. The Local Transport Plan will then be placed before Cabinet and Full Council in early 2025 for consideration and formal adoption.

Once adopted, the Local Transport Plan will form the basis of our transport related decision making over the coming years. It will be used to support and improve ongoing activities, shape new activities or initiatives, and guide our work with regional partners such as other local authorities and our sub-national transport body.

There will be a need to periodically update this Local Transport Plan over time as short term policy measures and interventions are delivered and we further understand the transport needs of the Council area.

1. Introduction

This Local Transport Plan sets out West Northamptonshire Council's priorities for the next five years and beyond for improving how travel within and through the area currently occurs based on a clear vision and objectives developed with both internal and external stakeholders. The Local Transport Plan is a statutory document required by the Government to help guide investment and decision making in relation to the Council area's transport system (that is, the roads, railways, waterways, and walking and cycling paths used to move people and goods).

Our approach

Development of this Local Transport Plan began in 2023 with work by officers to understand the needs and scope for the document, taking a **collaborative approach centred on delivering for the future of West Northamptonshire**. The most recent plan was developed by the former Northamptonshire County Council and published in 2012, comprising 27 polices. Our approach builds on this work, information provided by the Department for Transport and best practice approaches based on lessons learned from other local transport authorities undertaking similar work around the world.

A key change has been the shift from shorter individual policy statements to the groups presented in the 16 Policy Papers presented in this Local Transport Plan. Within these there are 83 individual Policy Measures that will guide the Council's ongoing activities and development of the 135 interventions (proposed changes or improvements to transport services and or infrastructure).

This reflects the evolution in best practice approaches to the development and application of local transport plans and changes in how issues and opportunities are identified and addressed. For example, this Local Transport Plan has a far greater emphasis throughout and in a specific policy section, on reducing greenhouse gas emissions to avoid the worst effects of climate change and ensure our transport system is resilient to increases in severe weather.

Also driving this change is the shift in approach to vision-led or 'decide and provide' transport planning where a clear goal is set and worked towards through each policy and intervention, whilst accommodating uncertainty about the future. This is different from the former 'predict and provide' approach previously used across England that focused on predicting future demand for travel based on current or historical traffic patterns and then simply seeking to accommodate it regardless of social, economic or environmental cost.

Strategic context

The Local Transport Plan is an important strategic and statutory document for the council, its operations, and the guiding of investment across the Council area. The Local Transport Plan is required by legislation (the Transport Act 2000, as amended by the Local Transport Act 2008). It complements the Local Plan developed over the same period which sets out the future of planned development across West Northamptonshire, as well as a wide range of other plans and strategies developed by the Council. Each of these sits under the Council's Corporate Plan[1] and its vision for making the area a great place to live, work, visit and thrive.

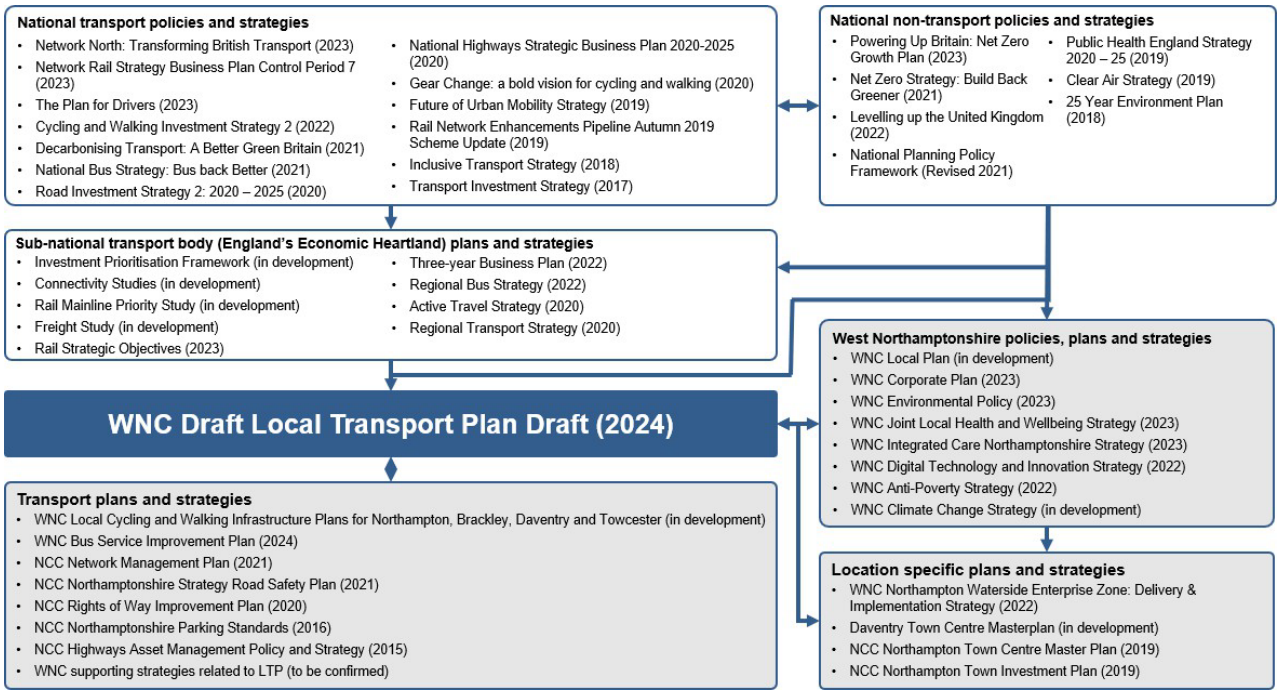
It also forms the basis of our engagement with a range of national and regional partners including Network Rail, National Highways, High Speed 2, and England's Economic Heartland (our wider region's sub-national transport body). The policies and interventions within the Local Transport Plan also form the basis of our discussions and funding request to the UK Government, including investment decisions for Local Transport Fund allocations.

[1] West Northamptonshire Council, Corporate Plan Strategy (2023) https://www.westnorthants.gov.uk/corporate-plan/our-strategy

Policy context

The figure below shows the role of national, sub-national and local policies to West Northamptonshire that all provide relevant policy context and direction for the draft West Northamptonshire Local Transport Plan.

Figure 1: Policy hierarchy diagram



Stakeholder engagement

We have taken a collaborative approach to the development of this Local Transport Plan with both internal and external stakeholders. This includes providing each with multiple opportunities throughout the process to provide input and feedback.

The four forums for this engagement have been, as follows.

- **West Northamptonshire Local Transport Stakeholder Group** – Formed as part of this project, this forum brings together a wide range of stakeholders who are involved or interested in the operation and further improvement of the Council area's transport system.
- **Elected Member Reference Group** – Consisting of representatives from each political party, this forum has allowed for elected representatives to be briefed and provide feedback and insights throughout the development of the Local Transport Plan.
- **Officer Liaison Group and Project Board** – Brings together key elements and individuals from across different parts of the internal team to provide input and assist in the development of policies and interventions to ensure the Local Transport Plan is aligned with other activities, policies, and the Council's wider ambitions for the region.
- **West Northamptonshire Youth Forum** – Comprising representatives aged 13 to 19 years old from schools and youth organisations across the Council area, the forum members aim to speak up for, and on behalf of young people and take an active role in decision making.

Each of these groups has been engaged throughout the process of developing this Local Transport Plan and will be engaged further as part of the public consultation process (see below).

Public consultation

This section of the plan will be updated following the current consultation. The updated section will detail the public consultation events, and how the results of those activities have been taken forward in the adopted version of the LTP.

Integrated Impact Assessment

Careful consideration has also been given to the following key areas that form the basis of the Integrated Impact Assessment developed as part of and provided with this Local Transport Plan:

- **Strategic Environmental Assessment (SEA)** considering the environment impacts of proposed interventions and any mitigation measures to avoid direct adverse effects;
- **Habitats Regulation Assessment (HRA)** assessing whether proposed interventions are likely to have significant impacts on habitats and any mitigation measures to avoid direct adverse effects;
- **Equalities Impact Assessment (EqIA)** identifying the potential disproportionate impacts of the Local Transport Plan (both positive and negative) on those with one or more protected characteristics as defined by the Equality Act 2010; and
- **Health Impact Assessment (HIA)** identifying the health and wellbeing impacts associated with proposed interventions and any mitigation measures to avoid direct adverse effects.

Each of these assessments are a statutory requirement. Undertaking them in an integrated way allows for greater consideration across the different areas being considered.

Structure of the Plan

The remainder of this Local Transport Plan consists of the following key sections:

- Chapter 2 details the vision and objectives developed with stakeholders to guide the development of policies and recommendation of proposed interventions;
- Chapter 3 provides a summary of the Evidence Base report, providing key background information regarding the West Northamptonshire Council area;
- Chapter 4 sets out how the vision and objectives are expressed through the 16 policies and 83 Policy Measures, and will be realised with the help of the proposed interventions;
- Chapter 5, Chapter 6, and Chapter 7 detail the individual policies and Policy Measures that form the core of this Local Transport Plan across its three key themes;
- Chapter 8 presents the Implementation Plan including the 64 interventions proposed for the short, medium, and long term to achieve the vision and objectives based on the individual policies;
- Chapter 9 sets out the Monitoring and Evaluation Plan that we will use to track progress against the Implementation Plan, including through conditional outputs and key performance indicators;
- Chapter 10 gives an overview of the next steps for delivering this Local Transport Plan.

These sections are followed by appendices, including a glossary of terminology and the Options Assessment Report giving more detail on how interventions were selected. Further supporting this are the separate Evidence Base and Integrated Impact Assessment reports.

2. Our transport vision and objectives

This section details the overall vision and objectives that have guided the development of this Local Transport Plan and will inform the implementation of its policies and interventions.

Our transport vision

The vision for a Local Transport Plan sets out the overall direction, approach, and ambition for each element contained within the strategy.

Below is the 2045 vision for the West Northamptonshire Local Transport Plan which was developed based on best practice in collaboration with key stakeholders.

"West Northamptonshire has moved rapidly to achieve a net zero emissions transport system by 2045. Working together with our communities we have made travel by active modes like walking and cycling the natural first choice for short trips, travel by public transport has become increasingly attractive and accessible, and communities are less dependent on private cars. Our transport system is both safer and cleaner, benefitting our health and the environment, and supporting the access needs of everyone in our community to foster social inclusion and wellbeing. More resilient infrastructure and services increase opportunities for people to live their best lives by facilitating vibrant town and local centres, and a thriving local economy."

A Local Transport Plan is a long-term strategy with a short-term implementation plan, updated periodically as required by the Council or Department for Transport. For West Northamptonshire our 2045 vision sets out our long-term ambition, with this Local Transport Plan focused on what actions, interventions and changes in approach are needed over the next five years. It also sets out what is needed in the medium and longer term, ensuring policies and ambitions are working together and effectively toward the 2045 vision.

Our objectives

Grouped under three overarching themes, the objectives of a Local Transport Plan are forward looking statements which outline broadly what the strategy will do to address identified problems or areas for improvement.

The six objectives in this strategy are shown below, with further detail on the corresponding "challenge statements" (provided in Sections 5, 6 and 7) which provide the need for intervention and the objective; as well as corresponding policies and interventions detailed in the following sections that will help us realise the vision and meet the objectives.

Connecting People Better

- **Objective 1**: Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.
- **Objective 2**: Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.

Shaping Healthier Places

- **Objective 3**: Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.
- **Objective 4**: Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.

Mobility Enabling Prosperity

- **Objective 5**: Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.
- **Objective 6**: Maximise the benefits to communities and businesses through use of technology and innovation.

3. West Northamptonshire context

This section provides a summary of the West Northamptonshire Council area's profile, covering key insights on demographics, health, employment, our transport networks, as well as future planned growth and development.

History of West Northamptonshire Council

West Northamptonshire Council was formed in April 2021 and is responsible for providing a range of public services to residents and businesses in the areas of Daventry, Northampton and South Northamptonshire. The single unitary authority represents and delivers all the services previously provided by the Daventry District, Northampton Borough and South Northamptonshire Councils that were also abolished as part of the restructure of local government, as well as those that were provided by Northamptonshire County Council.

The former Northamptonshire County Council last developed and adopted a Local Transport Plan in 2012. Over the past 12 years, much has changed, creating a need and opportunity to update the plan so that we can respond to the current and unique challenges being faced.

Our People

The total resident population of West Northamptonshire has increased by 13.5% over ten years, from around 375,100 in the 2011 Census to 425,700 in 2021[2]. This is one of the largest population increases in the East Midlands and is higher than the average 6.6% increase for England. The four market towns of Northampton, Daventry, Towcester, and Brackley are comparatively more densely populated Northampton is home to 243,511 people. The Council area's population is forecast to grow to 431,776 by 2031 and 445,604 by 2041[3]. Growth will lead to more movements on our transport networks, which could cause significant highways congestion and overcrowding on public transport. The Local Transport Plan needs to ensure future growth is accompanied by improvements in public transport and active travel, to reduce levels of car use.

53% of residents are aged between 25 and 64, with 57,700 identifying as male and 56,800 as female. This compares to a 52% average for this age category across England. Over 65s make up almost 16% and 18% for males and females respectively, followed by 15- to 24-year-olds at 12% and 11%, and those under 15 at 19% and 18%. Across England the average for the over 65s category is 18%, 15- to 24 category is 11%, and those under 15 is 19%[4]. The Local Transport Plan needs to recommend policies and interventions that address the needs of different people and any potential barriers to considering an alternative choice to car travel.

The Council area is less ethnically diverse than the average for the East Midlands or England, with 86% of residents identifying as white, 5% as Asian, Asian British or Asian Welsh, and a further 5% identify as Black British, Black Welsh and Caribbean. Across England 9.3% identify as part of an Asian ethnic groups following by 4% for Black, 2.9% Mixed and 2.1% Other.[5] This heightens the need for this Local Transport Plan to support promotion of co-designed transport proposals, which engage with local community groups and understand how the diverse needs of the population can be catered for.

[2] Census 2021, How the population changed in West Northamptonshire
[3] England's Economic Heartland 2023, Evidence Base Data Bank, Planning Forecasts
[4] Census 2021, Population by age group in West Northamptonshire
[5] Census 2021, Population by ethnicity

The UK Equality Act 2010[6] defines a disability as a physical or mental impairment that has substantial and longer-term negative effects on your ability to do normal activities. In West Northamptonshire, 23% of households indicated one person in their household is disabled, and 6% indicated two or more people. This is slightly lower than England as a whole. This means the transport network and future improvements need to consider the different requirements of its users and provide accessible travel choices where feasible.

The Index of Multiple Deprivation (IMD) measures relative deprivation across all areas in England, and ranks these from most deprived to least deprived, dividing them into 10 equal groups (1 being the most deprived). There are 37 indicators that are grouped into seven categories which reflect different social, economic and environmental aspects of deprivation.

IMD data from 2019[7] indicates that the Council area has contrasting patterns of relative deprivation. Areas around Northampton and Daventry show some of the highest levels of relative deprivation. In comparison, rural areas around Towcester and Brackley show some of the lowest levels of deprivation. Across West Northamptonshire more widely there is generally lower deprivation in rural areas compared to urban areas. The recommendations for transport in the LTP will play a key part of providing more connected and accessible transport networks that serve needs of different communities, provide access to employment and other opportunities and overall contribute to reducing deprivation in areas.

Public health

In the 2021 Census 84% of residents indicated their state of general health as either “very good” or “good” [8]. This is higher than the England average of 82%. Whilst 4.2% of the population are in “bad health” or “very bad health”, this is lower than the England average of 5.2%. [9] identifies average life expectancies for men and women at 79.4 years and 83.4 years respectively, which does vary geographically across the region. For men and women, the life expectancy is greatest in Brackley West, at 87 and 86.9 years respectively.

OCSI[10] have developed nine local area health profiles for West Northamptonshire that provide insights to the public's health and limiting the impacts of long-term illness. Two example profiles are ‘Rural East’ (includes settlements of Towcester and other rural areas) and ‘Northampton Central’ (Northampton town). For ‘Rural East’, 8% of residents have a long-term health condition, however, day-to-day activities are not typically limited, compared to 5.4% for ‘Northampton Central’ and the 6.8% for all of England. For both areas 14.6% and 14.9% are disabled and day-to-day activities are limited, with this being slightly lower than 17.3% for England. For the ‘Rural East’ area, a majority live within the top 20% of comparatively least deprived areas. While in ‘Northampton Central’ 53.2% live in health deprivation ‘hotspots’ compared to the England average of 20%. These hotspots are focused on several neighbourhoods with poor levels of overall public health. Furthermore, the Council’s Public Health Annual Report (2023) identifies the nine Local Area Partnerships within the region, and ‘Rural West’ (includes Daventry, Weedon Bec and several rural villages) is characterised by a high proportion of obesity in adults.

[6] UK Equality Act, 2010
[7] Index of Multiple Deprivation, 2019
[8] Census, 2021, General Health by LSOA/district
[9] West Northamptonshire Council, 2023, Director of Public Health Annual Report
[10] Oxford Consultants for Social Inclusion, 2023, Local Area Health profiles for West Northamptonshire

Overall, this highlights clear opportunities for the LTP to improve health deprivation through a more connected and accessible public transport and active travel network, which considers the needs of different users and contributes to improved quality of life for residents. The LTP needs to improve the active travel network to increase the appeal of walking and cycling, particularly as the majority of short trips made are between 2 and 5km[11].

Air quality

Maintaining low levels of air pollution is critical to a healthy population. The most significant air pollutants caused by the transport sector are nitrogen oxides (NO_x) and Particulate Matter (PM).

Within West Northamptonshire, Northampton has the greatest levels of NO_x emissions from transport, in particular the town centre and the surrounding road network – the M1, A43 and A508 roads. Daventry, Towcester and Brackley are showing a mixed picture, with rural areas in between with the lowest levels of NO_x emissions. These towns are less affected due to the lower population density and volumes of traffic.

National Atmospheric Emissions Inventory (NAEI) data for 2021 shows high $PM_{2.5}$ concentrations from transport highest around major road junctions to the south of Northampton, including along the A45, and junctions 15 and 15A of the M1. PM_{10} emissions show a similar pattern, however, are generally higher across the entire M1 corridor.

There are designated Air Quality Management Areas (AQMAs) across the Council area, including in Northampton and Towcester. These were introduced by the Council to reduce Nitrogen Dioxide (NO_2) emissions where pollution exceeds the national air quality objectives.Poor air quality damages our health and long-term exposure to these high levels of NO_2 can contribute to the development of cardiovascular and respiratory diseases and may reduce life expectancy. There are clear opportunities for the LTP to recommend measures to help promote the modal shift of journeys to low carbon alternatives, alongside the uptake of low and zero-emission vehicles to improve air quality and public health. In addition, improving traffic flow and reducing congestion are key in reducing pollution.

Noise pollution

Motorways, major roads, and industrial processes can be significant contributors to noise pollution across our area. To begin addressing this issue and its impact on our communities, in West Northamptonshire Noise Action Planning Important Areas are focused on the M1, A422, A5 and A508. The World Health Organisation defines community noise as harmful when it exceeds between 30-40 decibels (dB), depending on the context of what is being impacted. Data from Extrium (the England Noise and Air Quality Viewer)[12] shows that road traffic generates average noise levels of 75dB and above along the M1 through the area, as well as the A45 in Northampton, and the A43 connecting to Towcester. Noise levels can be reduced through improvements in transport infrastructure and vehicle technology.

[11] England's Economic Heartland, 2023, Regional Evidence Base Databank – Mode Share
[12] Extrium, 2019, England Noise and Air Quality viewer

Our Economy and Growth

Employment

Employment locations are concentrated around Northampton and Daventry, with notably lower densities of jobs in Brackley, Towcester and rural areas, except for the innovative science and technology hub at Silverstone Park. Employment is predominantly in the private sector at 86%, compared to 14% in the public sector[13].This is slightly lower than across wider the East Midlands, with 83% and 17% respectively. West Northamptonshire has 195,685 private sector employees and 32,338 employees in the public sector working within the Council area. Most full-time employees work in the private sector (88% versus 12% in the public sector), and for part-time employees the split is 80% and 20%.

In 2021, the most common employment sector by industry was business administration and support services, with 29,000 employees. This is closely followed by health and transport and storage at 28,000 and 22,000 employees respectively[14]. For the LTP this highlights the need for a flexible and reliable transport network that fulfils needs of different employees and their working patterns.

Earnings

Gross average weekly pay across West Northamptonshire for full time employees has increased from £550.50 in 2020 to £606.90 by 2022[15]. This is higher than in the East Midlands, however lower than the England average. Between 2020 and 2022, West Northamptonshire's hourly pay remains slightly higher than the East Midlands average, whilst lower than the England average. For the LTP, better integrated public transport and active travel networks will provide residents with alternative choices in travelling to or from work by car. This increase in mode choice will contribute to more sustainable growth and the overall resilience of the wider economy.

Planned growth and development

Housing and employment growth in the Council area is expected to add pressure to our existing transport networks, particularly if changes are not made to how, when and where some journeys are made. In coordination with the Local Plan, these areas need to be well served by a reliable, accessible, and well-connected transport system that also offer greater choice and flexibility, which is integrated and serves and benefits existing communities, employment areas and visitors.

A high proportion of the planned housing growth is centred in Northampton and Daventry, with both towns subject to new developments of over 500 dwellings in multiple locations. In comparison, Towcester and Brackley will experience comparatively more conservative growth of 25-500 dwellings in fewer locations. Some future housing growth is planned in rural areas of the Council area, with 25 to 500 dwellings in locations such as Blisworth to the south of Northampton, east of A43, and south of Towcester. The housing growth sites are located in close proximity to future employment sites, which will increase the attraction of West Northamptonshire as a place to live.

[13] Business Register and Employment Survey, 2021, Public/private sector
[14] Business Register and Employment Survey, 2021, Annual Survey of Hours and Earnings
[15] Nomis, 2021, Annual survey of hours and earnings – workplace analysis

Alongside future housing growth there are several areas of the Council area expected to experience notable employment growth. For example, Towcester will likely experience areas of significant employment growth sites particularly around the A5 intersection. While Daventry and Northampton will experience less, it will remain substantial with growth also expected along the M1 corridor. One of the largest employment sites providing 7,000 jobs will be the SEGRO Logistics Park south of Northampton which is due for completion in 2024[16].

Our Environment

Greenhouse gas emissions and climate change

Climate change, mainly caused by carbon dioxide (CO_2) and other Greenhouse Gases including methane and nitrous oxide (NOx) is causing a change in weather patterns, leading to more extreme weather events. Transport is the largest emitter sector of GHG emissions, producing 26% of the UK's total emissions in 2021.

West Northamptonshire, in 2021, had the second highest levels of greenhouse gases emitted from transport of any local authority area in the UK (1313.1 $ktCO_2e$)[17]. Whilst transport emissions have fallen by 13% between 2005 and 2021 (or 27% per person), transport and travel are decarbonising less quickly than other sectors, with transport emissions now accounting for 47% of all emissions generated in West Northamptonshire, up from 36% of all emissions in 2005[18].

Carbon dioxide emissions from transport are highest along the M1 corridor, and around A45 junctions south of Northampton, with over 1,995-unit tonnes per square kilometre[19]. Furthermore, Northampton suffers from the greatest levels of NOx emissions from transport, namely the M1, A43, and A508 are particularly high. Reducing these emissions is essential to clean the air and prevent people from contracting and suffering from serious health conditions, whilst reducing the contribution of transport to climate change.

Local environment

Across the region there are key environmental and heritage and conservation areas, including Sites of Special Scientific Interest (SSSI). These are concentrated around Northampton, Daventry and Towcester. The Nene Valley Improvement Area is designed to recreate and reconnect natural areas along the Nene and its tributaries from Daventry to Peterborough[20].

[16] Network Rail, 2024 'Future freight boost through new Northampton rial to road interchange'
[17] DfT, 2023, 'Greenhouse gas emissions from transport by local authority'
[18] Department for Energy Security and Net Zero, 2005-2021, UK local authority and regional greenhouse gas emissions national statistics
[19] DfT, 2023, 'Greenhouse gas emissions from transport by local authority'
[20] Wildlife Trust for Beds, Cambs and Northants, 2021, Nene Valley Nature Improvement Area

How people travel

Census data identifies how people travel to work and the mode that they use for the longest part of their journey by distance. For West Northamptonshire, driving a car or van remains the most popular mode of travel, however this decreased from 69% in 2011 to 51% in 2021 reflecting the impact of the pandemic. This mode of travel is closely tied to high car ownership levels with 72% of households owning one or two cars or vans[21]. For the East Midlands this figure is 70% and for England lower at 67%. This provides a clear opportunity for the LTP to improve the existing public transport and active travel networks and consider where the network can be expanded to provide communities with a reliable alternative to driving.

The most significant difference between 2011 and 2021 was the increase from 6% to 29% of those who worked from home, although again the impact of the pandemic compared to longer term trends remains unclear. Travel by public transport however did not change over this period, with rail travel at 2% in 2011 and 1% in 2021, while bus travel increased slightly from 4% to 5% in 2021. The share of people cycling remained consistent at 2%[22]. The LTP may consider how travel patterns have changed since the pandemic and respond to what the future might be accordingly. Greater flexibility of when and how people travel post-pandemic, needs to be accommodated by the transport networks.

For the average distance travelled to work, most of West Northamptonshire's residents travel between 2km and 5km (31,168 residents) followed by between 5km and 10km (24,198 residents) on their journey[23]. Across all journeys, fewer people commuted to work in 2021 (123,065 residents) compared to 2011 (156,003) making up a 21% decrease. The pandemic is likely to be a significant factor and longer-term trends are yet to be determined. The LTP will need to consider the ongoing flexibility of working patterns and ensure the public transport network accommodates this.

Access to key services

The Department for Transport's evidence base for understanding transport connectivity and access to key services is derived from their Journey Time data[24]. Minimum average accessibility by walking, public transport and car to eight key services and facilities include: employment centres (500 to 4,999 jobs); primary schools; secondary schools; further education colleges; GPs; hospitals; supermarkets; and town centres.

As expected, higher levels of accessibility by public transport and walking are observed predominantly around Northampton and its urban extensions, where access time is likely to be under 15 minutes. Across other key towns, such as Daventry, Brackley and Towcester, accessibility times are at best 16-30 minutes. Rural areas to the west and north of the Council area show the poorest accessibility times, with public transport and walking journeys to key services taking over 60 minutes. In contrast, travel times to key services by private car do not drop below 30 minutes in any part of the Council area.

[21] Census 2021, Number of cars or vans
[22] Census 2021 and Census 2011, Method of travel to work
[23] England's Economic Heartland, 2023, Regional Evidence Base Databank – Mode Share
[24] Department for Transport, 2015, Journey time statistics

This demonstrates the significant incentives that residents in rural areas currently have to use the private car for everyday journeys to key services instead of using more sustainable modes that do not contribute as much to road congestion and delays. Northampton itself is the only significant part of the wider region where walking, cycling and public transport are able to effectively compete with the private car for journey times. However, reliability and operating hours are limitations of the bus network, and a poor pedestrian network does make driving a more attractive choice of travel.

Northampton provides the best opportunity for commuting to work via walking or public transport, with many areas located under 15 minutes away from the nearest major employment sites, and all areas located under 30 minutes away. There is potential for this LTP to recommend how the existing mobility hub at Northampton town centre bus station can be improved to better integrate with Northampton rail station and provide better access to walking and cycling.

In the wider Council area, some areas see notably better accessibility to employment centres, such as to the north of Daventry and to the west of Brackley towards Bicester. Elsewhere, most rural areas see journey times of over 60 minutes. Other major towns, including Daventry, Towcester and Brackley fare relatively poorly compared to Northampton, with journey times mostly in the 46 to 60 minutes bracket. This is where the LTP should consider how to improve connectivity to rural areas, to reduce isolation and provide alternatives to car travel.

Rail network and travel

The Council area's transport system currently includes three railway stations at Northampton, and Long Buckby on the West Coast Main Line (WCML) Northampton Loop, and King's Sutton on the Chiltern Main Line (CML). Northampton railway station has direct services to Birmingham and London, reachable within 1 hour 8 minutes and under 1 hour respectively. Between Northampton and London and Birmingham, trains run up to 2 times per hour. Rail fares for Northampton to London range between £35 and £75 for a single or anytime day return ticket during peak hours. This is roughly half the price during off-peak hours[25]. Fares between Northampton and Birmingham range between under £20 for a single journey and just under £25 for a return during peak hours. An off-peak return is just under £20[26]. Northampton train station is accessible, with step-free access to all platforms, accessible parking and customer facilities including ticket machines. Step free access is also provided at Kings Sutton station, however not at Long Buckby[27].

Local rail access is soon expected to expand with completion of East West Rail Phase 1 between Milton Keynes and Oxford via Bicester and a new station at Winslow. Northampton railway station is an intermodal hub with regular rail services to London Euston, Milton Keynes, Birmingham New Street, Coventry, and beyond. However, most services on the WCML do not use the Northampton Loop or serve its stations. HS2 Phase 1 is expected to release capacity on the WCML for more Northampton Loop services, but the number of routes available for additional passenger and freight services is subject to further work by Network Rail and as such is not currently known, following cancellation of HS2 Phase 2.

Several stations located beyond the Council's boundary are well used by residents, notably at Banbury, Bicester, Rugby, Market Harborough, Wolverton, Milton Keynes Central, Kettering, and Wellingborough. Plans are also well progressed for an additional Rugby Parkway Station on the Northampton Loop adjacent to the A428[28].

[25] Trainline, 2024, Rail journey planner
[26] Trainline, 2024, Rail journey planner
[27] National Rail, 2022, Northampton rail station
[28] Warwickshire County Council, 2021, Major transport construction projects, Rugby Parkway Station

Roads and traffic

The road network in the Council area consists of the Strategic Road Network (SRN) routes managed by National Highways (notably the M1, M40, A5, A14, A421, A43, and A45), the Major Road Network (MRN) routes and a large number of local roads. The nationally significant M1 Motorway provides long distance road connectivity for the key town centres of Northampton, Daventry, and Towcester, with Brackley more connected by the nearby M40.

Northampton currently experiences notable congestion around the centre, with key affected roads including the A508 and the A43 north of the M1. Other congestion hotspots in the Council area include the A43 connecting Northampton with Towcester and the A45 south of Daventry. Preventing increased congestion will need more people to travel by public transport, or to walk or cycle. This requires significant improvements in the alternatives, providing more capacity, greater flexibility, accessibility and an integrated network that better meets users' needs.

West Northamptonshire experienced an increase in road collisions between 2020 and 2021, following a drop between 2019 and 2020 likely influenced by fewer trips being made during the pandemic. Of the total collisions in 2021 (603), the majority (76%) were "slight" whilst a small number resulted in one or more fatalities (15) compared to 8 in 2020[29]. The 2023 data shows that out of a total 749 collisions, the majority (83%) were "slight" whilst a similar number resulted in one of more fatalities (14) compared to 16 in 2022.

Of the 955 casualties from road collisions across the Council area in 2023, 92 (10%) were pedestrians and 76 (8%) were cyclists. Most road casualties have involved car occupants, accounting for 621, or 65% of all recorded accidents[30]. Pedestrians were the second most frequently casualty type by mode. Safety is a fundamental requirement of the transport system, and the LTP should focus on improving the network to prevent serious injuries to vulnerable groups, including addressing the dangers posed by motorised traffic.

Bus routes, services and infrastructure

The Government's national bus strategy for England, Bus Back Better (2021) sets out the ambition to use buses to help recover from the Covid-19 pandemic and reduce the contribution of transport emissions to climate change. West Northamptonshire have published our Bus Service Improvement Plan (BSIP) which sets out policies for improving bus services across the Council area and will be implemented through an Enhanced Bus Partnership with local bus operators[31]. This is specifically aimed at improving experience for bus passengers. This alongside the £9.4m government funding to West Northamptonshire for investment in new zero-emission buses[32], will help deliver the second round of Zero Emission Bus Regional Areas initiative. This will see electrification of Northampton's bus fleet and will help to achieve the ambition to reduce carbon emissions and pollution and deliver cleaner air for our communities.

Bus services provide important connectivity across West Northamptonshire, as well as to and from the area, with the greatest number of services being around the four key towns of Northampton, Daventry, Towcester and Brackley. Within Northampton and Daventry, the frequency of buses can be up to two or more per hour, the highest number services and routes connecting the two urban areas. Stagecoach operates two bus routes, the D2 and D3 that run services between Northampton and Daventry and are served by more than two buses in one hour during peak times.

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[29] Department for Transport, 2023, Road Safety Data, Collisions by severity, district and year
[30] West Northamptonshire Council, 2023, Road safety data
[31] West Northamptonshire Council, 2024, Enhanced partnerships for buses
[32] West Northamptonshire Council, 2024, 'West Northamptonshire wins bid for electric buses'

Some of the routes serving Towcester and Brackley have less than one bus per hour, while many areas of West Northamptonshire have limited or no services on weekends[33]. There are multiple rural villages in the southeast of the Council area, between Towcester, Daventry and Banbury, and south of Brackley that are not served by the bus network, making travel by bus not an option for these communities.

The Council currently invests in supporting the operation of some local bus services, including:

- Routes 59/60 (Northampton – Welford – Market Harborough). This is part-funded by parish councils.
- Route 87 (Northampton – Rothersthorpe – Towcester – Brackley). This is part-funded by developer contributions.
- Route X91 (Silverstone – Towcester – Milton Keynes)

For the routes listed above, operating hours for these timetabled services on weekdays range between 8 and 14 hours, operating between 06:00 and 20:00, with reduced services on weekends. The government extended the £2 bus fare cap until December 2024, which extends to many bus operators in West Northamptonshire. This scheme aims to encourage more people to travel by buses and help to reduce emissions by removing cars from the network. Within the Council area, Arriva The Shires, Cogenhoe and Whiston Parish Council, Stagecoach East, Midlands and West have all confirmed to maintain this cap, helping the Council to deliver their ambition for a thriving bus service that supports local communities[34].

There are limited regular bus services operating in the rural areas, with many villages having no timetabled services. Most of these areas are served by on-demand and community transport options (see below). As limited routes are served by more than two buses in one hour, this results in average gaps between services of at least 30 minutes when operating without disruption. Northampton and Daventry both benefit from central bus interchanges, however in Northampton this is located some distance from the railway station. In some areas additional bus services are provided for events, most notably to and from motor racing events held as Silverstone.

The DfT Journey time analysis shows that the majority of Northampton and Daventry are within 45-minute travel time by public transport and walking to key services, for Towcester and Brackley, this is up to 60 minutes and for rural areas the times exceed 60 minutes and are instead accessible by car within 30 minutes.

Most bus stops in the Council area lack some or all of weather protection, seating, safety lighting, or real time travel information available for passengers, with these more likely to be provided at key hubs and urban areas. However, an interactive online tool for live bus arrivals information is provided as a collaboration between councils in Northamptonshire, Bedfordshire, Cambridgeshire, Peterborough, and Luton[35]. Realtime data based on pre-Covid journey time reliability showed that certain corridors into Northampton town centre would benefit from greater bus priority interventions.

[33] TRACC OS data, 2023
[34] West Northamptonshire Council, 2024, 'National scheme to offer £2 bus fares extended until June'
[35] Smart Move Northamptonshire, 2023, Smart Tools

Active travel networks

Active travel includes transport modes that do not involve a motorised vehicle. The key modes include walking, cycling, wheeling (for example, push scooters, mobility scooters or wheelchairs), and equestrians (for example horse riding and carriage driving).

All designated walking routes including the Public Rights of Way (PRoW) network provide connections for pedestrians across large areas of green space across West Northamptonshire. Although the network provides comprehensive coverage across the Council area, the quality of many routes and wayfinding signage varies significantly. Most of the network is not suitable for travel in poor weather, at night, or for those who may be less mobile.

West Northamptonshire has a limited segregated cycle network, with the National Cycle Network providing some key routes[36]. NCN Route 539 encircles Northampton and provides connectivity to surrounding villages, while Route 6 connects Northampton with Market Harborough in the north and Milton Keynes in the South. Daventry is served by NCN Route 50 which connects to Lutterworth in the north, and Buckingham in the south.

Aside from the NCN routes, other local cycle routes are fragmented in Northampton, Towcester and Daventry and do not provide good connectivity with surrounding villages and towns. There are a range of undesignated cycleways providing further opportunities for connectivity, mostly on the outskirts of Northampton and Daventry. Furthermore, there are several junctions and roads within Northampton that lack safe crossings and the surfacing in many areas does not create a safe environment for cyclists. This creates additional challenges and obstacles for people with wheelchairs and mobility scooters.

In 2023, West Northamptonshire Council was awarded £0.67m from Active Travel England to support walking and cycling schemes in the Council area[37]. Local Cycling and Walking Infrastructure Plans (LCWIPs) are being developed across the Council area, which will identify key walking and cycling routes for future improvement and support the Government's Cycling and Walking Investment Strategy to make walking and cycling the natural choice for shorter journeys as well as parts of longer journeys. The LTP should recommend how funding for active travel improvements should be used, with the support of LCWIP recommendations to ensure investment is prioritised and an ongoing pipeline of high-quality schemes is delivered across the Council area.

All LCWIPs are being reviewed against the Government's cycle infrastructure design (LTN 1/20) guidance for local authorities on designing high-quality and safe cycle infrastructure[38]. This will help to realise the Government's Gear Change Strategy to replace short car trips with walking and cycling in the Council area[39]. This aligns with the vision of the LTP to improve the quality of alternative travel choices to help reduce car dependency.

Taxis, car sharing and demand-responsive community transport

A range of local taxi services are available in the Council area, offering a range of options to hail or book as needed or in advance. In September 2021, Uber launched the 'Local Cab' option in Northampton which connected people with a local taxi firm. Moreover, there are a wide range of local taxi companies in Northampton and the wider Council area[40].

[36] Open Street Map, 2021, Northampton
[37] West Northamptonshire Council, 'Active Travel Fund 4' 2023
[38] Department for Transport, 2020, Cycle infrastructure guidance (LTN 1/20)
[39] Department for Transport, 2020, Gear change: A bold vision for cycling and walking
[40] Northampton Chronicle and Echo, 2021, ' Uber announces official launch of 'Local Cab' in Northampton'

Voluntary car schemes operate across West Northamptonshire, with volunteer drivers using their own vehicles to take passengers to pre-booked destinations. As of July 2023, there are existing schemes in operation in Northampton, Daventry, Brackley, Towcester, Moulton, Greatworth, and Weston and Weedon. A number of digital apps and schemes related to car sharing also operate in West Northamptonshire. This provides opportunities for the LTP to highlight where technology and community transport options can provide alternatives to driving for rural communities, where the public transport network is limited.

Community and Demand Responsive Transport (DRT) schemes may provide connectivity by being able to connect users with services who may not have access to a private vehicle or public transport services may not be available or appropriate[41]. These are particularly attractive to residents living in rural areas, which are poorly connected or not as easily accessible by other modes of transport. These options highlight the opportunities for this LTP to consider how to expand the existing network of shared and on-demand transport options, to improve connectivity of rural areas and provide a more sustainable alternative to private car travel.

E-scooters and micromobility options

Micromobility refers to the range of small, lightweight vehicles operating at reduced speeds and driven by users personally. These include electric bicycles, dockless bikes and electric scooters. These options can offer convenient, accessible and fast alternatives to conventional means of travel such as the car.

As part of the Smart Move Northamptonshire, the Northamptonshire electric scooter trial was one of the first in England and launched in Northampton in September 2020. Voi was selected to run the trial and the trial is helping build understanding around the potential role of e-scooters in the future. As of March 2023, there have been 3.6 million rides with over 8.2 million km travelled. This has resulted in over 1.8 million car journeys replaced[42].

Electric vehicle charging

Department for Transport figures[43] show there were 3,427 battery electric vehicles (EVs) registered in Northamptonshire at the end of 2023, an increase of 80% since the 1,904 in 2020. Of the 1,500 electric vehicles newly registered during 2021, 752 were in West Northamptonshire, bringing the total to 1,897 vehicles in 2022.

Whilst across the Council area there are some public rapid and fast charge points dispersed across regional towns including Towcester, Daventry and Brackley, these are not as highly concentrated as the facilities currently available in Northampton where a mixture are available.

In support of the Council's Sustainable West Northants initiative and the Council's vision to be carbon neutral by 2030, 14 residential, on - street EV charging points were delivered across seven locations in West Northamptonshire[44]. A further 2 new charge points were installed in the same year, at Newlands Car Park in Daventry and 1 at West Street in Welford. To help with the green transition for the region, the Council has secured £400,000 worth of funding from the Government's Local Electric Vehicle Infrastructure (LEVI) Capability Fund[45], to develop their electric vehicle charge-point infrastructure. The LTP vision aligns with this ambition to make owning an electric vehicle more convenient and provide more readily available access across the Council area.

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[41] SCP Transport Planning: Infrastructure Design and West Northamptonshire Council, 2023, Bus Network Review, West Northamptonshire Report 1
[42] Smart Move Northamptonshire, 2023, E-scooter trial
[43] Department for Transport, 2021 Vehicle licensing statistic
[44] Transport Xtra, 2022, 'West and North Northamptonshire roll out on-street charging bays'
[45] West Northamptonshire Council, 2023 'Funding secured for expanding EV charge-point infrastructure across West Northamptonshire'

To allow people to make the switch to electric vehicles, there needs to be good access to public charging facilities. Home charging electric vehicles requires facilitation of both on-street and off-street private charging solutions, and this will depend on the most practical and accessible option for different users[46]. This is not always practical for the user and can be a barrier to owning an electric vehicle. Electric mobility does play a key part in reducing transport emissions within the Council area, and this LTP should focus on how to support this transition for different modes of transport, whether this is private vehicles, delivery vans, bicycles or zero emission buses.

Road freight

The key corridors for the movement of freight through West Northamptonshire are the West Coast and Chiltern Main Lines complemented by the M1, A5, A14, A43 and A43 for vans and Heavy Goods Vehicle (HGV) traffic. On average, the M1 carries more than 15,000 freight vehicles daily; the A14 between 10,000 and 15,000; and the A43 just under 10,000[47]. Supporting these strategic roads is the network of radial A roads, which feed into the town centres and support movement within and between the centres in the Council area. HGV traffic makes up a considerable proportion of total road traffic, in particular the M1 where over 15% of total traffic is HGVs. These vehicles make up 10 – 15% of total traffic on the A14, A43 and sections of the A5 as well. The radial network of A roads has lower volumes of HGV traffic, where Light Goods Vehicles (LGVs) are transporting people and goods. In the Council area this includes the A508 running north to south across the region and through Northampton, the A361 connecting Daventry with the southwest, and the A422 serving Brackley.

West Northamptonshire is home to Daventry International Rail Freight Terminal (DIRFT) and SEGRO Logistics Park Northampton (SLPN). The success of DIRFT is due to its prime location with strategic road connections to the M1 (adjacent to J18) and M6/A14 interchange. The Terminal handles over 100 train services per week served by the West Coast Main Line Northampton Loop. Freight is a key part of the success of logistics and distribution operations in West Northamptonshire, which is part of the 'Golden logistics triangle' which is renowned for the high density of distribution facilities. However, freight traffic in the north of West Northamptonshire has notable local impacts, including on congestion, road safety, and decarbonisation.

There are opportunities resulting from this for the LTP, including encouraging the further uptake of rail freight using existing infrastructure, alongside encouraging the development of consolidation centres and smaller vehicles (such as e-cargo bikes), servicing urban areas. There are also proposals for the Oxfordshire Strategic Rail Freight Interchange (OXSRFI) on the Chiltern Main Line to the immediate west.

Digital connectivity

High-quality digital infrastructure has excellent capabilities in delivering economic and social improvements, through enabling businesses to flourish and improving access to high-quality jobs, whilst facilitating communities to better access health, education, and leisure opportunities. Across the area most market towns and larger settlements are already served or have plans to be served by superfast or Gigabit broadband. "Superfast Northamptonshire Project" looked to deliver full fibre broadband in other areas, including to over 50,000 rural homes and businesses across both West and North Northamptonshire, and to date has reached 6,390 premises and focused in areas south of Daventry and west of Brackley[48].

[46] Smart Move Northamptonshire, 2022, 'Our plans for on-street electric vehicle charging'
[47] Department for Transport, 2022, Annual Average Daily Flow data
[48] Superfast Northamptonshire, Project Gigabit, 2023

4. Our overarching strategy - delivering meaningful change

Overarching strategy

Our approach to planning and delivering transport and travel across, and to and from, West Northamptonshire is as follows:

- Embodying principles of sustainability – integrating economic, social and environmental goals rather than solely focussing on a single aim.
- Setting a vision for a future West Northamptonshire and working out how we get there, rather than assuming that past trends simply determine our future.
- Understanding the relationship between travel and accessibility with: spatial planning (e.g. Local Plan) of where housing, jobs, schools and other key services are provided; and digital connectivity (being able to access work, education and services remotely).
- Integrating different forms of travel – providing for safe, seamless, door-to-door journeys and providing a choice of travel options that are attractive, affordable, healthier alternatives to driving.
- Designing and delivering interventions and policies in collaboration with local communities and key stakeholders – planning for people and places and ensuring we really get the local context and the needs of residents, businesses and visitors.
- Preparing for the ‘new’ and the ‘uncertain’, by making sure the travel needs of our existing communities are supported and that we look after and make best use of our existing infrastructure and assets, so that new developments and supporting services and infrastructure can be integrated and enhance local areas.

Our long-term strategy is continued below through policies and key interventions grouped by the same three thematic areas of focus developed from the evidence base process and refined through stakeholder engagement and development of the strategy objectives. These themes are:

- Connecting people better,
- Shaping healthier places,
- Mobility enabling prosperity.

These inform the Implementation Plan which details how the policies will be realised through action and the delivery of specific interventions. Building on the Options Assessment Report included in the Appendix C, this plan also details the various roles and responsibilities of those involved in delivery, as well as possible funding sources.

The Monitoring and Evaluation Plan shows how progress against the policies and related interventions will be measured, including expected conditional outputs and key performance indicators.

Priorities in the short, medium and long term

As a long term strategy with a short term implementation plan, this Local Transport Plan sets out the following key actions, interventions and changes needed over the next five years.

- A shift in approach to more integrated and vision-led planning across West Northamptonshire.
- Applying a Movement and Place Framework[49] as discussed in Policy 1, to guide the planning and design of spaces, streets and corridors, in different types of place and transport environments based on the most appropriate modes of transport for the given community, business, and wider network needs, as well as the communities impacted by different interventions.
- An explanation of the relationship between 'place' and 'movement' in such a Framework is provided in Figure 22, with the place status relating to a location's community role and movement focused on how it facilitates travel by different types of users. This also shapes how and to what extent local communities should be engaged for each type of intervention and how this needs to reflect things like different socio-demographic make-ups and impacts.
- Considering place and movement in this way reflects the reality of the transport network and the differing needs it must serve. Different transport modes have varying strengths and weaknesses, meaning that certain modes are more appropriate or desirable for certain situations. We believe that considering place and movement function as part of our sustainable transport hierarchy is the best way to deliver a transport network that provides good connectivity, whilst preserving the localities which it serves.
- To inform the Movement and Place Framework, the overview diagram in Figure 22 and examples in Table 4-A show the varying degrees of place and movement status for different 'street types'. For example, in residential streets the safe movement of pedestrians and cyclists should be prioritised over enabling vehicles at high speeds. In contrast, on motorways the speed and volume of traffic should be the focus, with walking and cycling accommodated on segregated or nearby parallel routes. High streets are more complex, as the competing demands of through traffic and active cores for communities to dwell makes it more challenging to balance the place and movement function.
- Addressing the climate challenge by supporting the rapid decarbonisation of all modes, with a particular focus on supporting the transition to electric vehicles such as cars, vans and bicycles.
- Supporting a sustainable future for the freight and logistics sector as both a major local employer and significant contributor to road safety issues and greenhouse gas emissions.
- Work with operators to review coverage, connectivity, reliability and accessibility and of the public transport networks to better serve communities.
- Improve road safety across West Northamptonshire for all road users, using data, technology and community feedback to prioritise where measures can support users;
- 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.
- Align operations and maintenance practices with the Movement and Place Framework, ensuring the transport system and public realm are well maintained.

[49] A Movement and Place Framework forms part of the high-level guidance document 'Manual for Streets 2' developed by the Chartered Institute of Highways and Transport. It would be applied to different parts of West Northamptonshire's transport system to reflect the balance between place and movement functions for different locations and transport environments based on their movement and place status.

Figure 2: Movement and Place Framework Overview

Table 4-A: Movement Place Framework Examples

	Lower Movement Status	Higher Movement Status
Higher Place Status	**Urban centres** • High societal value and often seen as the destination of journeys. • Examples include central Northampton and Daventry Town Centre.	**Thoroughfares** • Spaces or corridors of importance for strategic transport but located in a high place function. • Examples include the Strategic and Major Road Network routes through central Northampton.
Lower Place Status	**Everyday destinations** • Locations where people reside or work, and often the origin of journeys. Most places are in this quadrant. • Examples include rural villages and urban suburbs.	**Key corridors** • Rarely considered the origin or end point of journeys but are fundamental to regional connectivity. • Examples include the M1 motorway and A5.

Source: Chartered Institute for Highways and Transportation, Manual for Streets 2 (September 2010)

West Northamptonshire's transport system will be transformed over the coming decades, with key actions, interventions and changes over the medium and longer term including the following items.

- Maximising the benefits from High Speed 2 – Phase 1, including released capacity on the West Coast Main Line as well as the Strategic and Major Road Networks.
- Deliver a robust transport network that allows passengers and freight to use the best suited mode for each stage of their journey, supported by more frictionless transfer where modes come together at strategic mobility hubs.
- A considered expansion of available strategic hubs, with a particular focus on providing more railway stations and capacity on the West Coast Main Line to reduce road congestion pressures.
- 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.
- Deliver significant improvements in the active travel and public transport networks to reduce pollution and ensure infrastructure and services are more resilient to the impacts of climate change; and maximise the use of technology to ensure road safety, support on demand transport options and journey planning of sustainable modes.

The following three chapters detail the policies at the core of this Local Transport Plan that will help West Northamptonshire achieve the 2045 vision.

5. Connecting People Better

This chapter is focused on the themes of enabling accessible transport and greater choices to connect people with key services and opportunities, and delivering vibrant town centres and connected communities.

Table 5-A and Table 5-B below detail key problems or areas for improvement relating to these themes that were developed during the evidence base process and refined through engagement with key stakeholders and have been used to develop the six objectives:

Table 5-A: Objective 1 Challenge Statements

Objective 1	Challenge Statements
Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.	• **1A**: High car dependency and poor accessibility via alternative modes, especially outside of Northampton, limits access to key services and opportunities. • **1B**: Inadequate accessibility of public transport infrastructure limits these modes as travel choices, for example limited step free station access and lack of bus timetable information.

Table 5-B: Objective 2 Challenge Statements

Objective 2	Challenge Statements
Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.	• **2A:** Towns outside of Northampton lack comparative regeneration and public realm investment. • **2B:** Connectivity in suburban and rural communities is often hampered by limited choice of sustainable travel. • **2C:** Key rural public transport connections between villages and town centres are either limited or not available on the weekends. • **2D:** Need to ensure network and its operation meet future challenges and expectations.

Priorities for the short, medium and long term

We will deliver our objectives for connecting people better through a combination of key interventions and policies. Key interventions are shown in Table 5-C below and policies in the list below.

Table 5-C: Key interventions

Short term (by 2030)	Medium-term (by 2040)	Long-term (by 2050)
• A43 Phase 3 Dualling Northampton to Holcot/Sywell junction – WNCLTPLL0044 • A43/A5 Towcester Roundabout Improvements – WNCLTPLL0063 • A45 Junction upgrades at the Brackmills and Great Billing Interchanges – WNCLTPLL0309 • A45 Queen Eleanor Interchange – WNCLTPLL0313 • Long Buckby Railway Station Access Improvements and Platform Lengthening – WNCLTPLL0213 • Enhanced Bus Service between Daventry and West Coast Main Line – WNCLTPLL0188 • Enhanced Bus Service for Silverstone, Towcester and rural West Northamptonshire and Buckinghamshire - WNCLTPLL0189 • Abington Square study to assess improvements to public realm and transport provision – WNCLTPLL0388 • Bus Priority Corridor Programme – WNCLTPLL0268 • Bus service improvements between Northampton, Wellingborough, Kettering and Corby – WNCLTPLL0384 • Bus Service Improvements: Buckingham to Silverstone – WNCLTPLL0072 • Car Club Assistance Programme – WNCLTPLL0413 • Extension of bus operating hours - WNCLTPLL0076 • Integrated Bus and Rail Ticketing and Timetables – WNCLTPLL0096 • Northampton-Brackmills (including onward rail links to Bedford and Wellingborough) Rail Corridor Options Assessment – WNCLTPLL0271	• Additional Northampton Loop services from Post-HS2 Timetable – WNCLTPLL0222 • Extend East West Rail Services between Oxford and Milton Keynes to Northampton via upgraded West Coast Main Line – WNCLTPLL0198 • New Active Travel Route between Aylesbury to Northampton via Buckingham – WNCLTPLL0217 • New National Cycle Route Alongside HS2 – WNCLTPLL0221 • New rail service connecting communities between Northampton, Aylesbury, Princess Risborough, High Wycombe, and Old Oak Common – WNCLTPLL0197 • Northampton Loop Speed and Capacity Improvements – WNCLTPLL0237 • Northampton Strategic Bus, Coach, and Rail Integration – WNCLTPLL0238 • Rail Capacity Enhancement between Bletchley and Milton Keynes – WNCLTPLL0239 • Weedon Fast Line Freight Loops on West Coast Main Line – WNCLTPLL0254 • Inter-Urban Active Travel Network (complements LCWIP interventions in named urban areas) – WNCLTPLL0124 • Intra-urban bus service frequency improvements – WNCLTPLL0075 • New Active Travel Route between Wellingborough and Northampton – WNCLTPLL0088 • New Rugby Parkway Railway Station – WNCLTPLL0055 • Northampton Bus and Coach Station Upgrade – WNCLTPLL0283 • Plough Junction Improvement -– WNCLTPLL0303	• New Railway Station serving Weedon Bec and Daventry - WNCLTPLL0226 • New Railway Station serving South Northampton – WNCLTPLL0225 • Northampton Future Mass Transit Options Assessment – WNCLTPLL0387 • Northamptonshire Mass Rapid Transport Scheme – WNCLTPLL0068

We will deliver these objectives through the following policy areas:

- Policy 1: Sustainable Transport Hierarchy
- Policy 2: Connected and Accessible Networks
- Policy 3: Improved Interchanges and Mobility Hubs
- Policy 4: Bus, Coach and Mass Transit
- Policy 5: Rail Services and Stations

Bringing it all together

A future-proof sustainable travel hierarchy is integral in realising the vision of this Local Transport Plan and the interventions it proposes to deliver. The prioritisation of digital connectivity and zero and low-carbon modes of transport including walking, cycling and public transport is needed to enable the development of a safer, cleaner, and healthier transport system which meets the regions net-zero objectives. In the short term this prioritises making wide-ranging improvements to bus service provision, particularly between larger towns and cities both within West Northamptonshire and further afield. This recognises the opportunity of facilitating behavioural change away from the car, whilst promoting social equity and reducing isolation. Better integrating buses with rail in the medium term remains a vision to deliver a high-quality and safe active travel network, both between and within urban centres and market towns, but also making efficient use of the proposed HS2 rail alignment running through the region.

It thus prioritises those private vehicles which are low-carbon in nature and less impactful on their surrounding environments, such as powered two-wheelers and zero-emission cars, taxis and vans. Next, it should consider that larger freight vehicles will be slower to decarbonise but are critical elements within a functioning and sustainable economy. Across the short and medium term there is a need to upgrade parts of the regions highway networks to provide efficient, multi-modal links, improving the efficiency of both bus services, whilst maintaining the competitiveness of the regions' strong logistics & warehousing sector. Finally, it considers the challenges of social exclusion, particularly in West Northamptonshire's rural environments, being mindful that traditional private vehicles will continue to form an integral element of our transport network for years to come.

Connectivity is a crucial element of an effective public transport system, being a key driver for behavioural change from private vehicles. West Northamptonshire's existing rail network and services are fragmented in places, with residents, workers and visitors often needing to travel far to access services. The Local Transport Plan considers the need to improve accessibility to rail services, through both improvements to existing stations and rail infrastructure, alongside the development and operation of new railway stations at strategic points on the network.

In the medium term there remains a focus on delivering real change to the regions rail services following the delivery and operation of HS2, recognising the infrastructural requirements needed at West Northamptonshire's railway stations and along its lines. In the long term, as the region's towns continue to grow there will be a real case to further improve rail connectivity and deliver high-frequency and high-capacity mass transit options.

Enhancing existing bus service provision is one way of improving connectivity, but safe, accessible and amenable interchange at larger bus station sites, such as Northampton bus station is also required. West Northamptonshire's strategic location in England makes it a popular stopping point for long distance coaches, of which accessibility and amenability should be facilitated due to the accessible connectivity coach services provide. Northampton's growing population will necessitate frequent, fast and high-capacity public transport, further driving investment and economic growth in the town.

Policy 1: Sustainable Transport Hierarchy

This policy provides the approach West Northamptonshire will take going forward when considering different modes of travel and the interchange and integration between them.

Context

From ancient roads to advanced rail freight interchanges, the West Northamptonshire transport system has been formed over hundreds of years, but its current use is dominated by decisions made over decades of automobile-centric planning based on predict and provide approaches.

To reflect and support the wide range of ways people and goods can move in the Council area an updated approach is needed that ensures transport planning and spending decisions are made in ways that are aligned to our transport vision and the needs of all members of the community.

Issues and opportunities

- Decades of construction and operational spending has mostly gone to building and maintaining roads, leading to comparative under investment in support of active travel and public transport.
- The impact of private vehicles on urban and rural communities can be severe, particularly in areas of high congestion and where vehicles moving at higher speeds conflict with other users.
- Public investment to improve active travel routes that encourage more people to walk, cycle, wheel, or ride for all of part of their journeys are typically lower cost than larger road or rail projects, and often present significant social, environmental, and economic benefits.
- Many parts of the Council area would greatly benefit from small levels of additional investment in alternative modes of travel based on the wide range of possible 'low hanging fruit' projects.
- Induced demand sees any projects to increase road capacity resulting in even greater levels of traffic, creating a clear need to ensure alternative travel routes and modes are available where appropriate to reduce road network congestion and improve overall network resilience.
- England's Economic Heartland has adopted the following "Travel Hierarchy" to guide its work across the wider region: 1) Active travel modes (pedestrians and cyclists); 2) Enabling access to services and opportunities without the need for motorised travel; 3) Public transport and shared modes (bus, scheduled coach and rail); 4) Low emission/zero carbon private vehicles, and two-wheeler vehicles including motorcycles; and 5) Other Motorised modes.
- The following is a possible draft sustainable travel hierarchy for West Northamptonshire to be considered in the development and operation of transport infrastructure and services as appropriate for each specific location:
    1. Enabling access to services and opportunities without the need for motorised travel through spatial planning and enhancing digital access
    2. Active travel for people of all abilities (walking, wheeling, cycling, and horse riding)
    3. Public and community transport (bus, scheduled coach, rail, and community transport)
    4. Taxi, shared and private hire vehicles (with priority given to zero emission vehicles)
    5. Zero emission private vehicles (cars, vans, and motorcycles)
    6. Freight and fleet vehicles, including trucks and lorries (with priority given to low and zero emission vehicles)
    7. Private vehicles with tailpipe emissions (for example, those using internal combustion engines)

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 2: Connected and Accessible Networks

This policy seeks to ensure West Northamptonshire benefits from a more efficient and connected transport system consisting of networks across all modes, for all people, and kinds of journey.

Context

West Northamptonshire relies on and benefits from extensive road, rail, and active travel networks developed over hundreds of years. However, investment for decades has been more focused on supporting journeys to and from London that pass through the region on the strategic road and rail networks, than journeys within the Council area (particularly by modes other than driving) which are often slower and more disconnected.

A further consequence of this is that many shorter journeys are frequently driven instead of using more sustainable forms of transport like walking, cycling, wheeling, bus, coach, or rail. Interaction and integration between different modes of transport in West Northamptonshire and the networks they use is also limited, making it difficult to change between modes which further incentivises private car use.

Issues and opportunities

- Many parts of the Council area are poorly connected for making car-free journeys, with the rail, bus, and active travel networks all greatly in need of investment to create a more joined up system. Consideration should be given to where the network is fragmented, limited or in need of an upgrade to create more seamless travel regardless of mode(s) used.
- The Council area has robust foundations for an effective county-wide bus and wider coach network. However, gaps in connectivity between key destinations and significantly reduced or unavailable services at certain times deter or prevent potential users.
- Existing public transport, walking and cycling infrastructure in urban and rural areas (where it exists) requires significant upgrades to ensure these options are accessible to all. Improvements in access to and use of mobility hubs such as railway stations and bus stops facilities and associated wayfinding will help all users better access the transport system.
- Reinforcing and improving the public rights of way network and delivering active travel across the Council area will greatly improve opportunities to travel and engage in physical activity by walking, cycling, wheeling, and horse riding.
- Several railway stations in and near the Council area are not fully accessible, especially for people using wheelchairs and other who require step free access, which presents a clear and avoidable barrier to known user groups such as those with mobility impairments.
- Expanding the transport networks and their connections to active travel routes will support more sustainable living, working and leisure will improve accessibility of town centres, which are focal points for everyday activities.
- Where there is significant investment in town centres and regeneration projects, transport connectivity and an accessible network that offers choice to all is integral to shaping place identity and contributing to social and economic growth.
- With planned growth in housing and commercial developments likely to increase congestion and car dependency, priority needs to be given to ensuring their locations are well served by rail and or bus services, and they open with quality connections to active travel routes.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 3: Improved Interchanges and Mobility Hubs

This policy supports better integration between specific modes, routes and services at key strategic locations to create more seamless travel and transfers for journeys involving multiple stages or modes of travel.

Context

Strategic locations where passengers and goods can change between modes with minimal friction are essential to ensuring each part of West Northamptonshire's transport network is used efficiently. This can particularly be seen in the number of railway stations and bus interchanges that provide essential public transport access for local communities. These provide mobility hubs to support easy transfer between modes locally. There are different types of mobility hubs that could serve West Northamptonshire more widely and focus on where alternative transport options to driving are limited in rural areas.

Through improved integration of additional modes and services at these key interchanges there is potential to promote more efficient modes, such as rail for longer distance and shorter distance trips by walking, wheeling, scooting, and horse riding. Improving the quality of passenger information and ease of ticketing for multi-modal journeys can also promote use and improve affordability.

Issues and opportunities

- Across the Council area's bus network, most bus stops have no shelters or real time travel information immediately available which limits user experience, information on bus reliability and overall consideration of the bus as an alternative to the car where appropriate.
- Particularly in rural areas public transport and active travel networks are not well integrated, with limited wayfinding and service information to support easier transfer between modes.
- Northampton town centre bus station is an existing mobility hub that can be further improved by public realm improvements, increased access to more sustainable active travel modes, improved operation of the bus station and connections with Northampton Railway Station.
- Daventry also benefits from a central bus interchange with the potential for improved facilities to better enable multi-modal journeys with improved bus, rail, and active travel networks.
- Advances in technology provide an opportunity for integrated ticketing and improved payment systems, to encourage the use and the frictionless transfer between modes.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.
- **P03F:** Ensure site selection and the design of any new infrastructure minimises sustainability impacts, for instance minimising land take.

Policy 4: Bus, Coach and Mass Transit

This policy drives the protection of existing bus and coach services across the Council area while seeking to improve availability and service levels to increase reliability, uptake and use.

Context

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. Existing bus services are focussed mainly on connections within Northampton and between surrounding larger towns, whilst villages and rural areas exhibiting poor levels of service, exacerbating car dependency for those with access to a car, and isolates those without.

There is a strong evidence base of initiatives which can improve the quality of existing bus services in West Northamptonshire, including bus priority infrastructure and bus stops, improved information provision and ticketing options. This is supported through the adopted Bus Service Improvement Plan and Enhanced Partnership.

Issues and opportunities

- Buses and coaches provide a more sustainable, less polluting and more efficient mode of travel that makes better use of existing road infrastructure, reducing congestion on routes and within urban centres.
- Bus connectivity can be limited within and beyond the Council area, with the potential to use existing and new funding to better serve the needs of urban and rural communities.
- Bus services are infrequent and unreliable, with very limited provisions in rural areas, with many villages without any timetable services, improving this will instil confidence in the public that the bus network is a reliable choice of mode.
- Many bus stops in the Council area lack basic infrastructure and information for existing and potential customers, including accessible walking and cycling routes to local areas which limits the ability and interest to use services where they are available.
- Many bus routes are infrequent and indirect, extending journey and wait times which in turn push more potential users to driving individual vehicles.
- There is an opportunity to simplify bus and coach fares and improve the attraction to travel by bus through simpler fares that are easy to understand and support users that are new to travel by bus or coach.
- Across the Council area there is a lack of appropriate and accessible coach parking and set down or pick-up points at key locations for coaches which limits the viability of coach operations.
- West Northamptonshire's adopted Bus Policy provides an opportunity to improve bus service provision and includes three main priorities; encouraging partnership working to deliver services and infrastructure, supporting services or community transport initiatives where unmet needs and gaps are present, and finally fund concessionary travel in line with national regulations.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 5: Rail Services and Stations

This policy sets out our ambitions for railway services on existing routes and those under development, as well as existing and new railway stations benefiting West Northamptonshire.

Context

West Northamptonshire accommodates extensive rail infrastructure that provides strong intercity passenger and long-distance freight connections between London and Scotland. Within the Council area Northampton and Long Buckby railway stations are served by regional train operators, London Midland/ West Midlands Railways, on the Northampton Loop branch of the West Coast Main Line. Kings Sutton provides some local connectivity via the Chiltern Main Line with services operated by Chiltern Railways and Great Western Railway. There are also several key stations beyond the council area that are nevertheless used by residents and visitors, notably in Rugby, Milton Keynes, Wolverton, Banbury, and Bicester. The proposed Rugby Parkway Station on the Northampton Loop will benefit residents of the northwest of West Northamptonshire, but this could increase commuter journey times to Coventry and Birmingham.

The Council area also benefits from several existing or planned rail freight interchanges, most notably the Daventry International Rail Freight Terminal.

High Speed 2 Phase 1 between Old Oak Common in London and Birmingham / Handsacre Junction near Litchfield is currently being built through the council area, but with no local station. However, the moving of long-distance passenger services onto this dedicated route is expected to create additional capacity for local passenger and freight services on the West Coast Main Line including the Northampton Loop. This will provide the opportunity for improved direct connectivity between Northampton and the north – Manchester, Liverpool and beyond. Improving the line speed on the Northampton Loop would also assist in delivering improved connectivity to the north. Similarly, capacity released by HS2 could also enable a new station to better serve our area.

Further connectivity benefiting West Northamptonshire could be created by extending East West Rail Services terminating at Milton Keynes to Northampton via an upgraded West Coast Main Line, taking advantage of existing track capacity and additional capacity released following the opening of HS2. The Aylesbury Link of East West Rail could potentially further improve connectivity for West Northamptonshire by providing a route between Northampton and Old Oak Common where other rail services including on the Great Western Main Line, Elizabeth Line and London Overground can be accessed.

Issues and opportunities

- Several railway stations are inaccessible including a lack of step free access, out of service machines, closed ticket offices and a lack of in-person assistance.
- The rail network is particularly reliant on the West Coast Main Line and does not support inter-regional rail connectivity between Northampton and key centres such as the north, Manchester, Liverpool and beyond Bicester, Oxford, Didcot, Bristol, Aylesbury, High Wycombe and Old Oak Common.
- Many long-distance services on the West Coast Main Line do not serve Northampton or Long Buckby Railway Stations as these are situated on the Northampton Loop that requires line speed improvement.
- The Council area suffers from poor journey time reliability for rail which limits the attraction of this mode, but there is significant potential to make better use of the region's network through infrastructure improvements and the opening of new stations to reduce car dependency.

- The Council area has several existing, under development and planned rail freight interchanges which will provide new employment opportunities provided there is a resilient rail network available.
- Delivery of High Speed 2 presents opportunities to reconsider how services use the West Coast Main Line, including the number of passenger and freight trains on the Northampton Loop.
- Rail fares are considered expensive for many people and also complicated, both of which act as barriers to travel by rail.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

6. Shaping Healthier Places

This chapter is focused on the themes of creating safer places and healthier lives for everyone, and driving rapid decarbonisation whilst improving biodiversity, the natural environment and protecting local heritage.

Table 6-A and Table 6-B below detail key problems or areas for improvement relating to these themes that were developed during the evidence base process and refined through engagement with internal and external stakeholders:

Table 6-A: Objective 3 Challenge Statements

Objective 3	Challenge Statements
Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.	• **3A**: Actual and perceived safety remain ongoing issues, with incidents resulting in avoidable fatalities and injuries. • **3B**: Inactivity is reinforced by lack of dedicated walking and cycling infrastructure which disincentivises residents and visitors from engaging in active modes of travel. • **3C**: Air and noise pollution negatively impacts public health, especially where motor traffic is prevalent. High volumes of traffic are sometimes routed through small villages and residential areas.

Table 6-B: Objective 4 Challenge Statements

Objective 4	Challenge Statements
Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.	• **4A**: Transport is not decarbonising fast enough to align with the Government's net zero target for 2050. • **4B**: The Council must continue to ensure that transport interventions do not impinge on the local heritage and protected sites within the region. • **4C**: Businesses are predominantly dependent on road freight-based solutions which contribute significantly to transport emissions.

Priorities for the short, medium and long term

We will deliver our objectives for connecting people better through a combination of key interventions and policies. Key interventions are shown in Table 6-C below and policies in the list below.

Table 6-C: Key interventions

Short term (by 2030)	Medium-term (by 2040)	Long-term (by 2050)
• A422 Farthinghoe traffic mitigation scheme – WNCLTPLL0215A • LCWIP Interventions in Brackley – WNCLTPLL0208 • LCWIP Interventions in Towcester – WNCLTPLL0212 • A5 Towcester Relief Road Upgrade and A5 Watling Street Traffic Calming – WNCLTPLL0043 • Abington Area Active Travel scheme – WNCLTPLL0265 • Access to bikes initiative - WNCLTPLL0396 • Electric bus fleet and infrastructure expansion – WNCLTPLL0282 • Electric Vehicle Assistance Programme and Charging in Car Parks – WNCLTPLL0278 • Town and Village Traffic Calming Programme – WNCLTPLL0031 • LCWIP Interventions in Northampton– WNCLTPLL0272 • LCWIP Interventions in Daventry – WNCLTPLL0415	• A361 Byfield Village Traffic Calming –WNCLTPLL0414 • A43 Signal and safety improvements – WNCLTPLL0106 • Brackley to Banbury Active travel link – WNCLTPLL0135 • New Strategic Mobility Hub and Coach Interchange at M1 J15 – WNCLTPLL0267 • New Strategic Mobility Hub at Northampton East Park and Ride –WNCLTPLL0385 • St Giles Street Public Realm – WNCLTPLL0374 • A5/B5385 Junction Improvement – WNCLTPLL0344	• Hydrogen Vehicle Assistance Programme – WNCLTPLL0196

We will deliver these objectives through the following policy areas:

- Policy 6: Active Travel Network
- Policy 7: Network Operations and Maintenance
- Policy 8: Road and Transport Safety
- Policy 9: Climate Change Mitigation and Adaptation
- Policy 10: Biodiversity, Street Trees, and Access to Nature
- Policy 11: Air and Noise Pollution

Bringing it all together

Walking, wheeling, and cycling are low-cost modes of travel which can provide connectivity within towns and villages, enabling populations to access education, employment, or other services where public transport connectivity is poor. Specific schemes to improve the quality of walking, cycling and right of way networks is critical in facilitating further connectivity, facilitating less dependency on private vehicle use especially for shorter journeys. In the short-term Local Cycling and Walking Implementation Plans (LCWIPs) in the market towns will be an effective way of identifying the forms and extent of safe, accessible, and amenable walking and cycling infrastructure needed. They can deliver real change to communities, supporting options other than driving, whilst reducing social isolation for those who may not have access to a car such as children and older adults.

Street maintenance and lighting form integral parts of safe and useable highways, footways, public realm and some rights of way networks. Highway and footway surfaces, road markings, bridges and other structures are impacted through seasonality and inclement weather events, alongside the amount and type of traffic which uses the routes. The nature of rights of way networks mean they are also impacted through agricultural activities. Traffic lights facilitate the safe movement of all forms of highway and footway traffic and particularly influenced through changes to traffic levels either temporarily, such as during an event, or permanently, due to new development. When delivering an effective network operation and maintenance program it is crucial to consider the sustainable transport hierarchy. Highways with bus routes, footways and cycle lanes should receive more proactive maintenance and gritting patterns to make it safer for all to use public transport, walk, wheel or cycle within their communities.

Poor or perceived personal safety using public transport and collisions have significant consequences for individuals, families and wider communities through death and injury. Vulnerable road users, such as those walking, cycling or motorcycling are at disproportionate risk compared to those in cars. The often ancient and historic nature of West Northamptonshire's highway networks mean they were not designed for the types and speeds of traffic they are used by today. The delivery of effective traffic calming and other road safety measures in the short-term, developed in collaboration with communities and other user groups, will deliver much needed change to the region's villages and rural areas.

Climate change will continue to be a risk to us all, whilst influencing the ways in which, and our ability to travel. In West Northamptonshire this includes increased prevalence and severity of flooding, heat waves, and high winds/gusts. Transport networks and systems need to be resilient through the impacts of climate change, whilst facilitating the shift towards net-zero carbon emissions. It is well understood that the natural world responds to and helps mitigate against the impact of climate change. Infrastructural management and development needs to not only avoid negatively impacting biodiversity and the natural world, but help improve its quality and accessibility, rectifying mistakes that have happened in the past.

Transport is a considerable contributor to air pollution, whether through the burning of fossil fuels or the degradation of vehicle tyres and brakes. Similarly, high levels of traffic movement, particularly fossil-fuelled cars, vans, lorries, and buses, result in higher noise pollution. Northampton's generally poor air quality and high levels of noise pollution remains a considerable concern, which is due to its popularity as a destination and levels of resultant congestion, as well as outdated transport infrastructure. In the short-term a zero-emission bus fleet and uptake of zero-emission cars will be effective, alongside a longer-term ambition of delivering wide ranging public realm improvements in the town centre. Across the regions' market towns, similarly the uptake of zero-emission cars, vans, lorries, and buses form a partial solution to air quality and noise pollution concerns, but there is also a need to make travelling across the region more sustainable which means facilitating increased levels of walking, cycling and public transport usage.

Policy 6: Active Travel Network

This policy helps unlock the individual and public health benefits available by removing barriers to more people choosing to walk, wheel, cycle, scoot or ride for all or part of their journeys

Context

The benefits of walking, wheeling, cycling, scooting and horse riding are plentiful, including 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.

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.

Issues and opportunities

- There is ample evidence nationally and internationally that providing high quality active travel infrastructure within all types of place contexts – urban, suburban, and rural – corresponds with greater levels of walking, cycling, wheeling and equestrian participation.
- Without safe and accessible infrastructure, active travel can be both physically unsafe, and be perceived as unsafe, which restricts participation to particular parts of the population who are more confident and physically able.
- Largely, existing active travel infrastructure across West Northamptonshire provides low levels of connectivity and does not align with modern design guidance.
- Walking, wheeling, and horse riding provide opportunities to reduce social isolation for children, young people and older adults, whilst delivering health & wellbeing benefits due to their nature of being low-impact and low-stress.
- Shared modes of transport, such as docked and dockless bicycle and e-scooter schemes, can provide alternatives to ownership, mitigating challenges surrounding their storage and maintenance. The effective management of these schemes can provide both last-mile connectivity whilst filling in gaps within the public transport network.
- Active Travel England is managing investment streams for active travel schemes, developing high-quality and comprehensive design guidance, and auditing schemes for local authorities to follow. As a result the quality of schemes will improve and increase participation.
- West Northamptonshire has an extensive existing public right of way network connecting urban areas to the countryside, providing excellent opportunities for individuals and families to walk, wheel or ride. The upgrading of routes and removal of non-accessible barriers will enable greater proportions of the population to participate in active travel.
- Active travel can provide quality ‘first and last mile’ connections between railway and bus stations and where people want to go, but existing infrastructure often favours driving.
- There is clear evidence that early participation in active travel is key to maintain these behaviours throughout life, indicating the importance of providing accessible and safe routes to schools and academic institutions.

- Delivering new and improved active travel infrastructure within town centres such as Northampton, Daventry, Towcester and Brackley can be challenging, due to conflicting competition for space and the needs of diverse populations who visit them. However, there is now a range of successful case studies which have met and exceeded this challenge, and highly applicable to West Northamptonshire's range of townscapes.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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)[50] 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.

[50] Department for Transport, 2020, Cycle Infrastructure Design Guidance, Local Transport Note LTN 1/20

Policy 7: Network Operations and Maintenance

This policy aids the effective operation of all modes across the Council area and wider region through leading approaches to maintenance of our roads, cycles routes, public rights of way and footpaths

Context

Highways, footpaths, public realm, and rights of way networks are impacted through both natural and human influences, including the weather patterns and extreme weather events and traffic characteristics which degrade surfaces, bridges, and other structures and assets. For example, dynamic traffic light operation and sequencing can play an important role in enabling the efficient movement of all-forms of traffic when circumstances change (for example, when large numbers of vehicles drive to or from a major event), requiring proactive adjustments particularly when demand is influenced by new developments.

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, horse riding or motorcycling.

Issues and opportunities

- West Northamptonshire is home to an extensive network of strategic, major, and minor roads which all exhibit varying traffic volumes and characteristics, requiring varying management and maintenance approaches to maintain their safety and quality.
- Throughout recent years potholes and other issues have become worse as more travel by heavier vehicles of all types has increased degradation of highway surfaces at a time when less money has been available for proactive and reactive maintenance.
- The rise in the availability and accuracy of traffic data sourced from online sources brings opportunities for network management, enabling more efficient comparisons and decision making for both officers and decision makers. Due diligence is a key consideration when using these sources to determine their usefulness and accuracy.
- The rise of other technologies, such as satellite imagery, remote sensing and AI is facilitating the more efficient management of highways, parking, and kerbside space. Consequentially there lies an opportunity to re-utilise this space, such as for widening pavements, active travel infrastructure, seating, greening and trees.
- Technologies such as smart parking solutions can be used for more efficient management of car parking and allow those planning on using parking to make more effective decisions, such as the use of park & ride facilities.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 8: Road and Transport Safety

This policy takes a proactive and integrated approach to avoiding and reducing the actual and perceived impact of motor vehicles, collisions between users and personal safety on public transport, on the safety and lives of individuals and families

Context

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. Whilst driver safety has increased over time, the risks to vulnerable road users remain and in many cases have been exacerbated by an increase in car traffic and poor maintenance of the road network.

Collisions will always occur, but more can be done to reduce the impacts that happen when they do. As Local Transport Authority, West Northamptonshire Council will continue to take action to improve road safety, including through local community initiatives that prioritise vulnerable users. This will be through the membership with the Northants Safer Roads Alliance (NSRA).

Issues and opportunities

- West Northamptonshire's historic road network and town centres were never planned or designed to carry the type and levels of traffic that they do currently, increasing the challenge and complexity of introducing infrastructure to safely control traffic.
- Modal shift to other forms of transport is an effective way of improving road safety, as decreasing the number private vehicles using the highway networks can reduce the likelihood of collisions caused by congestion.
- As the number and severity of collisions decreases this will in turn improve perceptions of road safety and enable more people to participate in active travel.
- Traffic calming measures and the reducing of speed limits can be an effective way of reducing the number and severity of collisions, with evidence indicating success across urban, suburban, and rural contexts elsewhere in the UK.
- Larger and heavier vehicles (such as HGVs moving goods) disproportionately cause a greater number of traffic collisions of higher severity than other vehicle types, even though they constitute a lower proportion of vehicles overall. Given West Northamptonshire's extensive logistics sector this aspect of road safety is a particular concern.
- Children are more vulnerable in traffic collisions with roads around schools shown to be a particular concern for road safety, particularly during school drop-off and pick-up times.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 9: Climate Change Mitigation and Adaptation

This policy reiterates our goal to achieve net zero by 2045 while ensuring infrastructure and services are resilient against the increased severity and frequency of severe weather events

Context

As part of global efforts to avoid the worst impacts of human-induced climate change, including the increased severity and frequency of severe weather events, the United Kingdom has set a legal requirement to reach net zero greenhouse gas emissions by 2050. West Northamptonshire has its own target of 2045, with emissions from transport the largest proportion.

West Northamptonshire will also need to ensure our 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.

Issues and opportunities

- West Northamptonshire's transport infrastructure is at risk from increases in the severity and frequency of severe weather events, such as highway and footway surfaces requiring additional maintenance after degrading more quickly from excessive heat and wetter winters.
- Populations living, working, and visiting urban, suburban, and rural areas will require different approaches to facilitate decarbonised journeys, demonstrating the complexity of reaching net zero greenhouse gas emissions by 2045.
- A network of reliable electric vehicle charging points for all types of vehicles (for example, cars, HGVs, and electric bicycles) is still being developed across the Council area, with the need for it to be developed ahead of user demand to ensure availability in both urban and rural areas
- The uptake of zero-emission vehicles is continuing to grow with increasing improvements in the range and affordability of available models. However, technology for heavy goods vehicles is less developed which presents a change in the decarbonisation of freight.
- The application of innovative logistics infrastructure, such as consolidation centres and urban logistics vehicles (such as cargo bikes), are opportunities to facilitate the decarbonising of the freight and logistics industry.
- The Council does not have the ability to directly decarbonise rail services but can influence stakeholders who do, such as Network Rail, train operating companies, and freight operators.
- West Northamptonshire has a range of natural and built environments at risk from the impacts of climate change, including biodiverse rural areas and historic town centres, demonstrating the need to drive effective decarbonisation of transport networks.
- Sustainable Urban Drainage Systems can be effective at reducing the impacts of high rainfall and flooding events, with the opportunity to apply these in highway and public realm schemes.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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 flood 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.

Policy 10: Biodiversity and Access to Nature

This policy recognises the inherent value of our natural environment and its benefits to the wider community while seeking to increase biodiversity and individual access to nature

Context

West Northamptonshire is home to a rich, biodiverse natural environment which brings both extensive benefits to residents and attracts visitors from further afield. Across all modes, our 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.

Issues and opportunities

- Many transport projects across the Council area have contributed to a loss of biodiversity and its associated benefits, with restoring vegetation and wildlife now a core element of major projects.
- There is strong evidence that high-quality green and blue spaces are effective in maintaining and improving the public health and personal well-being of all humans, with the planning system providing mechanisms to achieve this as well as measure the impacts.
- Efforts to improve air quality and combat climate change provide additional incentives for protecting and improving the natural environment across the Council area. For example, the addition of suitable street trees can reduce the need for air conditioning and the impact of severe floods.
- There are now legal requirements for major developments to make a positive contribution to biodiversity, with improvements to nature also providing otherwise controversial projects with greater potential to deliver wider community benefits and support.
- Effective maintenance and improvements to West Northamptonshire's extensive public rights of way network provides an opportunity to provide effective access to green and blue spaces for those living within urban environments.

Component policy measures

Over the next five years West Northamptonshire Council will focus on:

- **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.

Policy 11: Air and Noise Pollution

This policy reinforces our commitments to reducing air and noise pollution, particularly in known problem areas where negative impacts on communities are the greatest

Context

Both air and noise pollution from the movement of people and goods is known to negatively impact the health of individuals and overall wellbeing of communities. Problem areas are commonly 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 numerous Air Quality Management Areas (AQMAs) locally, focussed often within historic town centres. To reduce air and noise pollution, West Northamptonshire Council can promote the modal shift of journeys, alongside the uptake of low and zero-emission vehicles, and take steps to reduce congestion by improving transport infrastructure and investing in technology to more actively manage traffic.

Issues and opportunities

- Air and noise pollution is impacting on the health and wellbeing of local communities, having resulted from decades of decisions and investments that have favoured and or locked in more polluting modes or travel for people and goods.
- The Council area's Air Quality Management Areas are commonly located within town centres, a consequence of their popularity as a destination and their historic urban design, often being designed and constructed before motorised traffic was as commonplace as it is today.
- West Northamptonshire has extensive strategic and major road and rail networks which present air quality and noise pollution concerns to local residents and the Council.
- Rising congestion on highway network often results in air and noise quality concerns at junctions. There remains a challenge to efficiently manage traffic flow at junctions whilst facilitating uptake in public transport and active travel usage.
- Zero-emission vehicles are particularly effective at reducing noise and tailpipe pollution in comparison to traditional vehicles, however they continue to contribute particulate matter pollution from tyres, brakes, and other elements.

Component policy measures

Over the next five years West Northamptonshire Council will focus on:

- **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.

7. Mobility Enabling Prosperity

This chapter is focused on the themes of levelling up left behind areas through inclusive growth and allowing businesses to flourish, and embracing innovation and technology in ways that benefit the community and businesses.

Table 7-A and Table 7-B below detail key problems or areas for improvement relating to these themes that were developed during the evidence base process and refined through engagement with internal and external stakeholders:

Table 7-A: Objective 5 Challenge Statements

Objective 5	Challenge Statements
Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.	• **5A**: Areas with high levels of deprivation often have limited transport options. • **5B**: A significant number of businesses and employers outside of town centres have either limited or no public transport or active travel connections.

Table 7-B: Objective 6 Challenge Statements

Objective 6	Challenge Statements
Maximise the benefits to communities and businesses through use of technology and innovation.	• **6A**: Gaps in high-speed broadband provision across rural areas pose barriers to accessibility and productivity. • **6B**: Public transport offer lacks system integration, bus priority measures and real-time, high quality information provision. • **6C**: Freight and servicing in towns does not make full use of recent innovations around consolidation and last-mile delivery.

Priorities for the short, medium and long term

We will deliver our objectives for connecting people better through a combination of key interventions and policies. Key interventions are shown in Table 7-C below and policies in the list below.

Table 7-C: Key interventions

Short term (By 2030)	Medium-term (By 2040)	Long-term (By 2050)
• Demand Responsive and Community Transport Assistance Programme – WNCLTPLL0192 • Local Logistic Partnerships for road and rail freight – WNCLTPLL0185 • A45 Strategic Freight Corridor Options Assessment – WNCLTPLL0116 • Improved Bus Infrastructure and Access –WNCLTPLL0051 • Mobility Hub Opportunity Assessment – WNCLTPLL0269 • Reduced Local Bus Fares – WNCLTPLL0398	• New Strategic Mobility Hub serving Brackley – WNCLTPLL0228 • New Strategic Mobility Hub serving Daventry – WNCLTPLL0230 • New Strategic Mobility Hub serving Silverstone – WNCLTPLL0232 • New Strategic Mobility Hub serving Towcester – WNCLTPLL0235 • A421 HGV lanes and signal priority – WNCLTPLL0133	

We will deliver these objectives through the following policy areas:

- Policy 12: Reducing Isolation and Improving Rural Access
- Policy 13: Supporting Business and Freight Movements
- Policy 14: Sustainable Developments and Embracing of Technology
- Policy 15: Shared and On-Demand Mobility Options
- Policy 16: Community Engagement and Collaboration

Bringing it all together

West Northamptonshire's more rural and dispersed areas bring increased challenges in providing accessible and sustainable ways of travel to and from them. In recent decades there has been either a partial or complete loss in rural bus service provision, increasing levels of rural isolation for many. There are several methods to help improve rural access, varying from increasing bus service provision and reducing fares, supporting new or improved Community Transport schemes, and delivering electric car sharing schemes. These measures will assist in delivering meaningful and effective change for the regions' more rural communities. In the short term, support for the operation and expansion of the service area for demand responsive transport to include rural areas will reduce social isolation and provide access for these communities. This combined with upgraded bus infrastructure and access to the network will improve the appeal of travelling by bus and a provide an attractive choice for rural communities.

The region is home to a vibrant and buoyant economy comprised of a great range of sectors and businesses. All businesses rely on efficient and high-quality transport and digital networks, whether facilitating the movement of people, goods, services, and transfer of data. West Northamptonshire is home to a particularly strong logistics & warehousing industry which relies on efficient access to, and operation of motorways, A-roads and railways. Consequently, there is a need to deliver change which allows the industry to remain competitive and grow sustainably, whilst mitigating impact on the local residents, and other workers. In the short term, identifying how to improve reliability and safety on the A45 strategic freight corridor will improve movement to better support business and freight traffic and minimise the impacts.

Fast, safe, and equitable interchange between different services and modes at different types and scales of mobility hubs is critical, particularly in Brackley, Towcester, Daventry, and Silverstone. These can facilitate residents, workers, and visitors to be less dependent on the use of private cars and can reduce impacts of traffic and congestion on historic town centres. At their core, mobility hubs should locate and connect bus services, taxis, cycle parking, micromobility, blue-badge car parking and electric vehicle charging facilities together. In the medium term, mobility hubs across West Northamptonshire's market towns will provide places where people can switch between modes of transport, with convenient facilities to enable sustainable journeys. This will help West Northamptonshire in the longer term to better integrate public transport services with walking, cycling and micromobility to make it easier for people to travel seamlessly to town centres, employment and leisure destinations.

West Northamptonshire, like many other regions of the United Kingdom, has a strong need to deliver new housing and commercial development along with their supporting infrastructure. There remains a need to balance the need for development with the delivery of sustainable transport which allows new residents and workers to access the facilities they need. This can be achieved through the close collaboration and alignment between West Northamptonshire's emerging Local Transport Plan and Local Plan, delivering sustainable development which is accessible to all. It is also recognised that emerging technologies will form an integral part of the regions' future transport networks, where there is a need for West Northamptonshire to respond and adapt to these in an agile and equitable way. To support equitable transport, in the short term a review of the bus fares and affordability for vulnerable groups will help to target some of the inequalities in access to this mode of public transport.

Shared and on-demand mobility options will continue to rise in both terms of usership and ridership, given their ability to meet gaps in existing transport provision, and providing a more affordable and accessible alternative to driving. Community Transport operators and other Demand Responsive Transport services provide a particular opportunity in providing an accessible and amenable service within deep rural areas, reducing levels of social isolation and seclusion for many. Through better transport connectivity, this will in turn support local socio-economic growth.

Transport infrastructure in West Northamptonshire is used by an incredibly diverse population, and consequentially there continues a need to engage and consult in a variety of ways which enables everybody to have a say. It is equally important that local communities are engaged early on in the process of project and scheme development, which is followed by appropriate levels of consultation accessible to all.

Policy 12: Reducing Isolation and Improving Rural Access

This policy seeks to ensure everyone has access to the benefits of available and affordable transportation options, reducing the negative impacts of dependency on any single mode.

Context

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.

Issues and opportunities

- Many of those living in more rural or comparatively deprived areas of the Council area have little or no access to transportation options other than driving private vehicles, or they do not have the physical capacity, knowledge, or financial means to access them.
- Consideration needs to be given to how the existing active travel network can either be upgraded or extended to improve access and reduce social isolation of rural communities.
- The rural areas of the region do suffer from very limited bus services and frequencies, which is conducive to the high car dependence for these communities.
- The wider decline in bus service provision is directly isolating those who do not have access to private transport, which negatively impact their quality of life.
- With technological developments there are opportunities to improve digital connectivity in rural communities and introduce on demand transport for rural communities, to provide services where the existing bus and rail network do not serve these areas.
- The Council area benefits from a range of Community Transport providers including the CommMiniBus scheme in rural areas, and e car sharing schemes including LiftShare and BlaBlaCar.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 13: Supporting Business and Freight Movements

This policy acknowledges the unique transport needs of businesses and supports the more efficient movement of goods as well as the region's leading role in the logistics sector.

Context

Throughout West Northamptonshire there is an extensive range of businesses operating across all sectors of the economy, benefitting from the efficient and sustainable movement of goods, services, and people. Maintaining a resilient business sector and facilitating its continued sustainable growth should be facilitated in ways that support local communities, reduce emissions and improve the natural environment.

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. There will always be a need 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.

Issues and opportunities

- West Northamptonshire is home to a substantial freight and logistics sector with significant existing and proposed strategic rail freight interchanges which support the movement of goods and will be critical in the pathway toward a zero emissions future. This can, however, create issues for HGV and other traffic access and egressing interchanges on the local highways network (e.g. congestion, pollution, deterioration of road surfaces).
- West Northamptonshire can further support its four strategic corridors: Felixstowe to Nuneaton, East West Railway, Southampton to West Midlands, West Coast Main Line (including the Northampton Loop).
- West Northamptonshire has experienced growth in van traffic for household and business deliveries, largely promoted by online retail, as well as motorcycle and moped traffic aligned with the demand for fast food or grocery deliveries in urban areas.
- Across the Council area, poor journey time reliability for the highway and rail networks results in congestion, delays and undue effects for businesses (e.g. ability to access labour markets, goods deliveries, international gateways) and the environment.
- There is an opportunity for businesses to retime and rethink how deliveries, servicing, and construction and logistics traffic activity are carried out, to reduce congestion on the network and the impact of emissions on the environment and local communities, taking advantage of consolidation centres, transfer to lower emissions modes and greener fleets, and more efficient use of vehicles.
- Across the Council area, the accessibility to employment and key amenities and services is mixed and requires attention to reduce inequality and consider the needs of a different user groups.
- Employers within West Northamptonshire could do more to actively discourage car dependency for travel to work, with consideration to workplace parking controls and policies, as well as provision of and incentivisation to travel by more sustainable modes.
- Freight is a key to the success of logistics and distribution operations in the region, which needs to be supported by a road network that connects to rail and freight interchanges however, the consequences for congestion, air quality and the environment need to be addressed.
- Within the Council area there is a lack of HGV parking provision, and the quality of provision is an issue in the region. This is especially the case on the strategic road network as the region is a key route for freight, both north/south and east west.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 14: Sustainable Developments and Embracing of Technology

This policy ensures transport planning is fully integrated with land use and development planning, and that all of these are prepared for and can benefit from the latest technologies.

Context

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. The provision of multiple travel options ahead of or as part of any new development is important for helping ensure development is sustainable and therefore meets the needs and expectations for West Northamptonshire.

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. For example, the delivery of electric vehicle charge-point infrastructure across all forms and types of vehicles from e-cycles and scooters to private vehicles and heavy goods vehicles.

Issues and opportunities

- The Council area is set to experience significant employment and housing growth which need to be connected to more sustainable transport networks and key hubs of activity.
- All new developments need to be approved on the basis that a robust and funded Travel Plan clearly sets out measures to discourage car use and maximise the potential of the surrounding sustainable transport networks.
- Within the Council area, the parking standards for residential and commercial sites are not discouraging dependency of the car for everyday journeys.
- There is significant potential for technology to optimise the performance of the road network, improve journey experience and minimise the likelihood of road user collisions.
- Emerging technologies have great potential to reshape how people move around, whilst the use of electric bicycles or scooters is limited across the Council area due to the lack of quality infrastructure that is safe and user friendly.
- The Council was awarded the Local Electric Vehicle Infrastructure Fund from the government to develop an Electric Vehicle (EV) charging infrastructure strategy and expand the region’s electric vehicle charge-point infrastructure.
- Effective development management through planning processes is vital in ensuring the impact of new developments is mitigated on wider highway networks and junctions, whereby developer contributions are targeted to deliver effective improvements.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 15: Shared and On-Demand Mobility Options

This policy sets out how shared and on-demand transport options can best be developed, supported, and monitored to complement fixed route and regular timetabled services.

Context

The way in which individuals, communities and businesses access transport continues to change. 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). West Northamptonshire Council has a key role in the safe and sustainable roll-out and improvement of these services across both rural and urban areas.

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. Multiple operators work across our Council area, providing a vital form of connectivity, particularly for some of the more vulnerable members of the West Northamptonshire community.

Issues and opportunities

- There is significant potential to expand the range of shared micromobility services across the Council area for example e-scooter, and bicycle hire, to improve the range of transport options particularly within built-up environments, promoting modal shift.
- The electric scooter operator Voi in Northampton are planning to expand to other locations within the Council area, which will provide a greener and more sustainable alternative choice to assist with short journeys.
- There is potential for shared and on demand mobility options to increase the connectivity of rural areas, in particular where the public transport network may be limited, to provide a more sustainable choice of travel than the car where appropriate.
- Most areas within the Council area are served by community transport options, including Dial-a-ride and several other community transport schemes that provide a critical transport connection where limited, or no bus services exist or other options are not commercially viable.
- Across the Council area there are numerous digital car sharing applications and schemes which provide an alternative to solo car driving.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

Policy 16: Community Engagement and Collaboration

This policy puts communities at the heart of our decision making, giving more opportunities to be involved in the development and operation of transport infrastructure and services.

Context

How, where and why investments in transport infrastructure and services are made can have profound impacts on communities. 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.

As 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.

Issues and opportunities

- The Council area has a diverse population and there is variation amongst users in terms of journey experience and barriers to sustainable travel, providing an opportunity to engage with different user groups to better understand this and shape decision making on new transport proposals.
- Investment in transportation infrastructure and services is better able to meet community needs and avoid major issues when developed with the communities and users likely to be affected.
- To maximise the potential to encourage sustainable transport choices, within the Council area there is an opportunity to better inform people on the alternatives and related benefits for themselves, the wider community and environment.
- School engagement presents an opportunity to influence behaviour change of the younger population through an increase in awareness of climate change, and where active travel to school can be encouraged.
- Communication with the local community surrounding new transport infrastructure and initiatives is key in ensuring they are used extensively by different members of the community.

Component policy measures

Over the next five years West Northamptonshire Council will:

- **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.

8. Short-term Implementation Plan

This section sets out what the Council – together with our partners – aims to deliver over the lifetime of this Local Transport Plan, and the mechanisms through which they will be delivered. Each policy, policy measure, and intervention will contribute towards achieving our vision and objectives, helping to make our local area a more successful, attractive, healthier, and greener place to live, work and visit. All interventions will involve public engagement and engagement with town and parish councils.

The following summarises roles and responsibilities for delivering transport infrastructure and services; explains the governance arrangements to ensure that delivery of the Local Transport Plan is coordinated and controlled; outlines a high-level schedule for delivery of transport investment; indicates the sources of funding available to pay for the investment programme.

This then forms the basis for the next section that explains how the success of the Local Transport Plan will be monitored and, in time, evaluated.

Roles and responsibilities

Across West Northamptonshire multiple organisations have different responsibilities for spatial planning, provision of transport infrastructure and services, and economic development, all of which shape our communities and the way we travel. These include:

West Northamptonshire Council

Created as a unitary authority in 2021, the Council is also the designated Local Transport Authority under the Transport Act 1985 and the Local Highway Authority as per the Highways Act 1980. As a Local Education Authority, the Council is also responsible for Home to School Transport, Special Education Needs, and Adult and Social Care transport. Eligibility for such travel is outlined in local policy documentation and guidelines.

Being the Local Planning Authority for West Northamptonshire, the Council is responsible for exercising planning functions across the local area. This includes developing the Local Plan for West Northamptonshire in adherence to the Planning and Compulsory Purchase Act 2004 and the National Planning Policy Framework. Local Plans provide a spatial vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design (e.g. setting parking standards in new developments). They are also a critical tool in guiding decisions about individual development proposals. The Council's bearing on transport and travel include determining planning applications, supporting development of Neighbourhood Plans and the provision of off-street parking.

Central Government and National Bodies

Central Government Departments set national policy and allocate budgets to projects and programmes, as well as devolving budgets and powers to local bodies. The main sources of transport and planning policy and funding are the Department for Transport (DfT) and the Ministry of Housing, Communities and Local Government (MHCLG).

National transport bodies also hold responsibilities for transport in the West Northamptonshire area. For example, Network Rail owns and is responsible for the majority of rail infrastructure in the UK, including railway tracks, signals, tunnels, bridges, and most stations. They also set the national rail timetable. Network Rail do not own or run passenger or freight trains or set ticket prices. This is the responsibility of train and freight operating companies. The East-West Rail Company, established by the government in 2017, is separately responsible for restoring the rail connection between Oxford and Milton Keynes and Cambridge.

Similarly, National Highways is responsible for operating, maintaining and improving the Strategic Highway Network (motorways and major A Roads in the UK), as well as undertaking consultation on formation of, and providing funding for, a Major Road Network which also comprises principal local roads.

An arms-length body of the Ministry of Housing, Communities and Local Government, Homes England brings together land, money, expertise and planning to fund new homes. It also invests in creating employment floorspace and community facilities. It is the regulator of social housing providers and works with partners to meet local priorities. Homes England consider transport connectivity in their spatial planning, for its potential to support and unlock new developments.

England's Economic Heartland

As the sub-national transport body for the wider region, EEH brings together the local transport authorities and other key stakeholders to discuss and plan for strategic transport infrastructure and services. Overseen by a Strategic leadership Board that includes a representative from West Northamptonshire Council, EEH's Investment Prioritisation Framework provides the basis for its statutory role in recommending areas of transport system investment to Central Government.

Town and Parish Councils

Town and Parish Council have a consultative role on behalf of local people and are a statutory consultee in the town planning mattes. They may also focus on activities such as managing allotments, green space, community centres, cemeteries, and other local amenities.

Transport Operators

The operation of most transport services is provided by private sector operators, such as train operating companies or bus companies. These companies operate on a commercial, for profit basis, and can be subsidised by different tiers of government.

Community transport is non-profit-making transport for individuals who do not have access to public transport, for example due to accessibility concerns. These services have Voluntary Management Committees made up of local residents and sometimes employ paid professional staff.

Short and long term decision-making

This Implementation Plan (2025 - 2030) describes what the Council, with our partners, want to achieve in the next five years as the first steps towards delivering our 2045 vision. While there is a number of transport investments already underway or in advanced stages of development, for a number of our priority schemes there is still a great deal to do. In addition to the funding of capital expenditure on known interventions (such as from the Local Transport Fund), this implementation plan identifies several studies and concepts to be developed further before they can be implemented in support of our vision for transport.

Beyond the early 2030s, it is only possible to provide a broad indication of when we might expect transport schemes to be delivered. If our vision for transport in the local area is to be delivered, long-term investment is needed to secure the expected benefits. The Options Assessment Report provides indicative capital and operating cost ranges taken from publicly available sources or the application of professional judgement. However, to establish the delivery programme beyond 2030 requires considerable further work.

West Northamptonshire will continue to take a collaborative and transparent approach to each of the policy measures and proposed interventions included in this Local Transport Plan. Each will be assessed on its merits against existing practices, and delivered based on available funding and resources. The Council will take the lead where appropriate and work closely with our partners to make the case for investment in their areas of responsibility. For example, we will work closely with both Network Rail and National Highways on the location of possible new parkway stations on the West Coast Main Line and the technical requirements needed to ensure the rail and road networks can connect them effectively into the long term.

Funding and delivery

The Council and our partners have several mechanisms through which transport projects can be funded. Many of our projects, particularly those to be delivered before 2030, already have some degree of funding identified. Details of those schemes that have a funding commitment either in full or in part from the Council are provided within the annual Budget, Capital Programme and Medium-Term Financial Plan.

This Implementation Plan will be reviewed on an annual basis, the findings of which will be used to inform the medium-term financial planning process for the subsequent financial year. As part of this process and given the large number interventions at early feasibility stages, the emerging cost requirements for individual schemes as they progress through the project development lifecycle will be considered and balanced against the need for and availability of funding. In light of this review and, where necessary, the Implementation Plan will be updated to reflect changes to the status, timing, cost and funding requirements of the portfolio of schemes needed to deliver the Local Transport Plan.

While funding sources for longer-term schemes are, by their nature, uncertain and, to some extent, unknown, it is possible to identify a range of indicative and potential funding sources that could be used to pay for delivery of the Local Transport Plan schemes. Where there are changes to the sources of funding secured – either a grant settlement such as the seven-year Local Transport Fund, or from the successful outcome of a competitive funding pot by Central Government such as the Transforming Cities Fund, these will be reflected within the annual Implementation Plan review process.

The remainder of this section sets out, in broad terms, the range of funding sources available and identifies which of these could potentially be used to pay for individual interventions identified within this Local Transport Plan.

Locally generated funding

The Council and our partners are already successfully bringing forward a number of major projects over the coming years that were identified ahead of or during the development of this Local Transport Plan. These schemes are typically funded through two main sources:

Local Authority income

Local Authorities have their own funding sources available, including from Council Tax receipts and parking revenues. Schemes can be brought forward by the Council using these funds, working with and consented by the relevant partners, and in engagement with local communities. Typically for smaller schemes, these could be for walking and cycling links within and between communities or to connect to other infrastructure, to subsidise and maintain local services and infrastructure, or for access works for new development.

Developer Contributions

Typically through Section 106 agreements but also via the Community Infrastructure Levy, developer contributions refer to funding secured locally from new development to fund local improvements and help mitigate any negative impacts from development. These contributions can and will be used to fund the sorts of interventions listed above, as well as contributing to major infrastructure.

Central government funding

Beyond those sources of funding currently being used or planned/considered to deliver transport improvements in West Northamptonshire, there are a range of other funding opportunities that can be used to support delivery of the policies and proposed interventions this Local Transport Plan. These include:

Rail industry funding

Dedicated funding is available for investment in the rail network, with the Government allocating £44 billion of funding for Control Period 7 (2024 to 2029). Schemes to be funded through this allocation are determined in partnership between the Department for Transport and the rail industry, in line with the Department for Transport's High Level Output Specification (HLOS) and future updates to the currently delayed Rail Network Enhancements Pipeline (RNEP). This is designed to support renewals and upgrades to the railway, with funding allocations also available for specific categories of project (such as the updated RNEP when it is released).

Road Investment Strategy

Road Investment Strategy (RIS) 3 funding is allocated by the Department for Transport for investment in the Strategic Road Network (SRN), managed by National Highways England, between 2025 and 2030. It is intended to help deliver a safer, greener, more reliable and integrated highway network that supports the economy and takes advantage of new vehicle and infrastructure technologies. Due to a range of project delays and cost overruns in RIS 2 programme, less funding is available for new schemes in RIS 3.

Local Transport Fund

Announced as part of Network North in February 2024, the Council will receive £162 million of Government funding which will be allocated from 2025/26 over a seven-year period. To access the funds proposals have to be submitted to Government on an annual basis, informed by this Local Transport Plan and ongoing transport-related activities such as road maintenance.

Bus Service Improvement Plan Funding

The council received allocations of BSIP phase 2 grant of £687k in both 2023/24 and 2024/25. We were then allocated a further £2.4m of BSIP phase 3 funding in 2024/25. In recent years we have also continued to receive Bus Subsidy Revenue Grant funding (approx. £109k annually) and have also received Bus Capacity and Capability Grant funding to support our Enhanced Partnership activity.

Active Travel England Funding

The council has received Active Travel Capability Funding in each of the last four years (21/22 - £155k, 22/23-£152k, 23/24-£76k, 24/25-£229k). We have also secured Active Travel Fund Capital allocations in 2020 of £1.3m (Abington Area Active Travel scheme) and of £643k in 2023 (Connecting the Active Quarter - Delapre Abbey Active Travel scheme).

Major Road Network investment funding

The Major Road Network (MRN) pot is a funding programme, allocated by Department for Transport, for investment in the Major Road Network, the network of roads of strategic regional and national importance but which are managed locally by highway authorities. Designed to support the objectives within the Government's Transport Investment Strategy, it provides funding for new bypasses, 'missing links' and widening, with a typical Government funding contribution of between £20m and £50m. In general, local or third-party contributions should be at least 15% of total scheme costs, however a recent announcement confirmed that for existing MRN schemes, all local contributions (not third-party however) will be met by Government. The announcement also confirmed that a second round of MRN funding is likely.

A key MRN scheme for West Northamptonshire is A43 Phase 3 Dualling Northampton to Holcot/Sywell junction (WNCLTPLL0044) which, subject to Department for Transport approval of its business case, is expected to deliver reduced congestion and improved travel times for private vehicles and buses on a particularly constrained part of the road network.

Block Grants

The Department for Transport also provides local authorities such as West Northamptonshire with a number of block grants to assist with specific types of capital and maintenance works. This has included the Integrated Transport Block (ITB) for transport capital improvement schemes worth less than £5 million, the Potholes Fund, and the Highways Maintenance Block (HMB).

Actions and interventions summary

Table 8-A below provides a summary of the interventions highlighted in the policies of this Local Transport Plan and the level of alignment each has to the six objectives based on a seven-point scale.

- 3 / +++ Significant net positive/beneficial
- 2 / ++ Moderate net positive/beneficial
- 1 / + Slight net positive/beneficial
- 0 / +/- Neutral / No net change
- -1 / - Slight net negative/adverse
- -2 / -- Moderate net negative/adverse
- -3 / --Significant net negative/adverse

These were used to determine which of the thematic areas each intervention was included within in the previous section. Depending on the intervention, there is not an expectation that it would score well across all objectives but should across at least one or more.

Options Assessment Report

Further information on each proposed intervention is provided in the **Options Assessment Report (OAR) included as Appendix C**. The OAR details the process undertaken to assess the hundreds of possible interventions that were identified in the development of this Local Transport Plan through to the 135 recommended following a detailed multi-criteria assessment framework (MCAF) process.

The OAR includes **23 objective "hygiene factors"** that had information included where it was available at the time of assessment. Aligned with Department for Transport guidance, a further 26 criteria were then used to determine the:

- Strategic fit score;
- Impact on sustainable economy score;
- Impact on environment score; and
- Impact on society score.

It is across these scores that a decision was made to either defer or proceed with recommending an intervention. Of those included in the MCAF process, only three were deferred which means they were not taken forward in this particular Local Transport Plan as currently proposed. If or when such interventions are further developed and better align with the 2045 vision and objectives, they may be taken forward by the Council in subsequent updates to this plan or other appropriate workstreams.

The three potential interventions that were deferred for later study in this instance were:

- WNCLTPLL0065 - A43 Dualling between Holcot/Sywell junction and Kettering (beyond Phase 3) was 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.
- WNCLTPLL0258 - Northampton Northern Orbital was deferred for later study as 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.
- WNCLTPLL0308 – A45 Wootton Interchange was deferred as the need and nature of an intervention at this location needs reviewing as part of a wider review of the Northampton Growth Management Strategy (NGMS). This would be informed by updated traffic modelling evidence.

Table 8-A: Intervention Alignment to Objectives

LTP ID	Name	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
WNCLTPLL0414	**A361 Byfield Village Traffic Calming**	+++	+++	+++	+++	++	+/-
WNCLTPLL0133	**A421 HGV Lanes and signal priority**	+/-	++	++	-	+/-	+/-
WNCLTPLL0215	**A422 Farthinghoe traffic mitigation scheme**	+	+++	+++	+/-	++	+/-
WNCLTPLL0044	**A43 Phase 3 Dualling Northampton to Holcot/Sywell junction**	+++	++	+++	++	+++	+/-
WNCLTPLL0106	**A43 Signal and safety improvements**	+/-	++	+++	+/-	+/-	++
WNCLTPLL0063	**A43/A5 Towcester Roundabout Improvements**	+	++	++	+	+/-	-
WNCLTPLL0309	**A45 Junction upgrades at Brackmills and Great Billing Interchanges**	+/-	+	++	+/-	+	+/-
WNCLTPLL0313	**A45 Queen Eleanor Interchange**	+/-	+	++	+/-	+	+/-
WNCLTPLL0116	**A45 Strategic Freight Corridor Options Assessment**	+/-	+	+++	+++	++	+
WNCLTPLL0043	**A5 Towcester Relief Road Upgrade and A5 Watling Street Traffic Calming**	+	+++	+++	++	+/-	+/-
WNCLTPLL0344	**A5/B5385 Junction Improvement**	+	+	+++	+/-	+/-	++
WNCLTPLL0265	**Abington Area Active Travel scheme**	+++	++	+++	++	++	+/-
WNCLTPLL0388	**Abington Square study to assess improvements to public realm and transport provision**	+++	+++	+++	+++	++	+/-
WNCLTPLL0222	**Additional Northampton Loop services from Post-HS2 Timetable**	+++	+++	++	+++	+++	+++

LTP ID	Name	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
WNCLTPLL0396	**Bicycle Libraries Support Programme**	+	+++	++	++	++	++
WNCLTPLL0135	**Brackley to Banbury Active travel link**	+++	+++	+++	+++	++	+/-
WNCLTPLL0268	**Bus Priority Corridor Programme**	+++	++	+	+++	+++	+
WNCLTPLL0384	**Bus service improvements between Northampton, Wellingborough, Kettering and Corby**	+++	++	-	+++	+++	+
WNCLTPLL0413	**Car Club Assistance Programme**	++	+++	+	+++	+++	+++
WNCLTPLL0192	**Demand Responsive and Community Transport Assistance Programme**	++	+++	+	+++	+++	+++
WNCLTPLL0282	**Electric bus fleet and infrastructure expansion**	+++	+++	++	+++	+++	+++
WNCLTPLL0278	**Electric Vehicle Assistance Programme and Charging in Car Parks**	++	+++	+	+++	+/-	+++
WNCLTPLL0188	**Enhanced Bus Service between Daventry and West Coast Main Line**	+++	+++	++	+++	+++	+
WNCLTPLL0189	**Enhanced Bus Service for Silverstone, Towcester and rural West Northamptonshire and Buckinghamshire**	+++	+++	++	+++	+++	++
WNCLTPLL0198	**Extend East West Rail Services between Oxford and Milton Keynes to Northampton via upgraded West Coast Main Line**	+++	+++	+	+++	+++	++
WNCLTPLL0076	**Extension of bus operating hours**	+++	+++	++	+++	+++	++
WNCLTPLL0397	**Guided Walk and Cycle Tour Support Programme**	+	+++	++	++	++	++
WNCLTPLL0196	**Hydrogen Vehicle Assistance Programme**	++	+++	+	+++	+/-	+++

LTP ID	Name	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
WNCLTPLL0051	**Improved Bus Infrastructure and Access**	+++	+++	+++	+++	+++	+++
WNCLTPLL0096	**Integrated Bus and Rail Ticketing and Timetables**	+++	+++	+	+++	+++	+++
WNCLTPLL0124	**Inter-Urban Active Travel Network (complements LCWIP Interventions in named urban areas)**	+++	+++	+++	+++	+++	+/-
WNCLTPLL0075	**Intra-urban bus service frequency improvements**	+++	+++	+	+++	+++	++
WNCLTPLL0272	**LCWIP Interventions in Northampton**	+++	+++	+++	+++	++	+/-
WNCLTPLL0208	**LCWIP Interventions in Brackley**	+++	+++	+++	+++	++	+/-
WNCLTP0415	**LCWIP Interventions in Daventry**	+++	+++	+++	+++	++	+/-
WNCLTPLL0212	**LCWIP Interventions in Towcester**	+++	+++	+++	+++	++	+/-
WNCLTPLL0185	**Local Logistic Partnerships for road and rail freight**	+	+++	+++	++	+	+++
WNCLTPLL0213	**Long Buckby Railway Station Access Improvements and Platform Lengthening**	+++	+++	++	+++	+++	++
WNCLTPLL0269	**Mobility Hub Opportunity Assessment**	+++	+++	+++	+++	+++	+++
WNCLTPLL0088	**New Active Travel Route between Wellingborough and Northampton**	+++	++	+++	+++	+	+
WNCLTPLL0217	**New Active Travel Route between Aylesbury to Northampton via Buckingham**	+++	++	+++	+++	+	+
WNCLTPLL0221	**New National Cycle Route Alongside HS2**	+++	++	+++	+++	+	+

LTP ID	Name	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
WNCLTPLL0197	**New rail service connecting communities between Northampton, Aylesbury, Princess Risborough, High Wycombe, and Old Oak Common**	+++	+++	+	+++	+++	++
WNCLTPLL0225	**New Railway Station serving South Northampton**	+++	+++	+++	+++	+++	++
WNCLTPLL0226	**New Railway Station serving Weedon Bec and Daventry**	+++	+++	++	+++	+++	++
WNCLTPLL0055	**New Rugby Parkway Railway Station**	+++	+++	+++	+++	+++	++
WNCLTPLL0267	**New Strategic Mobility Hub and Coach Interchange at M1 J15**	+++	++	+++	+++	+++	+
WNCLTPLL0385	**New Strategic Mobility Hub at Northampton East Park and Ride**	+++	+++	+++	+++	+++	++
WNCLTPLL0228	**New Strategic Mobility Hub serving Brackley**	+++	+++	+++	+++	+++	++
WNCLTPLL0230	**New Strategic Mobility Hub serving Daventry**	+++	+++	+++	+++	+++	++
WNCLTPLL0232	**New Strategic Mobility Hub serving Silverstone**	+++	+++	+++	+++	+++	++
WNCLTPLL0235	**New Strategic Mobility Hub serving Towcester**	+++	+++	+++	+++	+++	++
WNCLTPLL0283	**Northampton Bus and Coach Station Upgrade**	+++	+++	++	+++	+++	++
WNCLTPLL0237	**Northampton Loop Speed and Capacity Improvements**	+++	+++	++	+++	+++	+++
WNCLTPLL0238	**Northampton Strategic Bus, Coach, and Rail Integration**	+++	+++	++	+++	+++	++
WNCLTPLL0387	**Northampton Future Mass Transit Options Assessment**	++	+	+/-	++	+	+
WNCLTPLL0068	**Northamptonshire Mass Rapid Transport Scheme**	+++	+++	+	+++	+++	+

LTP ID	Name	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
WNCLTPLL0271	**Northampton-Brackmills (and Bedford) Rail Corridor Options Assessment**	+++	+++	+++	+++	+++	++
WNCLTPLL0303	**Plough Junction Improvement**	-	++	+++	+/-	++	+/-
WNCLTPLL0239	**Rail Capacity Enhancement between Bletchley and Milton Keynes**	+++	+++	+	+++	+++	++
WNCLTPLL0398	**Reduced Local Bus Fares**	+++	+++	+	++	+++	+/-
WNCLTPLL0374	**St Giles Street Public Realm**	+++	+++	+	+++	+	+
WNCLTPLL0031	**Town and Village Traffic Calming Programme**	++	+++	+++	+++	+	+/-
WNCLTPLL0254	**Weedon Fast Line Freight Loops on West Coast Main Line**	+++	+++	+	+++	++	++

Monitoring and Evaluation Plan

Overview

Monitoring the effectiveness of this Local Transport Plan is essential to understand where and why policies and interventions have been successful or otherwise, to ensure that lessons learned are fed back into future scheme and policy development and delivery, and to act as an early-warning system where outputs, outcomes and impacts are not as anticipated. A robust framework of measures is therefore required to check progress towards delivering the Local Transport Plan and realising its 2045 vision.

As this Implementation Plan becomes a reality, we will need to assess whether the schemes and policies identified are ultimately helping to deliver on our vision and objectives. In order to do this, we will measure performance through a series of output, outcome and input-based indicators. These represent progress towards achieving the objectives, goals, and vision for the Local Transport Plan. The four different types of indicators flow from each other and are aligned to objectives. These are:

- Inputs – the frameworks, resources, equipment, skills, activities, and ideas being invested to deliver the intervention or policy initiative (e.g. money, staff time, community engagement)
- Outputs – the direct output of delivering the interventions or policy initiative (e.g. kilometres of new cycleway)
- Outcomes – what the interventions and policies will help to deliver (e.g. faster and more reliable journeys by bus)
- Impacts – Long term effects, often not measurable, can be anecdotal or inferred (e.g. reduced number of collisions, improved air quality, reduced CO_2e, more jobs, new homes)

The indicators detailed in the remainder of this section have been chosen because they align closely with the vision and objectives, and with industry good practice. By collecting, reviewing and reporting on these indicators on an at least an annual basis, we can monitor the success of the Local Transport Plan and understand if and where modifications may be needed. The intention is to have made material progress toward each of the preferred outcomes by 2030 in the first instance.

In addition to regular monitoring, the database of indicators will be used to inform a programme-level evaluation that will be carried out four years post-adoption, and which will be used to inform the next iteration of the Local Transport Plan. Moreover, monitoring metrics will be made available to delivery partners to examine, where suitable, the performance of individual schemes and policies.

As far as possible, monitoring indicators have been identified and sourced from administrative datasets which offer detail specific to the Council area or its constituent geographies. By making use of existing datasets, the cost of collecting and collating monitoring data is minimised and can be absorbed within the ongoing operating costs of the Council.

Monitoring inputs, outputs, outcomes and impacts

Monitoring and evaluation will need to occur at two different 'levels':

- for the planning and delivery individual schemes and key policy initiatives (inputs and outputs); and
- against the objectives and delivery of the Local Transport Plan as a whole (outcomes and impacts).

To determine progress toward our preferred outcomes, specific outputs need to be determined with measures noted to determine to what extent progress has been made against each objective.

In some instances, this may be as simple as 'complete' or 'incomplete' at the level of an intervention or key policy initiative; while overall monitoring against objectives of the Local Transport Plan will require ongoing monitoring of relevant datasets using common standards. For example, air quality must continue to be monitored using international scientific standards such as PM_{10} which is a measure of air particles (known as 'particular matter') with a diameter of 10 microns or less (0.01 milometers) that can get into and possibly damage a person's lungs. This could then be complemented by measuring the number of Air Quality Management Areas in the Council area over time.

Table 8-B, Table 8-C and Table 8-D overleaf show the key preferred outcomes and impacts (along with a small number of inputs and outputs) to support monitoring and evaluation of the overall success and delivery of the Local Transport Plan against its key objectives .

Table 8-B: Monitoring Framework for LTP Objectives - Economic Indicators

Objective(s)	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
Improving the accessibility of the public transport, walking and cycling networks (Objective 1) Create thriving communities through local investment in a more resilient transport network (Objective 2) Better connections to key opportunities (Objective 5)	Number of new homes started within 400m of a public transport node	Higher development density in vicinity of transport nodes	West Northamptonshire Council				✓	C
	Number of new homes started within 800m of a public transport node	Higher development density in vicinity of transport nodes	West Northamptonshire Council				✓	C
	Number of new homes started within 1500m of a rail station of high frequency bus route stop	Higher development density in vicinity of transport nodes	West Northamptonshire Council				✓	C
	Traffic flows at key cordon points	Percentage growth rate in traffic flows is below population growth rate	Department for Transport			✓		C
	Percentage of population within 30 minutes of a major employment site by public transport and/or walking	Increase in percentage	Department for Transport				✓	C
	Percentage of population within 30 minutes of a major employment site by cycle	Increase in percentage	Department for Transport				✓	C

Objective(s)	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
	Percentage of population within 30 minutes of a major employment site by car	Increase in percentage	Department for Transport				✓	C
	Average minimum journey times by walking or public transport to nearest selected rail station (AM peak)	Decrease in average minimum journey times	Department for Transport				✓	I
	Total passenger journeys on local bus services during AM/PM peak hour	Percentage growth rate in bus passenger journeys is above population growth rate	Department for Transport				✓	C
	Average excess waiting time for frequent bus services	Decrease in excess waiting time	West Northamptonshire Council / Bus Operators / Department for Transport				✓	C
	Rail counts at all rail stations	Percentage growth rate in rail counts is above population growth rate	Office of Rail and Road				✓	C
	Average minimum journey times by public transport to the nearest of selected airports (AM Peak)	Decrease in average minimum journey times	Department for Transport				✓	I

Objective(s)	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
	Percentage of local "A" roads requiring structural maintenance	Decrease in percentage	Department for Transport				✓	C
Create thriving communities through local investment in a more resilient transport network (Objective 2)	Percentage of local "B" & "C" roads requiring structural maintenance	Decrease in percentage	Department for Transport				✓	C
	Percentage of bus services running on time	Increase in percentage	Department for Transport				✓	C
	Percentage of trains running on time	Increase in percentage	Department for Transport				✓	C

Table 8-C: Monitoring Framework for LTP Objectives - Social Indicators

Objective	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
Improving road safety (Objective 3)	Total number of people killed or seriously injured in road traffic accidents per annum	Decrease in total number	Department for Transport				✓	I
	Total number of slight injuries in traffic accidents	Decrease in total number	Department for Transport				✓	I
	Perception of safety at bus stops	Increase in percentage of 'very satisfied' responses to personal safety	West Northamptonshire Council / Bus Operator			✓		C
	Perception of safety on the bus	Increase in percentage of 'very satisfied' responses to personal safety	West Northamptonshire Council / Bus Operator			✓		C
	Perception of safety at railway stations	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C
	Perception of safety on board trains	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C

Objective	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
Create thriving communities through local investment in a more resilient transport network (Objective 2) Reducing inequalities through better transport connection (Objective 5)	Percentage of income that residents in the most deprived decile in West Northamptonshire would have to spend to match the average household expenditure on transport, excluding purchase of vehicles	Decrease in percentage	Office for National Statistics				✓	I
	Perception of bus services as very good value for money	Increase in percentage of 'very satisfied' responses to value for money	Transport Focus			✓		C
	Rail station accessibility	Increase the number of step-free stations and improve the experience of users with a disability	Department for Transport / Network Rail				✓	C
	Percentage of population within 30 minutes of the eight 'key services' as defined by the Department for Transport by public transport and/or walking	Increase in percentage	Department for Transport				✓	C

Objective	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
Facilitates public health outcomes (Objective 3)	Percentage of the population who make journeys by walking at least three times per week for any purpose	Increase in percentage	Department for Transport				✓	C
	Percentage of the population who cycle at least three times per week for any purpose	Increase in percentage	Department for Transport				✓	C
	Percentage of adults that walk or cycle for travel at least once a week for any purpose	Increase in percentage	Department for Transport				✓	C
Reducing pollution (Objective 3) Use of technology and innovation (Objective 6)	Number of Air Quality Management Areas (AQMAs)	Reduction in total number	West Northamptonshire Council				✓	C
	Fraction of mortality attributable to particulate air pollution	Decrease in fraction of mortality	Public Health England				✓	I
	Number of EV charging points	Increase in total number	West Northamptonshire Council/ Department for Transport			✓		P
	NO_2 concentration that aligns with the Council's air quality action plan (AQAP)	No exceedances of annual mean objective	West Northamptonshire Council				✓	C
	PM_{10} concentration that aligns with the Council's air quality action plan (AQAP)	No exceedances of annual mean objective	West Northamptonshire Council				✓	C

Table 8-D: Monitoring Framework for LTP Objectives - Environmental Indicators

Objective	Indicator	'Direction of Travel'	Data Owner	Frequency of Collection				Type of Indicator
				Daily	Monthly	Quarterly	Annually	*Input (N) Output (P) Outcome (C) Impact (I)*
Enhance local environments (Objective 4)	Delivery of all schemes to demonstrate bio-diversity net gain (100%)	All schemes adherent	Natural England		✓			I
	Delivery of all schemes to demonstrate no impact on historic environment (100%)	All schemes adherent	Historic England		✓			C
Invest in low carbon and electric modes (Objective 4)	Level of estimated total volume of Carbon Dioxide emissions from transport (kt CO_2e)	Reduction in kt CO_2e	Office for National Statistics				✓	C
	Number of miles of cycleway	Increase in number of miles of cycleway	West Northamptonshire Council				✓	P
Use of technology and innovation (Objective 6)	Number of new registrations for ultra-low emissions vehicles per year	Increase in ration of new registrations for ultra-low emissions vehicles to new registrations for diesel/petrol vehicles	To be confirmed			✓		P

Data collection

For each individual scheme a Monitoring and Evaluation Plan will need to be developed as part of the management case, in which the inputs, outputs, outcomes and expected impacts of each scheme will be summarised. As part of this requirement a plan for collecting monitoring metrics and undertaking process and project evaluation is also needed.

This Implementation Plan describes the monitoring and evaluation arrangements required at a programme-level to identify the outcomes and impacts secured by the Local Transport Plan. It should not, therefore, be relied upon for monitoring and evaluation of the individual schemes which constitute the Implementation Plan.

Most of the indicators described in **Error! Reference source not found.** 8-B, Table 8-C and **Error! Reference source not found.**8-D are already monitored at a national level, for example by the Office for National Statistics or the Department for Transport. These indicators will, therefore, continue to be monitored throughout the life of the Local Transport Plan. Other indicators are collected by local authorities, local planning authorities and other independent groups such as Transport Focus. The Council will ensure that these indicators continue to be collected on a sufficiently regular basis for the duration of the Implementation Plan, or until the Local Transport Plan is refreshed.

Reporting

The first monitoring report, beyond annual updates, will be produced in 2026-2027 – two years into the implementation of the plan. This report will set out the progress of the plan as measured by the indicators identified above to provide a snapshot of progress to date. Subsequent monitoring reports will be published on a biennial basis.

An initial evaluation will be undertaken in 2029-2030 four years into the implementation of the plan. This evaluation will formally assess progress against the Implementation Plan (both this version and any subsequent revisions) to inform decision regarding whether or not a refresh of the Local Transport Plan is required. The findings from this report will feed into the design of the subsequent Local Transport Plan.

9. Next Steps

This draft Local Transport Plan is provided for public consultation during which we are seeking feedback on each of the aspects contained above. The draft Local Transport Plan is accompanied by an Integrated Impact Assessment which includes a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA), Equalities Impact Assessment (EqIA), and Health Impact Assessment (HIA) These have been developed in conjunction with the Local Transport Plan and assisted in its development.

Following the consultation, we will review the feedback received and make any changes or adjustments. The Local Transport Plan will then be placed before Cabinet and Full Council in early 2025 for consideration and formal adoption.

Once adopted, the Local Transport Plan will form the basis of our transport related decision making over the coming years.

There are three core areas where the Local Transport Plan will support the work of the Council:

Support for ongoing activities

A range of the policy measures and interventions contained within this Local Transport Plan are already being undertaken by the Council and or our partners. These would be reviewed and updated based on the latest commitments with improvements made to our approach where it is deemed necessary.

For example, road maintenance is an ongoing Council responsibility, and this Local Transport Plan makes a range of commitments in this area. The teams and contractors responsible for monitoring and repairing issues such as potholes will therefore consider how each of the measures can best be implemented. In doing so they will take on responsibility for this aspect of achieving the overall vision and objectives.

New activities or initiatives

This Local Transport Plan also commits the Council to a range of new activities relating to the planning and operation of transport networks and services in the area. Where these can be undertaken within existing budgets, specific teams will be asked to take the lead on their delivery. For example, development of the Movement and Place Framework (policy measure P01B) is a straightforward activity likely to be undertaken by a combination of our planning and transport teams.

For more complex or expansive activities, such as further developing the business case for specific rail or road interventions, specific funding may need to be sought. As detailed in the Short Term Implementation plan above, this may be obtained through the Council budget process, the allocation of funds already attributed to the Council, or through a specific new funding application.

Our work with regional partners

Having a strong collaborative working relationship with infrastructure operators and other government is essential, not least with our neighbouring authorities including through our sub-national transport body England's Economic Heartland (EEH). EEH now has a central Investment Prioritisation Framework that supports their role in recommending where investment in strategic transport interventions should be targeted. As such, a key action for the Council is ensuring this Framework is updated to reflect this Local Transport Plan and any subsequent updates to projects and proposals in the area.

Updating the Local Transport Plan

There will be a need to periodically update this Local Transport Plan over time as short term policy measures and interventions are delivered and we further understand the transport needs of the Council area.

While new Government guidance may be provided to assist with specific timeframes, it is accepted that the time between the 2012 and this 2024 Local Transport Plans was not ideal. As such, as this Local Transport Plan is implemented we will look to set out a timeline for the next update by 2030 or sooner as required.

Appendix A – Glossary

Term	Description
Active travel	Physically active modes such as cycling, walking, wheeling or horse riding. It also includes walking or cycling as part of a longer journey.
AQMA	Air Quality Management Area, an area where it is unlikely that the national air quality objectives, as set by DEFRA, will be achieved.
Blue infrastructure	This relates to water, including ponds, lakes, streams, rivers, and canals. It is widely recognised that this can bring benefits to local areas as the location for leisure and physical/recreational activity, as well as important habitats for biodiversity and nature recovery, and to mitigate the impacts of climate change and to improve air quality.
Car dependency	Reliance on cars to get around, whether through habit, because street environments have been planned around car use, or because walking, cycling and public transport alternatives are not available or appealing.
Carbon footprint	The total greenhouse gas emissions caused directly and indirectly by an individual, organisation, event or product, expressed as a carbon dioxide equivalent.
CO_2e	'Carbon dioxide equivalent' is a measure of how much greenhouse gases contributes to global warming, relative to carbon dioxide. This is calculated by multiplying the mass of a gas by the gas's Global Warming Potential (GWP).
DRT	Demand Responsive Transport, a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable.
Electric vehicle	A vehicle that uses an electric motor for propulsion, comprising ones that run solely on batteries, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.
E-scooter	Electric scooters are powered by an electric motor and battery and are classified under the Department for Transport's guidance as "powered transporters".
EqIA	Equality Impact Assessment, a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.
Greenhouse gas	A gas which absorbs solar radiation contributing to the greenhouse effect which leads to global warming and climate change. Key direct greenhouse gases include Carbon dioxide (CO_2), Methane (CH_4), Nitrous oxide (NO_2), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulphur hexafluoride (SF_6), Nitrogen trifluoride (NF_3). These are often calculated in their equivalent to carbon dioxide – see CO_2e.

Term	Description
Green infrastructure	Green spaces in both urban and rural area including parks and parklets, fields and forests. Access to these spaces can help support quality of life through leisure and physical/recreational activities, as well as improving air quality and wider environmental benefits for tackling climate change and habitats for biodiversity and nature recovery.
HGV	Heavy Goods Vehicle, a large heavy vehicle generally used for transporting freight.
HIA	Health Impact Assessment, a series of procedures by which the impact of an intervention or policy may have on the health of a population is measured.
HRA	Habitats Regulation Assessment, which assesses whether plans will have the potential to cause an impact on protected areas.
LCWIP	Local Cycling and Walking Infrastructure Plan, a long-term approach to developing local cycling and walking networks over a ten-year period.
Light rail	A form of urban rail transport which operates at a higher capacity to a tramway, often on an exclusive right of way, and serving parts of a large metropolitan area.
Local Authority	A local government organisation. In England there may be either one or two tiers of local government. A two-tier structure includes a County Council as the upper tier and a District Council as the lower tier. A single tier local unity authority has responsibly for all council services, from school and social care to land use planning and highways. West Northamptonshire is a single tier authority.
Local Plan	A statutory planning document which sets out the vision and framework for future development within a Local Planning Authority area. It addresses housing, economy, community and infrastructure and is used as a tool to guide decisions about development proposals.
LTP	Local Transport Plan, a statutory document which sets out the objectives and programme for improving the transport network.
MaaS	Mobility as a Service, a shift away from privately owned vehicles towards a model where different transport modes are consumed as an on-demand service through a single (online) platform. For example, the concept of paying for a weekly travel pass that includes bike hire, car hire, bus and train travel.
Mass transit	A form of public transport to satisfy higher potential trip demand, featuring limited stops, high capacity and attractive, reliable journey times. It is usually rail based, such as trams or light rail above ground, or underground trains.
Mobility hub	A place of transport interchange providing easy access to the whole transport network with cycle parking, taxi call points and access to car club vehicles, drop off points and at larger locations park and ride facilities.

Term	Description
Mode shift / modal shift	A percentage change in the use of different transport modes. When one transport mode becomes more advantageous than another over the same route or market, a mode shift is likely to take place.
Movement and place framework	This framework is a guide to inform the planning and design of spaces, streets and corridors in different types of transport environments, based on the most appropriate modes of transport for the given location, community and wider network needs. This is applied to different parts of West Northamptonshire's transport system to reflect the balance between place and movement functions for different locations.
MRN	Major Road Network, a classification of the key Local Authority roads in England.
Net - zero	A greenhouse gas target of completely negating the amount of greenhouse gases produced by human activity, to be achieved by reducing emissions and implementing methods of absorbing carbon dioxide from the atmosphere
NO_x	A generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO_2). NO_x gases are produced during the combustion of hydrocarbon fuels in diesel and petrol-powered vehicles. In areas of high motor vehicle traffic, NO_x can be a significant source of air pollution.
Park and Ride	A system for reducing urban traffic congestion, in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport.
PM	Particulate Matter: a complex mixture of small material and liquid droplets which have the potential to cause significant health issues. The UK is currently focused on measuring the fractions of PM where particles are less than 10 micrometres in diameter (PM_{10}) and less than 2.5 micrometres in diameter ($PM_{2.5}$). Emissions from combustion of oil, fuel or wood produce much of the $PM_{2.5}$ pollution found in outdoor air, as well as a significant portion of PM_{10}. PM_{10} also includes dust from construction sites, landfills and agriculture.
PRoW	A public right of way is legal path that anyone can use on foot, and sometimes other forms of transport. Public footpaths are for walkers, whereas public bridleways are open for walkers, horse riders and cyclists. Restricted byways are open for walker, horse riders and drivers/riders of non-mechanically propelled vehicles, such as horse drawn carriages. Byways Open to All Traffic (BOATS) are open to all classes of traffic including motor vehicles.
Public realm	Publicly accessible space between and within buildings, including streets, squares, forecourts, parks and open spaces.

Term	Description
Ramsar sites	A Ramsar site is a wetland site designated to be of international importance for wildlife under the Ramsar Convention, an international environmental treaty signed in 1971 under the United Nations Educational, Scientific and Cultural Organisation.
Real time travel information	Up-to-date information that allows passengers to easily plan their journeys by real time passenger information systems. This usually includes arrival times of public transport services, and can include destinations, routes and fares.
SEA	Strategic Environmental Assessment, a decision support process which ensures that environmental and sustainability aspects are considered effectively in policy, plan and program making.
Scooting	This represents the use of a scooter, often used as an alternative to walking or wheeling.
Special Areas of Conservation	These are protected areas in the UK designated under the Conservation of Habitats and Species Regulations 2017. These areas are given greater protection due to the variety of animals, plants and habitats of importance to biodiversity, and a possible threat to the habitats or species which they contain.
Special Protection Areas	These are protected areas for birds in the UK under the Conservation of Habitats and Species Regulations 2017. These areas are selected to protect one or more rare, threatened or vulnerable bird species in Annex 1 of the Birds Directive.
SRN	Strategic Road Network, motorways and the most significant trunk roads in end and, which are managed by Highways England.
SSSI	Site of Special Scientific Interest are those areas of land and water that we consider best represent our natural heritage in terms of their flora i.e. plants and fauna i.e. animals
Sustainable transport	Forms of transport which have lower environmental impact than single occupancy car use. It includes walking, wheeling, horse riding, scotting, cycling, public transport (bus, coach and rail), use of Park & Ride, and car-sharing.
Sustainable transport hierarchy	A hierarchy that prioritises active modes, public and community transport above private vehicle travel and will be considered in the development and operation of transport infrastructure and services as appropriate for each specific location.
Sustainable urban drainage systems	These provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. They mimic natural drainage systems and aim to reduce surface water flooding, improve water quality and enhance the local amenity and biodiversity value of the environment.
Transport decarbonisation	The process of reducing, and ultimately removing, greenhouse gas emissions produced as a by-product of transport infrastructure and operations.

Term	Description
Wheeling	Any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.
Travel Plan	A strategy that an organisation or development has to meet the travel needs of the site it is developed for, particularly to minimise single occupancy travel and maximise the use of sustainable modes. It involves ongoing and continuous implementation of initiatives and measures as well as constant monitoring.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided into journey stages.

Appendix B – Comparison with 2012 Local Transport Plan

This Local Transport Plan reflects a range of ongoing activities since the last Local Transport Plan for our area was developed and released by the former Northamptonshire County Council in 2012. While core elements have remained similar (such as our teams always seeking funding from new and innovative sources and opportunities), the area, our transport system, and Council have all evolved considerably over the last twelve years.

The following are the most notable changes between the 2012 Northamptonshire plan and this Local Transport Plan:

- Focusing policies and interventions on our local area and the need for greater fiscal responsibility following creation of West Northamptonshire Council;
- Far greater consideration of climate change impacts on our transport system such as increased severity and frequency of severe weather;
- Ensuring we are on a pathway to new zero greenhouse gas emissions by 2045 to help avoid even more severe climate related impacts;
- Clearer consideration of cost of living pressures and how transport choices can contribute in positive and negative ways;
- Treatment of our transport networks (road, rail, active travel, etc) as a single transport system rather than isolated modes;
- Improved understanding of how access to affordable transport impacts and interacts with individual wellbeing and public health;
- Factoring in major infrastructure decisions by Government and their impacts on our transport system (for example, the cancelling of HS2 and reallocation of funds to local projects through Network North); and
- Alignment with the most recent Government policies such as the Transport Decarbonisation Plan, Bus Back Better, and the Plan for Drivers.

The table below provides a summary of how the policies from the 2012 and how they relate to content and policies of this Local Transport Plan:

#	2012 Policy	Alignment with 2024 Local Transport Plan
01	We will create policies and plans that are more flexible to ensure that the objectives and priorities remain resilient and adaptable to changing circumstances such as innovations in technology.	This has not been retained as a specific policy as it related to the overall Local Transport Plan with flexibility, resilience and adaptability included across the revised document. Where particularly relevant to specific areas, such a climate resilience to increased sever weather events, this has been noted in the relevant policy and or policy measure.
02	We will support the introduction of effective and attractive sustainable transport options that will encourage lasting modal shift in Northamptonshire. We have set two targets for modal shift, based on 2001 Census journey to work data, to achieve by 2031: • A reduction of 5% in single occupancy car journeys to work from the existing built up areas of the towns • A reduction of 20% in single occupancy car journeys to work from new developments.	This has not been retained as a specific policy as it is now considered across the Local Transport Plan and as written is hard to measure beyond travel plans. Instead, mode-specific outputs and Key Performance Indicators have been included across relevant policy measures in the Monitoring and Evaluation Plan. (for example, on levels of local bus patronage as measured by operators ticket sales and counts).
03	We will ensure that all new developments are well connected by public transport and walking, cycling and motor vehicles routes, to the existing transport network or one that can be reasonable expected to be created – this will allow ease of movement between the development and existing built up areas and provide access to employment and key services	Consolidated into Policy 2: Connected and Accessible networks and Policy 14: Sustainable Developments and Embracing of Technology
04	Where it is appropriate and cost-effective to do so we will seek funding to reduce congestion and improve access and connectivity through targeted investment in the road network	Consolidated into Policy 2: Connected and Accessible networks
05	We will prioritise our budgets to reflect the importance of maintaining the highway network and its associated infrastructure in a way that offers best value for money both in the short term and the long term	Consolidated into Policy 7: Operations and maintenance
06	We will work with the local planning authorities to influence their Local Development Frameworks in order to minimise the adverse impacts of development on the transport network and to provide opportunities for creating more sustainable travel options through new development.	Consolidated into Policy 14: Sustainable Developments and Embracing of Technology

07	We will work with partners from the public and private sectors to identify and deliver the transport infrastructure requirements of the Local Development Frameworks, as identified in the supporting Infrastructure Delivery Plans and associated infrastructure schedules.	Consolidated into Policy 13: Supporting Business and Freight Movements
08	We will ensure that operational plans for new developments do not widen inequalities in health.	Consolidated into Policy 14: Sustainable Developments and Embracing of Technology
09	We support the deployment of super-fast broadband and other ICT which reduces the need to transport people and goods	Consolidated into Policy 1: Sustainable Transportation Hierarchy
10	We will listen to the views of the local people through consultation and work more closely with communities to deliver local priorities and inform strategic decisions.	Consolidated into Policy 16: Community Engagement and Collaboration
11	After consulting with the community we will prioritise spending within our budgets to deliver the improvements to the local transport network that offer best value for money	Consolidated into Policy 16: Community Engagement and Collaboration
12	We will work with communities to identify initiatives as part of an integrated approach to road safety that will aim to reduce casualties and take opportunities to support healthier lifestyles through active travel, promoting modal shift, the Safer Routes to School Programme and walking and cycling schemes	Consolidated into Policy 8: Traffic Violence and Road Safety and Policy 16: Community Engagement and Collaboration
13	We will aim to deliver fit for purpose improvements to the transport network and manage public expectations regarding what can be delivered with the resources that we have available.	Consolidated into Policy 16: Community Engagement and Collaboration
14	We will work with partners to improve the walking, cycling and public transport infrastructure to make options available for people to travel in Northamptonshire	Consolidated into Policy 2: Connected and Accessible networks
15	We will seek to improve accessibility to employment and services such as healthcare, leisure and education for all people of Northamptonshire, including those who, for whatever reason, have access to a limited range of transport modes.	Consolidated into Policy 12: Reducing isolation and improving rural access and Policy 13: Supporting Business and Freight Movements
16	We will use innovative, effective and efficient methods to inform people about the choices that are available for them when making a journey.	Consolidated into Policy 16: Community Engagement and Collaboration
17	We will work with partners and use mosaic data and social marketing information to target positive choices and their impact on Health and well-being	Not retained as a specific policy but will continue to relate to work such as behaviour change activities, with mosaic data applied across a range of policy areas.

18	We will aim to improve the highway infrastructure and transport network in the county to provide better access to jobs and training for the people living and working in Northamptonshire.	Consolidated into Policy 7: Operations and maintenance
19	We will work to improve journey times and reliability on the highway and rail networks in order to increase the efficiency of freight movements and facilitate the local economy to grow.	Consolidated into Policy 13: Supporting Business and Freight Movements
20	We will work closely with the Highways Agency to ensure synergy between policies concerning the strategic network and the local network	Consolidated into Policy 7: Operations and maintenance
21	We will aim to reduce transport-related carbon emissions by: • making low carbon transport modes more attractive • improving the road network to increase efficiency • increasing efficiency on the rail network	Consolidated into Policy 9: Climate Change Mitigation and Adaptation
22	We will seek to reduce the impact that motor vehicles have on the local environment in Northamptonshire by minimising the effects of severance, noise and the emissions from transport.	Consolidated into Policy 11: Air and Noise Pollution
23	An Air Quality Strategy will be developed to reduce the number of Air Quality Management Areas in the county to zero and maintain that position. We will work towards this goal by encouraging modal shift, by managing congestion on our road network and through effective partnership working.	Consolidated into Policy 11: Air and Noise Pollution
24	We will enhance the design of our highway infrastructure and increase accessibility for all members of the community through effective street-scaping, recognising both the place and movement functions of each street; by minimising street (signage) clutter; and by applying a user hierarchy to the design process.	Consolidated into Policy 1: Sustainable Transport Hierarchy
25	We will avoid or minimise harmful effects on the natural and historic environment when planning and designing new transport infrastructure schemes.	Consolidated into Policy 10: Biodiversity, Street Trees and Access to Nature
26	We will ensure that our services are delivered in the most cost-effective way and offer value for money.	This policy has been removed as it forms a core business activity of the Council and its transport team.
27	We will seek funding from new and innovative sources and opportunities that complement our budget provision and help us deliver our priorities to develop a fit for purpose transport network that allows Northamptonshire to grow and prosper with due regard for a sense of well-being overall	This policy has been removed as it forms a core business activity of the Council and its transport team.

Appendix C – Options Assessment Report

Around **300 possible interventions** (changes to services and or new or upgrades transport infrastructure) was developed or collated by the project team through detailed internal and external stakeholder engagement. Interventions were also notably drawn from the 2012 Northamptonshire Local Transport Plan as well as England Economic Heartland's Investment Prioritisation Framework which includes a large number of interventions noted as part of the EEH Connectivity Studies Programme.

Of these potential interventions, some were "sifted" prior to assessment for a variety of reasons including being already developed, duplicates of other entries, or being located outside of the Council area with no major impact on transport in West Northamptonshire. These are listed in Table C2 below.

The remaining potential interventions then underwent a multi-criteria assessment framework (MCAF) process in line with the Transport Analysis Guidance (TAG) developed by the Department for Transportation. Table C1 below details the outcomes of the MCAF process for the West Northamptonshire Local Transport Plan, including which of the potential interventions proceeded to being included in the LTP Implementation Plan.

This detailed process led to the 135 recommended interventions included in the West Northamptonshire Local Transport Plan. There were three deferred following the MCAF process.

MCAF categories

Aligned with the TAG guidance, the MCAF contains objective 'hygiene factors' combined with subjective assessment criteria grouped across four categories of Strategic fit followed by Impact on sustainable economy, environment, and society. The criteria are drawn from the TAG guidance along with the EEH Investment Prioritisation Framework and Connectivity Studies, and the 2012 Northamptonshire Local Transport Plan.

The following are the **23 objective "hygiene factors"** that had information included where it was available at the time of assessment:

1. Date Proposed
2. Long List ID
3. Type (Policy, Intervention, other)
4. Proposed Name
5. Localities
6. Corridors
7. Proposed Description
8. Source links or supporting documents
9. Source / Submitted by
10. Pre-MCAF Sift
11. Mode (Active Travel, Bus / Coach, Rail, Freight, Mobility Hub / Interchange / On Demand, Private Vehicle, Other / Not Applicable)
12. Road Network (SRN, MRN, Local, Not Applicable)
13. Settlement (Northampton, Daventry, Brackley, Towcester, Villages / Market Towns, Rural Area(s))
14. Within West Northamptonshire
15. Lead Organisation (DfT, Network Rail, National Highways, Active Travel England, EEH. Local Authorities (WNC and NNC), Operators, Sustains)
16. Supporting Organisations (as above and please note that all interventions will engage town and parish councils as appropriate, as well as community engagement).
17. Capital Investment (Up to £1million, £1m-£5m, £5m- £20m, £20m-50m, £50m - £250m, £250m +, Unknown)
18. Public Operational Investment (High, Medium, Low, Unknown) – The relative level of public money expected to be needed to maintain roads, operate public transport services, etc.
19. Revenue Generation (High, Medium, Low, Unknown) – The ability of an intervention to contribute to its construction and or operating costs through payment of fares or other charges, and or unlocking additional income through retail and development opportunities.
20. Timescale (Short term, Medium term, Long term, Unknown) – An indicative timeframe for the noted activity with short term being those undertaken by 2030, medium term by 2040, and long term by 2050 or beyond (note: these are the timescales also used in the EEH Investment Prioritisation Framework).
21. Deliverability (Significant complexity, Moderate complexity, Minor complexity, No significant challenges, Unknown) – A relative indication of how complex an intervention will be to deliver ranging from the significant complexity of a major multigenerational piece of infrastructure through to something such as maintain an existing activity that presents no significant challenges.
22. Stakeholder Acceptability (Very High, High, Medium, Low, Very Low, Unknown) - the current known level of acceptability measured 'on balance' based on known views of the stakeholders and political decision makers with lower ratings reflecting a need for further scheme engagement and or development.
23. Public Acceptability (Very High, High, Medium, Low, Very Low, Unknown) – Similar to above but relating to the general public.

The **strategic fit score** is the average of scores across the following eight criteria:

1. Six (6) LTP Objectives
    - Objective 1: *Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.*
    - Objective 2: *Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.*
    - Objective 3: *Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.*
    - Objective 4: *Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.*
    - Objective 5: *Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.*
    - Objective 6: *Maximise the benefits to communities and businesses through use of technology and innovation.*
7. Regional Policy Alignment
8. National Policy Alignment

The **impact on sustainable economy score** is the average of scores across the following seven criteria:

9. Connectivity - Reduction in journey times and or overall costs
10. Reliability - Reduction in journey time variability and delays from incidents
11. Resilience - Improved ability to withstand external shocks (e.g. from extreme weather events)
12. Multimodal Journeys/Interchange - Facilitates more frictionless transfer between modes for people and goods
13. Reduced Travel Demand - Reduction in the overall need to travel
14. Public Transport Demand - Increased mode shift to public transport
15. Active Travel Demand - Increased mode shift to walking and cycling (including new and e-mobility)

The **impact on environment score** is the average of the scores across the following seven criteria:

16. Embodied Emissions - Avoid a net increase in GHG emissions resulting from construction
17. Operational Emissions - Likely to reduce net operational GHG emissions of the transport network
18. Noise and Air Quality - Reduce transport related air pollution and noise.
19. Biodiversity Protect and enhance biodiversity and priority areas for natural capital
20. Landscape - Protect and enhance character and distinctiveness of landscapes and townscapes
21. Land, soil and water resources - Protect soil, land and water quality and resources
22. Historic Environment - Protect and enhance the historic environment

The **impact on society score** is the average of the scores across the following nine criteria:

23. Physical Activity - Increase in levels of walking or cycling
24. Journey quality - Changes to the end-to-end journey experience of transport users (considering traveller care; travellers' views; and traveller stress)
25. Injury or Deaths - Reduced number of people killed or injured in transport accidents (e.g. road collisions)
26. Crime and Security - Reduction in the perception and incidents of crime, including the risk of terrorism
27. Access to services - Improved access to key locations and facilities (such as minority community access to doctors, hospitals, supermarkets)
28. Accessibility - Reduction in barriers to travel for vulnerable social groups (e.g. elderly, low income, disabled)
29. Personal Affordability - Reduced cost of travel for users
30. Severance - Barriers to movement removed within and between communities (e.g. those making journeys by foot difficult or impossible)
31. Population and Community - Promote a sense of place and well-connected communities.

MCAF scoring

Each of the MCAF Criteria were scored against a seven-point scale as recommended in the TAG guidance, with Table C1 showing the unweighted average for each category. The basis of this were:

- 3 / +++ Significant net positive/beneficial
- 2 / ++ Moderate net positive/beneficial
- 1 / + Slight net positive/beneficial
- 0 / +/- Neutral / No net change
- -1 / - Slight net negative/adverse
- -2 / -- Moderate net negative/adverse
- -3 / --Significant net negative/adverse

Defer or proceed decision

Following the assessment and a subsequent quality assurance review, those interventions that scored poorly against the criteria were ‘deferred for later consideration. The remaining interventions that scored well were deemed to ‘proceed’ and be recommended as part of the Local Transport Plan.

The project took into consideration where an intervention had a notable high or low score against any of the criteria. These were then used to inform the Integrated Impact Assessment which is included as a supporting document to the Local Transport Plan and includes:

- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)
- Health Impact Assessment (HIA)
- Equalities Impact Assessment (EqIA)

Table C1: Options assessment summary table

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0414	**A361 Byfield Village Traffic Calming** Development of a scheme to reduce actual and perceived 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.	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	Department for Transport, Active Travel England, EEH, Operators, Sustrans	£1m-£5m	Low	Medium	Medium term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0133	**A421 HGV Lanes and signal priority** Designated HGV lanes and signal priority provided between Finmere roundabout A4421 and the A43 roundabout to the west.	Freight	National Highways	Department for Transport, EEH, WNC, Operators	£500k-£1million	Low	Low	Medium term	No significant challenges	+	+/-	-	+	Proceed
WNCLTP LL0215	**A422 Farthinghoe traffic mitigation scheme** 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, particularly freight traffic, 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.	Freight, Private Vehicles	WNC	Department for Transport, EEH, Operators	£500k-£1million	Low	Low	Short term	No significant challenges	++	+	+/-	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0065	**A43 Dualling between Holcot/Sywell junction and Kettering (beyond Phase 3)** The scheme forms part of a long-term strategy to dual the full A43 between the A45 and A14. A43 Phase 3 (Northampton – Holcot/Sywell junction) is being developed by West Northamptonshire with most further elements to be led by North Northamptonshire.	Bus / Coach, Freight, Private Vehicles	WNC	Department for Transport, EEH, National Highways, Operators	£20m-50m	Low	Low	Medium term	Minor complexity	+	-	-	+/-	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."
WNCLTP LL0044	**A43 Phase 3 Dualling Northampton to Holcot/Sywell junction** 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.	Active Travel, Bus / Coach, Freight, Private Vehicles	WNC and National Highways	Active Travel England, EEH, Operators	£20m-50m	Low	Low	Short term	Minor complexity	+++	+++	+/-	++	Proceed
WNCLTP LL0106	**A43 Signal and safety improvements** Reliability and safety improvements on the A43 between Brackley, Towcester, Northampton and Corby, 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.	Bus / Coach, Freight, Private Vehicles	WNC and National Highways	EEH, Operators	£5m- £20m	Medium	Low	Medium term	Minor complexity	+	+	+/-	+	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0063	**A43/A5 Towcester Roundabout Improvements** 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.	Bus / Coach, Freight, Private Vehicles	National Highways	WNC, Operators	£1m-£5m	Low	Low	Short term	Minor complexity	+	+	+/-	+	Proceed
WNCLTP LL0309	**A45 Junction upgrades at the Brackmills and Great Billing Interchanges** 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	Bus / Coach, Freight, Private Vehicles	National Highways	WNC, Operators	£1m-£5m	Low	Low	Short term	Minor complexity	+	+/-	+/-	+	Proceed
WNCLTP LL0313	**A45 Queen Eleanor Interchange** Junction upgrade as part of the Northampton Growth Management Scheme.	Bus / Coach, Freight, Private Vehicles	National Highways	WNC, Operators	£1m-£5m	Low	Low	Short term	Minor complexity	+	+/-	+/-	+	Proceed
WNCLTP LL0116	**A45 Strategic Freight Corridor Options Assessment** 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.	Freight, Private Vehicles	National Highways	Department for Transport, WNC, Operators	Up to £500k	Unknown	Unknown	Short term	No significant challenges	++	+	+/-	+	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0308	**A45 Wootton Interchange** Nature and need of intervention at this location needs to be reviewed as part of a refresh of the Northampton Growth Management Strategy (NGMS).	Bus / Coach, Freight, Private Vehicles	National Highways	WNC, Operators	£1m-£5m	Low	Low	Medium term	Minor complexity	+	+/-	+/-	+	Deferred for further study as part of NGMS review.
WNCLTP LL0043	**A5 Towcester Relief Road Upgrade and A5 Watling Street Traffic Calming** 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.	Bus / Coach, Freight, Private Vehicles	National Highways	WNC, Operators	£5m- £20m	Low	Low	Short term	Minor complexity	++	+	+	++	Proceed
WNCLTP LL0344	**A5/B5385 Junction Improvement** Signalisation of junction	Bus / Coach, Freight, Private Vehicles, Other	National Highways	WNC, Operators	Up to £500k	Low	Low	Medium term	No significant challenges	+	+	+/-	+	Proceed
WNCLTP LL0265	**Abington Area Active Travel scheme** 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.	Active Travel	WNC	Active Travel England	Up to £500k	Low	Low	Short term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0388	**Abington Square Study to assess improvements to public realm and transport provision** To revitalise the Abington Square area inclusive of appropriate bus filters so that eventually it is closed to private traffic.	Bus / Coach	WNC	Operators	£500k-£1million	Low	Low	Short term	Minor complexity	++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0222	**Additional Northampton Loop services from Post-HS2 Timetable** 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.	Rail, Mobility Hub / Interchange, Other	Network Rail	Department for Transport, Network Rail, EEH, WNC, Operators	Unknown	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed
WNCLTP LL0377	**Barrack Road Bus Lane** 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 gantries for trolley buses or chargers for pantograph buses (would require a feasibility study to assess viability).	Bus / Coach	WNC	Operators	Up to £500k	Low	Low	Short term	Moderate complexity	++	++	+	+	Proceed – Incorporated into Bus Priority Corridor Programme – WNCLTPLL0268
WNCLTP LL0396	**Access to Bikes Initiative** The Bicycle Library would provide bicycles to hire, a chance to test the bicycle and also hire accessories.	Active Travel, Other	WNC	Active Travel England, Sustrans	Up to £500k	Medium	Low	Short term	No significant challenges	++	+	+	+	Proceed
WNCLTP LL0135	**Brackley to Banbury Active Travel Link** Dedicated active travel route between Brackley and Banbury via Middleton Cheney building on recommendation from Banbury Local Cycling and Walking Infrastructure Plan	Active Travel	WNC	Active Travel England, EEH, Sustrans	Up to £500k	Low	Low	Medium term	Minor complexity	++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0268	**Bus Priority Corridor Programme** A programme to include physical bus lane provision 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 (includes corridors approaching from the south: Towcester Rd, London Rd and A428).	Bus / Coach	WNC	EEH, Operators	£5m- £20m	Medium	Low	Short term	Moderate complexity	++	++	+	++	Proceed
WNCLTP LL0384	**Bus service improvements between Northampton, Wellingborough, Kettering and Corby** 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.	Bus / Coach, Rail	WNC	Operators	£5m- £20m	High	Medium	Short term	Minor complexity	++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0072	**Bus Service Improvements: Buckingham to Silverstone** 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	Bus / Coach	WNC	EEH, Operators	Up to £500k	Medium	Medium	Medium term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0413	**Car Club Assistance Programme** 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.	On Demand, Private Vehicles	WNC	Operators	Up to £500k	High	Medium	Short term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0192	**Demand Responsive and Community Transport Assistance Programme** Logistical, administrative and or financial support for operation and expansion of service area for DRT and community transport schemes in rural areas subject to need and cost effectiveness, 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.	On Demand, Private Vehicles	WNC	Operators	Up to £500k	High	Low	Short term	Minor complexity	++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0282	**Electric bus fleet and infrastructure expansion** 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 internal combustion engine buses.	Bus / Coach, Private Vehicles	WNC	Operators	£5m- £20m	Medium	Medium	Short term	Minor complexity	+++	++	+	+++	Proceed
WNCLTP LL0278	**Electric Vehicle Assistance Programme and Charging in Car Parks** Introduction of electric vehicle charging infrastructure for all types of vehicles (cars, ebikes, etc) across car parks owned and or managed by the council.	Mobility Hub / Interchange, Private Vehicles	WNC	Operators	£5m- £20m	Medium	Medium	Short term	Minor complexity	++	+	+	+	Proceed
WNCLTP LL0188	**Enhanced Bus Service between Daventry and West Coast Main Line** 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.	Bus / Coach	WNC	Operators	£1m-£5m	Medium		Short term	No significant challenges	+++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0189	**Enhanced Bus Service for Silverstone, Towcester and rural West Northamptonshire and Buckinghamshire** 1) New high frequency, direct, bus service between Silverstone, Towcester and Milton Keynes to improve connectivity to employment opportunities and rail services by bus. 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. 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.	Bus / Coach	WNC	Operators	£1m-£5m	Medium	Medium	Short term	Minor complexity	+++	++	+	++	Proceed
WNCLTP LL0198	**Extend East West Rail Services between Oxford and Milton Keynes to Northampton via upgraded West Coast Main Line** 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.	Rail, Mobility Hub / Interchange	Wast West Rail Company	Department for Transport, Network Rail, EEH, WNC	£50m - £250m	High	Medium	Medium term	Moderate complexity	+++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0076	**Extension of bus operating hours** 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.	Bus / Coach, Mobility Hub / Interchange	WNC	Operators	£500k-£1million	Medium	High	Short term	No significant challenges	+++	++	+	+++	Proceed
WNCLTP LL0397	**Guided Walk and Cycle Tour Support Programme** Volunteers would lead guided walk and cycle tours to increase attraction of these modes, and the connections to key destinations across the study areas.	Active Travel, Other	WNC	Operators	Up to £500k	Medium	Low	Short term	No significant challenges	++	+	+	+	Proceed
WNCLTP LL0196	**Hydrogen Vehicle Assistance Programme** 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.	Mobility Hub / Interchange, Private Vehicles	WNC	Operators	£5m- £20m	High	Medium	Long term	Moderate complexity	++	+	+	+	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0051	**Improved Bus Infrastructure and Access** 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.	Bus / Coach, Mobility Hub / Interchange	WNC	EEH, Operators	£1m-£5m	Medium	High	Short term	No significant challenges	+++	++	+	+++	Proceed
WNCLTP LL0096	**Integrated Bus and Rail Ticketing and Timetables** 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	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange	WNC	Department for Transport, Network Rail, EEH, Operators	£20m-50m	High	Medium	Short term	Minor complexity	+++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0124	**Inter-Urban Active Travel Network (complements LCWIP interventions in named urban areas)** 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 partially delivered via A43 dualling between Northampton and Holcot/Sywell junction, however, no other feasibility work has been undertaken. 4) Improvements to the Sustrans National Cycle Network throughout Peterborough, Northampton and Oxford. 8) 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. 9) Creation of an interurban active travel corridor connecting Buckingham, Brackley and Silverstone, to include large mobility hubs	Active Travel, Mobility Hub / Interchange	WNC	Active Travel England, Sustrans	£1m-£5m	Low	Low	Medium term	Minor complexity	++	++	+	+++	Proceed
WNCLTP LL0075	**Intra-urban bus service frequency improvements** Increased frequency of intra-urban bus services (<15 minutes) throughout Peterborough, Northampton and Oxford.	Bus / Coach, Mobility Hub / Interchange	WNC	Operators	Unknown	Medium	Medium	Medium term	Minor complexity	++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0272	**LCWIP interventions in Northampton** 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.	Active Travel	WNC	Active Travel England, Sustrans	Up to £500k	Low	Low	Medium term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0208	**LCWIP Interventions in Brackley** 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. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	Active Travel	WNC	Active Travel England, Sustrans	Up to £500k	Low	Low	Short term	No significant challenges	++	++	+	+++	Proceed
WNCLTP LL0415	**LCWIP Interventions in Daventry** 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.	Active Travel	WNC	Active Travel England, Sustrans	Up to £500k	Low	Low	Short term	No significant challenges	++	++	+	+++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0212	**LCWIP Interventions in Towcester** 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.	Active Travel	WNC	Active Travel England, Sustrans	Up to £500k	Low	Low	Short term	No significant challenges	++	++	+	+++	Proceed
WNCLTP LL0185	**Local Logistic Partnerships for road and rail freight** 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.	Freight	WNC	Department for Transport, Network Rail, National Highways, EEH, Operators	Up to £500k	Low	Unknown	Short term	No significant challenges	++	++	+	+/-	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0213	**Long Buckby Railway Station Access Improvements and Platform Lengthening** 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.	Active Travel, Bus / Coach, Rail	Network Rail	Department for Transport, WNC, Operators	£1m-£5m	Low	Medium	Short term	Minor complexity	+++	++	+	+++	Proceed
WNCLTP LL0269	**Mobility Hub Opportunity Assessment** 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 RTPI, seating and shelter.	Active Travel, Bus / Coach, Mobility Hub / Interchange, On Demand, Private Vehicles	WNC	Department for Transport, Network Rail, National Highways, Active Travel England, EEH, Sustrans	Up to £500k	Unknown	Unknown	Short term	No significant challenges	+++	++	+	++	Proceed
WNCLTP LL0088	**New Active Travel Route between Wellingborough and Northampton** 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.	Active Travel	WNC	Active Travel England, EEH, Sustrans	Up to £500k	Low	Low	Medium term	Minor complexity	++	++	+	+++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0217	**New Active Travel Route between Aylesbury to Northampton via Buckingham** 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.	Active Travel	WNC	Active Travel England, EEH, Sustrans	£500k-£1million	Low	Low	Medium term	Minor complexity	++	++	+	+++	Proceed
WNCLTP LL0221	**New National Cycle Route Alongside HS2** Active travel improvements along the route of HS2. 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).	Active Travel	WNC	Network Rail, Sustrans	£500k-£1million	Low	Low	Medium term	Minor complexity	++	++	+	+++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0197	**New rail service connecting communities between Northampton, Aylesbury, Princess Risborough, High Wycombe, and Old Oak Common** 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.	Rail, Mobility Hub / Interchange	Network Rail	Department for Transport, EEH, WNC, Operators	£50m - £250m	Medium	Medium	Medium term	Moderate complexity	+++	++	+	++	Proceed
WNCLTP LL0225	**New Railway Station serving South Northampton** 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 Road Railway Station.	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Network Rail	Department for Transport, Network Rail, EEH, WNC, Operators	£5m- £20m	Medium	Medium	Medium term	Moderate complexity	+++	+++	++	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0226	**New Railway Station serving Weedon Bec and Daventry** 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.	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Network Rail	Department for Transport, Network Rail, EEH, WNC, Operators	£5m- £20m	Medium	Medium	Long term	Significant complexity	++	++	++	++	Proceed
WNCLTP LL0055	**New Rugby Parkway Railway Station** (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.	Active Travel, Bus / Coach, Rail, Mobility Hub / Interchange, Private Vehicles	Warwickshire County Council/ Network Rail	Department for Transport, Network Rail. EEH, WNC, Operators	£5m- £20m	Medium	Medium	Medium term	Moderate complexity	+++	+++	++	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0267	**New Strategic Mobility Hub and Coach Interchange at M1 J15** 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.	Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	National Highways, EEH, Operators	£1m-£5m	Low	Low	Medium term	Minor complexity	+++	++	+	++	Proceed
WNCLTP LL0385	**New Strategic Mobility Hub at Northampton East Park and Ride** 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, 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.	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	EEH, Operators	£500k-£1million	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed
WNCLTP LL0228	**New Strategic Mobility Hub serving Brackley** 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.	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	EEH, Operators	£500k-£1million	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0230	**New Strategic Mobility Hub serving Daventry** 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.	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	EEH, Operators	£500k-£1million	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed
WNCLTP LL0232	**New Strategic Mobility Hub serving Silverstone** 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	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	EEH, Operators	£500k-£1million	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0235	**New Strategic Mobility Hub serving Towcester** 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.	Active Travel, Bus / Coach, Mobility Hub / Interchange, Private Vehicles	WNC	EEH, Operators	£500k-£1million	Low	Low	Medium term	Minor complexity	+++	+++	++	++	Proceed
WNCLTP LL0283	**Northampton Bus and Coach Station Upgrade** 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	Active Travel, Bus / Coach, Mobility Hub / Interchange	WNC	EEH, Operators	£1m-£5m	Medium	Medium	Medium term	Moderate complexity	+++	++	+	+++	Proceed
WNCLTP LL0237	**Northampton Loop Speed and Capacity Improvements** 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.	Rail	Network Rail	Department for Transport, EEH, WNC, Operators	£5m- £20m	Medium	Medium	Medium term	Moderate complexity	+++	++	+	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0258	**Northampton Northern Orbital** 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.	Bus / Coach, Freight, Private Vehicles	WNC	National Highways, EEH	£50m - £250m	Medium	Low	Long term	Significant complexity	+	+/-	-	+	Deferred for later study as 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.

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WNCLTP LL0238	**Northampton Strategic Bus, Coach, and Rail Integration** 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).	Bus / Coach, Rail, Mobility Hub / Interchange, Other	WNC	Network Rail, EEH, Operators	Up to £500k	Medium	Low	Medium term	Minor complexity	+++	++	+	++	Proceed
WNCLTP LL0387	**Northampton Future Mass Transit Options Assessment** To complete a feasibility assessment into future mass transit options within and serving Northampton, notably in comparison to use of electric buses and similar zero emissions technology	Bus / Coach	WNC	Department for Transport, Operators	Up to £500k	Medium	Low	Long term	Significant complexity	+/-	+	+	+	Proceed
WNCLTP LL0068	**Northamptonshire Mass Rapid Transport Scheme** 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.	Bus / Coach, Mobility Hub / Interchange, Other	Operators	Department for Transport, EEH, WNC, Private Sector	£50m - £250m	Medium	Medium	Long term	Moderate complexity	++	++	+	+++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0271	**Northampton-Brackmills (including onward rail links to Bedford and Wellingborough) Rail Corridor Options Assessment** 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.	Active Travel, Bus / Coach, Other	WNC	Operators, Sustrans	Up to £500k	Unknown	Unknown	Short term	No significant challenges	+++	++	+	++	Proceed
WNCLTP LL0375	**Park to Park Cycle Track Strategy** The centre of Northampton has several large outdoor spaces and parks, these offer traffic free routes to the areas that surround them, however they stop short of offering utility routes to non-adjoining parts of the town. If these could be joined up by targeted cycle routes it would capitalise on their central location, maximising the usefulness of any newly installed cycle track. One example could be having a route that connects the Racecourse Park with Beckets Park.	Active Travel, Mobility Hub / Interchange	WNC	Sustrans	Up to £500k	Unknown	Unknown	Short term	No significant challenges	++	+	+	+++	Duplicate of WNCLTPLL0272
WNCLTP LL0303	**Plough Junction Improvement** Allowing 2 way movement through Victoria Promenade and left hand filter lane onto Bridge St	Private Vehicles	WNC		£500k-£1million	Low	Low	Medium term	Minor complexity	+	+	+/-	++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0239	**Rail Capacity Enhancement between Bletchley and Milton Keynes** 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.	Rail	Network Rail	Department for Transport, EEH, WNC, Operators	£250m +	Medium	High	Medium term	Moderate complexity	+++	++	+	++	Proceed
WNCLTP LL0398	**Reduced Local Bus Fares** A cheaper bus pass fare for vulnerable groups including youth, elderly and disabled. Could also include continuation of the £2 fare initiative for all users.	Bus / Coach, Other	WNC	EEH, Operators	£5m- £20m	High	Medium	Short term	Minor complexity	++	++	+	++	Proceed
WNCLTP LL0374	**St Giles Street Public Realm** 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 Derngate. Access to The Ridings car park and for deliveries could still be retained, with traffic and bus routes diverted.	Active Travel, Bus / Coach	WNC	EEH, Operators	£500k- £1million	Low	Low	Medium term	Minor complexity	++	++	++	+++	Proceed

LTP ID	Description	Mode(s)	Lead Organisation	Supporting Organisation(s)	Capital Investment*	Public Operational Investment	Revenue Generation	Time-scale	Deliverability	Strategic Fit	Impact on Sustainable Economy	Impact on Environ-ment	Impact on Society	Post-MCAF Outcome
WNCLTP LL0031	**Town and Village Traffic Calming Programme** Traffic speeds tend to be too high for surrounding environment, creating road safety issues and discouraging pedestrian and cyclist movement around towns and villages, especially where pavements are narrow or non-existent. Initial programme to consider where small interventions could be made to reduce speed limits through town and village centres to 20mph, continue footways, reduced carriageway space along key desire lines and routes, introduce speed humps or chicanes and signage on roads.	Active Travel, Bus / Coach, Freight, Private Vehicles	WNC	Operators	£1m-£5m	Low	Low	Short term	Minor complexity	++	++	++	+++	Proceed
WNCLTP LL0254	**Weedon Fast Line Freight Loops on West Coast Main Line** 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.	Freight, Rail	Network Rail	Department for Transport, EEH, WNC, Operators	£20m-50m	Low	Low	Medium term	Moderate complexity	+++	++	+	+	Proceed

*High level indicative estimate only

Table C2: Interventions sifted prior to Multi-Criteria Assessment (MCAF)

LTP ID	Name	Pre-MCAF Sift Comment
WNCLTPLL0380	20mph zones in urban centres	Sifted as deemed to be policy not intervention
WNCLTPLL0115	A34 Improvements to the strategic freight corridor.	Sifted as outside of geography
WNCLTPLL0134	A421 HGV Signal Priority	Sifted as combined with WNCLTPLL0133
WNCLTPLL0351	A422 Farthinghoe Bypass	Sifted as previously been assessed
WNCLTPLL0175	A428 Turvey Village Bypass and Village Traffic Calming	Sifted as outside of geography
WNCLTPLL0107	A43 improvements: Towcester - Brackley	Sifted as consolidated with Intervention WNCLTPLL0106
WNCLTPLL0260	A43 Northampton to Kettering Improvements – Phase 3	Sifted as consolidated into WNCLTPLL0065
WNCLTPLL0314	A43 Phase 1 A & B	Sifted as intervention now complete
WNCLTPLL0315	A43 Phase 2 & 3	Sifted as phase 2 complete
WNCLTPLL0316	A43 Phase 3	Sifted as combined with Intervention WNHLTPLL0315
WNCLTPLL0310	A45 Brackmills Interchange	Sifted as consolidated with Intervention WNCLTPLL0309
WNCLTPLL0262	A45 Brackmills Interchange Junction Upgrade	Sifted as duplicate with intervention WNCLTPLL0310
WNCLTPLL0311	A45 Great Billing Interchange	Sifted as consolidated with Intervention WNCLTPll0309
WNCLTPLL0263	A45 Great Billing Interchange Junction Upgrade	Sifted as duplicate with Intervention WNCLTPLL0311
WNCLTPLL0105	A45 improvements: Wellingborough - Northampton	Sifted as duplicate of WNCLTPLL0116
WNCLTPLL0312	A45 Lumbertubs Interchange	Sifted as may no longer be progressing with this scheme
WNCLTPLL0264	A45 Queen Eleanor Interchange Junction Upgrade	Sifted as duplicate of WNCLTPLL0313
WNCLTPLL0261	A45 Wootton Interchange Upgrade	Sifted as duplicate of WNCLTP110308
WNCLTPLL0352	A5 Old Stratford Roundabout	Sifted as unclear if a further scheme is required here
WNCLTPLL0346	A5 Relief Road and Junction associated with SUE	Sifted as duplicate of WNCLTPLL0043
WNCLTPLL0335	A508 and Blisworth Road (Document 2.4C)	Sifted as scheme complete
WNCLTPLL0337	A508 Ashton Road Rockery Lane (Document 2.4E)	Sifted as committed developer mitigation
WNCLTPLL0341	A508 Chuch Lane (Document 2.4F)	Sifted as committed developer mitigation
WNCLTPLL0354	A508 dualling	Sifted as complete
WNCLTPLL0339	A508 Pury Lane (Document 2.4F)	Sifted as committed developer mitigation
WNCLTPLL0357	A508/ Courteenhall Road junction improvement [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0360	A508/ Pury Road improvement [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0359	A508/ Rookery Lane/ Ashton Road junction improvement [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0345	Abthorpe Roundabout (Towcester)	Sifted as complete
WNCLTPLL0052	Accessible, inclusive and safe bus services	Sifted as deemed to be policy not intervention
WNCLTPLL0404	Active travel to school days	Sifted as duplicate
WNCLTPLL0130	Artificial Intelligence (AI) Road Condition Monitoring	Sifted as deemed to be policy not intervention

WNCLTPLL0083	Behaviour change campaigns	Sifted as deemed to be policy not intervention
WNCLTPLL0371	Bus and Cycling Priority Lanes	Sifted as deemed to be policy not intervention
WNCLTPLL0050	Bus Fare Simplification	Sifted as deemed to be policy not intervention
WNCLTPLL0120	Bus Priority: Aylesbury to AVEZ Silverstone via Winslow and Buckingham	Sifted as consolidated with Intervention WNCLTPLL0268
WNCLTPLL0118	Bus Priority: Milton Keynes to Banbury (Via AVEZ Silverstone)	Sifted as consolidated with Intervention WNCLTPLL0268
WNCLTPLL0119	Bus Priority: Milton Keynes to Banbury (Via Brackley and Buckingham)	Sifted as consolidated with Intervention WNCLTPLL0268
WNCLTPLL0378	Car Travel Study	Sifted as deemed to be policy not intervention
WNCLTPLL0350	Chipping Warden Relief Road	Sifted as phase 1 complete, Phase 2 due by 2026
WNCLTPLL0113	Collaboration with freight haulage sector for digital frameworks	Sifted as duplicate of WNCLTPLL0185
WNCLTPLL0183	Community Transport Optimisation	Sifted as deemed to be policy not intervention
WNCLTPLL0329	Condition 14 i. Improvement to Rowtree Road / London Road / Wooldale Road roundabout (TA Figure 15.2)	Sifted as committed developer mitigation
WNCLTPLL0322	Condition 14 ii. Improvement to Caswell Road/Rhosili Road junction (drawing SK09, Appendix 11).	Sifted as committed developer mitigation
WNCLTPLL0323	Condition 14 iii. Improvement to the Queen Eleanor Interchange (drawing SK11, Appendix 12).	Sifted as committed developer mitigation
WNCLTPLL0330	Condition 14 iii. Improvements to Rowtree Road/Penvale Road junction (TA Figure 15.4) (to be delivered prior to the occupation of 379 dwellings on site)	Sifted as committed developer mitigation
WNCLTPLL0324	Condition 14 iv. Improvement to the Brackmills Interchange (drawing SK10, Appendix 13).	Sifted as committed developer mitigation
WNCLTPLL0331	Condition 14 iv. Improvements to A45/Queen Eleanor Interchange (TA Figure 15.6)	Sifted as committed developer mitigation
WNCLTPLL0332	Condition 14 v. Improvements to Towcester Road/Mereway/Tesco/Danes Camp Way roundabout (TA Figure 15.7)	Sifted as committed developer mitigation
WNCLTPLL0325	Condition 9 ii. Caswell Road/ Rhosili Road/ Pavillion Drive (Plan Ref: 20168_08_020_03C)	Sifted as committed developer mitigation
WNCLTPLL0326	Condition 9 iii. Wooldale Road/ Caroline Chisholm School Access (Plan Ref: 20168_08_020_10)	Sifted as committed developer mitigation
WNCLTPLL0327	Condition 9 iv. Wooldale Road/ Quinton Road (Plan ref: 20168_08_020_11B)	Sifted as committed developer mitigation
WNCLTPLL0328	Condition 9 v. Wooldale Road/ Berry Lane roundabout (Plan ref: 20168_08_12A)	Sifted as committed developer mitigation
WNCLTPLL0029	Connecting new housing developments to public transport and active travel	Sifted as committed developer mitigation
WNCLTPLL0266	Connecting the Active Quarter – Access for All Delapre, Northampton	Sifted as complete
WNCLTPLL0333	Contributions to improvement schemes at the A45 Queen Eleanor Interchange and junctions along the A5076 between the A45 and A15123.	Sifted as duplicate
WNCLTPLL0276	Conversion of HS2 site access road to cycling/walking routes	Sifted as duplicate
WNCLTPLL0184	Creation and Updating of Enhanced Partnerships or Franchising Arrangements	Sifted as duplicate
WNCLTPLL0125	Cycle Hire Schemes	Sifted as duplicate
WNCLTPLL0307	Dallington Grange Roundabout	Sifted as duplicate
WNCLTPLL0343	Daventry Development Link (Flore Bypass)	Sifted as duplicate
WNCLTPLL0273	Delivery of cycling and walking corridors in Daventry	Sifted as duplicate
WNCLTPLL0275	Delivery of cycling and walking corridors in Northampton	Sifted as duplicate
WNCLTPLL0274	Delivery of cycling and walking corridors in Towcester	Sifted as duplicate
WNCLTPLL0074	Develop Enhanced Partnerships or Franchising	Sifted as duplicate

WNCLTPLL0094	Develop Micromobility modes such as bike share, e-bikes and e-scooters	Sifted as deemed to be policy not intervention
WNCLTPLL0166	Developing Local Logistics Partnerships	Sifted as duplicate
WNCLTPLL0167	Dynamic Car Park Pricing based on demand to make best use of existing facilities	Sifted as deemed to be policy not intervention
WNCLTPLL0066	Dynamic signage on the A43, A1139 and A45	Sifted as combined with WNCLTPLL0106
WNCLTPLL0101	Electric vehicle charge points/hydrogen fuelling stations for zero emission buses	Sifted as deemed to be policy not intervention
WNCLTPLL0038	Electrification of road infrastructure (regionwide)	Sifted as deemed to be policy not intervention
WNCLTPLL0036	Electrification of the rail infrastructure (region wide)	Sifted as deemed to be policy not intervention
WNCLTPLL0190	Enhanced Bus Services connecting rural West Northamptonshire and Buckinghamshire	Sifted as duplicate of WNCLTPLL0189
WNCLTPLL0039	Enhanced capacity for rail freight	Sifted as deemed to be policy not intervention
WNCLTPLL0409	Enhanced connections along the Trent Valley	Sift as duplicate of WNCLTPLL0222
WNCLTPLL0191	Enhanced First Mile / Last Mile Sustainable Freight Delivery	Sifted as deemed to be policy not intervention
WNCLTPLL0071	Enhanced interurban bus services between Oxford and Northampton	Sifted as duplicate of WNCLTPLL0189
WNCLTPLL0093	Expansion and development of car club schemes in urban and rural locations	Sifted as deemed to be policy not intervention
WNCLTPLL0168	Expansion of car club schemes at rural locations	Sifted as duplicate of WNCLTPLL0413
WNCLTPLL0193	Expansion of Rural Car Clubs	Sifted as duplicate
WNCLTPLL0194	Expansion of Rural Ride Sharing	Sifted as duplicate
WNCLTPLL0195	Expansion of the Electric Vehicle Charge Point Network	Sifted as duplicate
WNCLTPLL0112	First Mile / Last Mile Sustainable Freight Consolidation and Delivery	Sifted as deemed to be policy not intervention
WNCLTPLL0062	Freight Emissions Compliance	Sifted as deemed to be policy not intervention
WNCLTPLL0281	Greening of town centres to provide enhanced resilience from highway flooding	Sifted as deemed to be policy not intervention
WNCLTPLL0347	Halse Road Link	Sifted as complete
WNCLTPLL0304	Harlestone Road/Mill Lane Road Junction	Sifted as committed developer mitigation
WNCLTPLL0058	HGV Incorporation within Local Development Framework	Sifted as deemed to be policy not intervention
WNCLTPLL0033	Improved bus connectivity between Long Bucky and Daventry via Long Buckby station	Sifted as duplicate
WNCLTPLL0054	Improved Bus Information and Communication for users including Real Time Passenger Information	Sifted as deemed to be policy not intervention
WNCLTPLL0372	Improved communication of actions/ proposals related to transport	Sifted as deemed to be policy not intervention
WNCLTPLL0199	Improved Connectivity Between Rail and Bus Services	Sifted as deemed to be policy not intervention
WNCLTPLL0200	Improved Digital Connectivity in Urban and Rural Areas	Sifted as deemed to be policy not intervention
WNCLTPLL0201	Improved HGV Parking and Welfare Facilities	Sifted as deemed to be policy not intervention
WNCLTPLL0078	Improved rail interchanges	Sifted as deemed to be policy not intervention
WNCLTPLL0202	Improved Wayfinding Information for all modes	Sifted as deemed to be policy not intervention
WNCLTPLL0084	Improved wireless internet connectivity on key public transport routes	Sifted as deemed to be policy not intervention
WNCLTPLL0032	Improvements to Long Buckby Rail Station	Sifted as duplicate of WNCLTPLL0213

WNCLTPLL0073	Increased availability of Real Time Passenger Information on bus corridors	Sifted as duplicate
WNCLTPLL0370	Independent Monitoring for Pavements and Cycleways Maintenance Contract(s)	Sifted as deemed to be policy not intervention
WNCLTPLL0102	Infrastructure for Alternative Fuel Vehicles	Sifted as deemed to be policy not intervention
WNCLTPLL0080	Integrated bus and rail timetables	Sifted as duplicate of WNCLTPLL0096
WNCLTPLL0086	Interurban active travel network: Buckingham - Silverstone - Brackley	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0087	Interurban active travel network: Brackley - Silverstone - Towcester - Northampton	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0122	Inter-urban active travel network: Brackley to Banbury	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0123	Inter-urban active travel network: Brackley to Milton Keynes	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0121	Inter-urban active travel network: Buckinghamshire Greenway to Brackley	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0091	Interurban active travel network: Improvements to the National Cycle Network	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0089	Interurban active travel network: Northampton - Kettering	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0090	Interurban active travel network: Peterborough - Northampton	Sifted as combined with Intervention WNCLTPLL0124
WNCLTPLL0206	LCWIP improvements for Northampton	Sifted as duplicate of WNCLTPLL0272
WNCLTPLL0204	LCWIP improvements for the following locations: 1) Daventry, 2) Northampton, 3) Bletchley, 4) Brackley, 5) Towcester	Sifted as duplicate of WNCLTPLL0272
WNCLTPLL0207	LCWIP interventions in Bletchley	Sifted as not in geography
WNCLTPLL0077	Local free public transport schemes	Sifted as deemed to be policy not intervention
WNCLTPLL0171	Local Transport Authorities to Develop Enhanced Partnerships or Franchising Arrangements	Sifted as duplicate of WNCLTPLL0184
WNCLTPLL0412	Low Traffic Neighbourhoods/Filtered permeability on urban street networks.	Sifted as deemed to be policy not intervention
WNCLTPLL0353	M1 J15 improvement [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0334	M1 J15 works, including working on the A45 at Watering Lane (Document 2.4A and B)	Sifted as committed developer mitigation
WNCLTPLL0356	M1 J15a improvement [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0338	M1 J15A works (Document 2.4F)	Sifted as complete
WNCLTPLL0318	M1 Smart Motorway Junction 13 to 16	Sifted as complete
WNCLTPLL0319	M1 Smart Motorway Junction 16 to 19	Sifted as complete
WNCLTPLL0214	M40 / A404 Junction 4 Capacity Improvements	Sifted as not in geography
WNCLTPLL0216	Milton Keynes Redway Network Upgrade and Extension	Sifted as not in geography
WNCLTPLL0097	Mobility as a Service (MaaS)	Sifted as deemed to be policy not intervention
WNCLTPLL0030	Mobility hubs at the entrance to new housing developments and urban extensions	Sifted as combined with WNCLTOPLL0269
WNCLTPLL0279	Mobility hubs in rural locations providing EV chargepoints/ interchange between DRT and fixed bus services/ Car clubs	Sifted as deemed to be policy not intervention
WNCLTPLL0127	Mobility Management Plans	Sifted as deemed to be policy not intervention
WNCLTPLL0305	Moulton Bypass	Sifted as complete
WNCLTPLL0400	National media campaigns	Sifted as deemed to be policy not intervention
WNCLTPLL0219	New Active Travel Route between Towcester and Banbury via Helmdon	Sifted as combined with Intervention WNHLTPLL0217

WNCLTPLL0220	New Active Travel Route between Towcester and Northampton	Sifted as combined with Intervention WNHLTPLL0217
WNCLTPLL0218	New Active Travel Route between: 1) Buckingham and Rugby via Brackley, 2) Towcester and Banbury via Helmdon, 3) Towcester and Northampton	Sifted as combined with Intervention WNHLTPLL0217
WNCLTPLL0132	New and improved HGV parking areas	Sifted as deemed to be policy not intervention
WNCLTPLL0233	New Strategic Mobility Hub serving Silverstone Park	Sifted as duplicate of Intervention WNHLTPLL0232
WNCLTPLL0299	North – west bypass Phase 1	Sifted as under construction
WNCLTPLL0300	North – west bypass Phase 2	Sifted as under construction
WNCLTPLL0069	Northampton Bus Priority	Sifted as combined with Intervention WNCLTPLL0268
WNCLTPLL0034	Northampton Milton Keynes Bletchley Aylesbury High Wycombe Old Oak Common rail corridor	Sifted as duplicate of WNCLTPLL0197
WNCLTPLL0100	Northampton Northern Orbital Road	Sifted as duplicate of WNCLTPLL0258
WNCLTPLL0407	Northampton to Bedford rail connection	Sifted as duplicate
WNCLTPLL0406	Northampton to Market Harborough rail connection	Sifted as duplicate
WNCLTPLL0405	Northampton to Wellingborough rail connection	Sifted as duplicate
WNCLTPLL0306	Northampton University Bedford Road Access	Sifted as complete
WNCLTPLL0317	Northern Orbital	Sifted as consolidated into WNCLTPLL0100
WNCLTPLL0320	Norwood Farm s278 works	Sifted as committed developer mitigation
WNCLTPLL0277	On-street EV charging points across West Northamptonshire	Sifted as deemed to be policy not intervention
WNCLTPLL0067	Optimised roadside infrastructure for Connected Autonomous Vehicles (CAVs)	Sifted as deemed to be policy not intervention
WNCLTPLL0061	Out of hours deliveries	Sifted as deemed to be policy not intervention
WNCLTPLL0270	Park and rides Northampton	Sifted as duplicate of WNCLTPLL0269
WNCLTPLL0375	Park to Park Strategy	Sifted as duplicate of WNCLTPLL027
WNCLTPLL0240	Rail Capacity Enhancement between Milton Keynes and Northampton	Sifted as combined with Intervention WNHLTPLL0239
WNCLTPLL0081	Rail service enhancements: Northampton	Sift as duplicate of WNCLTPLL0237
WNCLTPLL0082	Rail service: Northampton - Market Harborough	Sift as duplicate of WNCLTPLL0046
WNCLTPLL0046	Northampton – Market Harborough Connectivity Study	Sift as not a priority for the Council to progress at present time
WNCLTPLL0382	Railway line reopening - Northampton to Bedford line (N2B).	Sifted as duplicate of WNCLTPLL0271
WNCLTPLL0381	Railway line reopening - Northampton to Market Harborough line (N2MH)	Sifted as duplicate of Intervention WNCLTP0082
WNCLTPLL0250	Railway Station Improvements at Local Stations between Northampton and London	Sift as out of geography
WNCLTPLL0251	Real Time Passenger Information Online and at Stations and Bus Stops	Sifted as deemed to be policy not intervention
WNCLTPLL0252	Reduced Public Transport Fares	Sifted as deemed to be policy not intervention
WNCLTPLL0053	Region-wide Bus Charter for passenger standards	Sifted as deemed to be policy not intervention
WNCLTPLL0048	Region-wide Modal Integration	Sifted as duplicate
WNCLTPLL0399	Re-imbursement for transportation costs for particular reasons	Sifted as policy measure
WNCLTPLL0103	Residential & Workplace Parking Standards	Sifted as deemed to be policy not intervention

WNCLTPLL0321	Road condition improvements	Sifted as committed developer mitigation
WNCLTPLL0336	Roade bypass (Document 2.4C, D and E)	Sifted as complete
WNCLTPLL0358	Roade Bypass [Northampton Gateway mitigation]	Sifted as duplicate of WNCLTPLL0336
WNCLTPLL0383	Roade Railway Station reopening	Sift as duplicate of WNCLTPLL0225
WNCLTPLL0408	Rugby to Leicester railway reopening	Sifted as outside of geography
WNCLTPLL0174	Rural Demand Responsive Transit (DRT) Service	Sifted as deemed to be policy not intervention
WNCLTPLL0098	Rural Demand-Responsive Transport	Sifted as duplicate of WNCLTPLL0174
WNCLTPLL0099	Rural Digital Hubs	Sifted as deemed to be policy not intervention
WNCLTPLL0403	Safe school programmes	Sifted as duplicate
WNCLTPLL0301	Sandy Lane Relief Road Phase 2	Sifted as committed developer mitigation
WNCLTPLL0402	School travel plans, safe school programmes and active travel to school days	Sifted as deemed to be policy not intervention
WNCLTPLL0114	Shared passenger and freight services	Sifted as deemed to be policy not intervention
WNCLTPLL0085	Sharing of good practice between small and medium size enterprises	Sifted as deemed to be policy not intervention
WNCLTPLL0373	Shift Highways Department away from widening roads and improving traffic flow	Sifted as deemed to be policy not intervention
WNCLTPLL0049	Simplifying Services to Reduce Journey Times	Sifted as deemed to be policy not intervention
WNCLTPLL0369	Single Maintenance Contract for Pavements and Cycleways	Sifted as duplicate of WNCLTPLL0370
WNCLTPLL0355	Site access HGV ban at Northampton Gateway development [Northampton Gateway mitigation]	Sifted as committed developer mitigation
WNCLTPLL0129	Smart Parking	Sifted as deemed to be policy not intervention
WNCLTPLL0302	St Peters Way / Green Street	Sifted as committed developer mitigation
WNCLTPLL0079	Step free access at all railway stations	Sifted as deemed to be policy not intervention
WNCLTPLL0340	Stoke Road Knock Lane (Document 2.4F)	Sifted as committed developer mitigation
WNCLTPLL0092	Strategic network of mobility hubs	Sifted as deemed to be policy not intervention
WNCLTPLL0109	Strategic rail freight interchanges	Sifted as deemed to be policy not intervention
WNCLTPLL0141	Strategic Rail Objective CLP5	Sifted as deemed to be policy not intervention
WNCLTPLL0164	Strategic Rail Objective EWF2	Sifted as deemed to be policy not intervention
WNCLTPLL0165	Strategic Rail Objective EWF3	Sifted as deemed to be policy not intervention
WNCLTPLL0163	Strategic Rail Objective EWP6	Sifted as deemed to be policy not intervention
WNCLTPLL0158	Strategic Rail Objective F2MNF1	Sifted as deemed to be policy not intervention
WNCLTPLL0159	Strategic Rail Objective F2MNF2	Sifted as deemed to be policy not intervention
WNCLTPLL0136	Strategic Rail Objective GWF2	Sifted as deemed to be policy not intervention
WNCLTPLL0137	Strategic Rail Objective GWF4	Sifted as deemed to be policy not intervention
WNCLTPLL0139	Strategic Rail Objective GWP4	Sifted as deemed to be policy not intervention
WNCLTPLL0140	Strategic Rail Objective GWP7	Sifted as deemed to be policy not intervention

WNCLTPLL0138	Strategic Rail Objective GWP9	Sifted as deemed to be policy not intervention
WNCLTPLL0155	Strategic Rail Objective MMF3	Sifted as deemed to be policy not intervention
WNCLTPLL0157	Strategic Rail Objective MMF4	Sifted as deemed to be policy not intervention
WNCLTPLL0152	Strategic Rail Objective MMP1	Sifted as deemed to be policy not intervention
WNCLTPLL0153	Strategic Rail Objective MMP3	Sifted as deemed to be policy not intervention
WNCLTPLL0154	Strategic Rail Objective MMP6	Sifted as deemed to be policy not intervention
WNCLTPLL0156	Strategic Rail Objective MMP9	Sifted as deemed to be policy not intervention
WNCLTPLL0161	Strategic Rail Objective WAF2	Sifted as deemed to be policy not intervention
WNCLTPLL0162	Strategic Rail Objective WAF3	Sifted as deemed to be policy not intervention
WNCLTPLL0160	Strategic Rail Objective WAP3	Sifted as deemed to be policy not intervention
WNCLTPLL0151	Strategic Rail Objective WCC1	Sifted as deemed to be policy not intervention
WNCLTPLL0144	Strategic Rail Objective WCF1	Sifted as deemed to be policy not intervention
WNCLTPLL0149	Strategic Rail Objective WCF3	Sifted as deemed to be policy not intervention
WNCLTPLL0150	Strategic Rail Objective WCF4	Sifted as deemed to be policy not intervention
WNCLTPLL0145	Strategic Rail Objective WCF5	Sifted as deemed to be policy not intervention
WNCLTPLL0142	Strategic Rail Objective WCP1	Sifted as deemed to be policy not intervention
WNCLTPLL0143	Strategic Rail Objective WCP2	Sifted as deemed to be policy not intervention
WNCLTPLL0146	Strategic Rail Objective WCP5	Sifted as deemed to be policy not intervention
WNCLTPLL0147	Strategic Rail Objective WCP6	Sifted as deemed to be policy not intervention
WNCLTPLL0148	Strategic Rail Objective WCP7	Sifted as deemed to be policy not intervention
WNCLTPLL0411	Stronger Travel Plan Policy	Sifted as deemed to be policy not intervention
WNCLTPLL0253	Sustainable Travel Corridor between Northampton and Brackmills	Sifted as duplicate of WNCLTPLL0271
WNCLTPLL0070	Towcester Bus Priority	Sifted as combined with Intervention WNCLTP0268
WNCLTPLL0348	Traffic Calming at Turweston Road	Sifted as committed developer mitigation
WNCLTPLL0128	Traffic Management	Sifted as deemed to be policy not intervention
WNCLTPLL0104	Travel plans	Sifted as deemed to be policy not intervention
WNCLTPLL0117	Urban Road Space Reallocation	Sifted as deemed to be policy not intervention
WNCLTPLL0108	Use of real-time data to help optimise road network performance	Sifted as deemed to be policy not intervention
WNCLTPLL0367	Walking and Cycling to schools	Sifted as deemed to be policy not intervention
WNCLTPLL0035	Watford - Milton Keynes - Northampton Rail Corridor	Sifted as deemed to be policy not intervention
WNCLTPLL0410	Workplace Parking Levy	Sifted as deemed to be policy not intervention
WNCLTPLL0401	Workplace parking policies and behaviour initiatives	Sifted as deemed to be policy not intervention
WNCLTPLL0255	Zero Emissions Buses	Sifted as deemed to be policy not intervention