

## 2.7 HEALTHIER TRAVEL

The development of this objective came about as a result of consultation with our local health authorities. Our initial discussions centred on the likelihood of health featuring prominently within the developing accessibility strategy. However, it soon became clear that there was also a high level of interest in keeping people healthy and thereby reducing the demand on health services. We have therefore decided to include the objective of encouraging healthier travel within this plan.

Healthier travel is likely to benefit both the general population and health service providers in two main ways;

- by reducing obesity, particularly amongst children, and
- by reducing the incidence of coronary heart disease.

### Childhood Obesity

The number of overweight and obese children in the UK has risen steadily over the past 20 years. This is now a major health concern. It is estimated that up to 15% of children in the UK are overweight or obese.

Twenty years ago most children walked or cycled to school. Today exercise is no longer a regular part of everyone's day. Some children never walk or cycle to school, or play any kind of sport. It is not unusual for children to spend hours in front of a television or computer. The National Diet and Nutrition Survey (2000) found that 40-69% of children over the age of six spend less than the recommended minimum of one hour a day doing moderate intensity physical activity.

Children who are overweight tend to grow up into adults who are overweight. They therefore have a higher risk of developing serious health problems in later life, including heart attack and stroke, type 2 diabetes, bowel cancer, and high blood pressure.

Doctors recommend a gradual increase in physical activity, such as brisk walking, to at least an hour a day. These health improvements can, to some extent, be delivered through the promotion of sustainable transport modes – particularly cycling and walking. School Travel Plans provide an excellent opportunity to increase the activity levels of school children by walking or cycling to school, this will in turn improve the life chances for their future.

The Council currently promotes rural walks via its Rights Of Way network and has produced a number of leaflets describing circular walks around rural villages, and is looking to improve standards of several longer distance footpaths such as the Brampton Valley Way, Knightley Way and Jurassic Way. Similarly, a series of cycle routes have been identified and promoted in rural areas. Many of these are tied to the National Cycle Network. We have also produced cycle maps of Northampton and Wellingborough.

### Heart Disease

Adult diseases, such as Coronary Heart Disease, are closely linked to a lack of physical exercise. A failure to take regular exercise can lead to an unhealthy heart. Even for those who haven't been active for some time, an increase in activity can lead to a healthier heart and help maintain healthy levels of blood fats and a speedier metabolism.

### Changes in travel habits

The table below shows that there has been a 25% reduction in the amount of travel people undertake involving physical activity.

In 2005, the Council undertook the first of an annual series of "travel diary" surveys. This looked at the movements of 2,310 people across the county. The survey found that 19.4% of journeys were made on foot, with a further 6.2% having a subsidiary walking element; and 0.8% were made by pedal cycle.

The average walking trip time was 17 minutes, and the average cycling trip time was 18 minutes.

On average, people made 0.45 walking trips and 0.02 cycling trips per day.

Table 2.53 – Miles Travelled by Walking and Cycling 1975/6 – 1999/2001

	Miles per person per year (National Data)					
	1975/76	1985/86	1989/91	1992/94	1996/98	1999/2001
Walking (including short walks)	255	244	237	199	193	189
Bicycle	51	44	41	38	38	39
Total Bicycle + Walking	306	288	278	237	231	228

### Barriers to Healthier Travel

There are number of significant barriers which prevent people making healthier travel choices. Physical barriers mainly relate to the lack of safe routes for walking and cycling. They include:

- The dangers to cyclists from interaction with motorised vehicles;
- The lack of safe crossing places for pedestrians to cross the road;
- Poor lighting and visibility, particularly at night, giving rise to increase fear and likelihood of attack; and
- The lack of footway provision in some instances.

In addition to these physical barriers, there are others relating to the lifestyle choices which people make. As people lead increasingly busy lives, they find that they have less time to travel and typically favour the car as providing a faster journey time than walking, cycling or using the bus. Concern with the effects of an increasingly sedentary lifestyle on their health, is increasingly leading many people to join a gym. The same benefits could however, often be gained, at considerably lower cost, by going for a half-hour brisk walk or cycle ride every day.

## 2.8 MAINTENANCE

The results of the County Council's annual opinion survey in early 2005 (Table 1.1 on page 79) show that keeping roads, pavements and other assets in good condition ranked as a top three priority in all seven districts and came out as top priority in Daventry, Kettering, South Northants and Wellingborough.

The County Council is responsible for a network of approximately 4000km of roads and over 3000km of Public Rights of Way in the county and has a duty to maintain them, keep them in a safe condition and keep them open. Nationally the Government's 10-year Plan for Transport has a target to halt the deterioration in the condition of the local road network by 2004 and eliminate the backlog of maintenance by 2010.

The highway network is a very significant asset that needs continual maintenance and renewal. Keeping it safe for use efficiently and in 'optimum condition for purpose' requires the correct balance of revenue and capital funding. In order to do this efficiently and effectively, policies and standards have been developed. They are based on the recommendations in the national Code of Practice and are set out in the Highway Network Management Plan, adopted by the Council in November 2002.

### 2.8.1 The structure of roads, pavements and bridges

During its life a road has to withstand millions of heavy wheel loads. These create strains which are transmitted through the road structure to the ground on which it has been constructed. For a well designed road, the first problem is likely to be a deterioration of the surface texture of the road and a typical A road may require a surface treatment after 7 to 15 years. Eventually more major maintenance works will be required. A road will wear out more quickly the more heavy goods vehicles use it.

Many of Northamptonshire's roads date back to long before the motor vehicle. When they were first surfaced properly, the tarmac was often simply laid on top of whatever was already there without a proper foundation. Roads have been widened, resurfaced and surface dressed over many years. While this was adequate in earlier years, the increase in the weight and number of heavy goods vehicles is causing much of this network to show signs of accelerating failure which needs remedial work.

Where roads are not wide enough, over-riding of the road surface can damage the edge of the carriageways and verges. This is becoming a serious problem in rural areas of Northamptonshire, partly as result of increased traffic levels and the increase in size of agricultural machinery.

The rate of deterioration of bridges is known to increase with increasing frequency of heavy goods vehicles. Bridges are maintained through a system of condition surveys and prioritised investment in maintenance. When the need for maintenance of a structure is identified during an inspection, the priority for action is calculated using an established formula, and the repair is included in a list of outstanding work. In addition to the normal cycle of inspections, occasional special inspections are carried out when a problem is perceived to ensure that the highway is safe for its users.

All bridges are assessed for strength in accordance with the code laid down by the (then) Department of Transport. Should a bridge be found to be below strength, a weight restriction would normally be imposed unless it were on a strategic road or lorry route in which case other temporary measures would normally be applied pending strengthening.

Drainage systems do not deteriorate in the same predictable way as carriageways, and inadequate or inoperative drainage can lead to premature failure of the carriageway. Need is assessed by carrying out inspections or by recording and investigating reports of flooding and accumulations of ice, which cannot be dealt with by cleansing the system. Maintenance work is carried out on the basis of the assessed need, prioritised through consideration of legal obligations, possible consequences of not carrying out the scheme and the community benefit obtained.

The provision of new drainage systems contributes to safety, a reduction in local flooding, and helps to prevent deterioration of the road structure.

## 2.8.2 Rights of Way Maintenance

Annually the Rights of Way Team undertake an extensive maintenance program on the county's rights of way to ensure that the network remains open and available for members of the public.

Table 2.54 – Average Annual Rights of Way Installations

Furniture Type	No. of installations per year
Bridges	110
Fingerposts	240
Kissing/Disabled Gates	60
Bridle Gates	20
Field Gates	10
Culverts	20
Headland Mowing	192km <sup>2</sup>
Route Clearance	6km <sup>2</sup>
Route Surfacing	2km <sup>2</sup>

In addition to these standard furniture installations, the rights of way team work throughout the year in partnership with Parish Councils, District Councils, volunteers, landowners and other stakeholders to open up and improve the network across the county.

## 2.8.3 Cycleway and Footway Maintenance

Cycleways and footways will deteriorate through two mechanisms: the surface material will deteriorate due to the effects of age and weather, and the structure of the footway will be damaged through misuse, such as being overrun by heavy vehicles.

## 2.8.4 Street Doctor

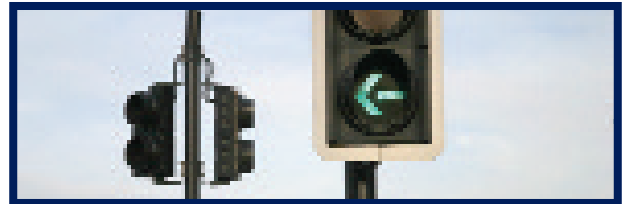
The Street Doctor is the County Council's Highways fault reporting system. Members of the public can log faults by phone, e-mail or on-line. The work covered by the street doctor includes:-

- Safety inspections;
- Service inspections;
- Response gangs;
- Patching gangs;
- Drain clearing, signs, lines and verges;
- Emergency Service; and
- Winter service.

## 2.8.5 Signs, Traffic signals, Street lighting and Trafficmaster

Traffic signs are an important highway feature and need to be well maintained. Reduced legibility or excessive deterioration can detract from safety, by increasing driver uncertainty, and affect a motorist's ability to follow a route easily.

Signs can deteriorate through the effects of ageing on the facing material, and through damage caused by vehicles, mowing machines etc. They can also become redundant through changes in legislation or specification, or through changes in signing strategy. Where previously signs of a certain size needed to be protected by safety barrier, new lattice-type posts are available which do away with the need for safety barriers.



Traffic signals are operated to minimise accidents, congestion and delays. The County Council has recently introduced its NetCoM system to replace the previous Urban Traffic Control system. This links signals at junctions and pelicans and other controlled crossings with information from other sources to increase network capacity and reduce delays.

Street lighting performs a number of functions. It assists mobility in the hours of darkness for pedestrians, cyclists and vehicle drivers and reduces the risk of road accidents. It also deters vandalism and crime and reduces the fear of crime amongst residents. These help to encourage walking and cycling rather than the use of vehicles.

Consideration is being given to the choice of an alternative lantern to replace low pressure sodium to provide a white light source in order to comply with forthcoming regulations.

Trafficmaster cameras in the county are owned, maintained and operated by the private operator. They are installed on various strategic county roads and the trunk road network and supply information to drivers on possible delays.



## 2.8.6 Other priorities

A well-maintained highway network also contributes to other priorities:

**Congestion** – Improved surfaces can provide benefits to cyclists and bus passengers by ensuring a smoother, more comfortable ride. For bus passengers this will improve their perception of the quality of the service. Good quality footways and cycleways encourage walking and cycling by making them more attractive, benefiting health and the environment, and they also improve access to public transport.

Good signing can ensure that drivers reach their destination or find their chosen route without travelling extra distance because they are lost.

**Accessibility** – A poor carriageway surface will discourage cyclists and a poor footway surface will discourage pedestrians, particularly those who have impaired mobility.

**Safety** – Good carriageway surface texture contributes to safety because it provides higher skid-resistance. However, in certain situations a poorly-maintained road surface may actually encourage people to drive more slowly, and therefore alleviate the possibility of accidents.

**Environment** – Well-maintained roads reduce damage to vehicles, thus reducing their effect on the environment through reducing need for repairs, poorer fuel consumption etc.

When undertaking maintenance works, opportunities are explored to enhance the environment and improve the quality of life for all. Use of materials such as lower noise surfacing can reduce noise caused by traffic.

The County Council seeks to reduce its use of non-renewable resources, and contributes to this by using thin wearing courses which use less material. Also all schemes are assessed on an individual basis to see if recycling techniques can be used.

**Growth** - Maintenance works can improve the appearance of an area and so assist in its regeneration.

## 2.8.7 Funding

The County Council spends money from both capital and revenue sources on road maintenance. Capital funding is used for major works which are designed to last 20 years, such as reconstruction of roads and bridges. Revenue funding is used for all other maintenance work. In addition to the spend on roads to maintain safety, serviceability and condition, this includes footway and cycleway maintenance, grass cutting, trees, gully emptying, winter maintenance, signs, fences and barriers, street lighting, insurance, etc.

The budget for maintenance is drawn from a number of sources:

- Revenue funding from the County Council
- Capital funding from the County Council's own resources.
- Capital funding from central government through the Local Transport Plan
- Additional capital funding from central government for roads which have recently been de-trunked.

Table 2.55 summarises the budgets allocated by the County Council for maintenance over the last three years.

The significantly higher than the national average growth in traffic levels, coupled with the level of revenue maintenance expenditure means that halting the deterioration of the condition of the network and addressing the backlog became more of a challenge. As a first step towards addressing this problem, the County Council has allocated an additional £25million of capital funding from its own resources over the period 2004/05-2005/06. This funding is being targeted at improving our performance against BVPIs 97 a and b.

Table 2.55 – Maintenance Budget Allocations 2003/04 – 2005/06

	Maintenance Funding (£million)			
	NCC Revenue	NCC Capital	LTP Capital	DfT De-trunked roads
2003/04	14.094	3.800	6.829	1.200
2004/05	15.003	14.200	7.083	2.208
2005/06	15.605	12.420	7.053	1.495

### 2.8.8 Performance

The County Council's performance with respect to the condition of the road network is measured by three BVPIs.

- BVPI96 Condition of A-roads
- BVPI97a Condition of non-principal classified (B and C class) roads
- BVPI97b Condition of unclassified roads

Audited national results are available for 2002/03, and un-audited for 2003/04.

The guidelines for measuring performance for BVPI96 currently allow two different systems for measurement, which means that caution needs to be used when comparing results between authorities. From 2005/06 all authorities will have to use a new system altogether.

BVPIs 97a and b, however, are measured using a single system and so are comparable, though they too will move to a new system of assessment.

Once the new system for assessing condition is used, it will not be possible to carry out year-on-year comparisons until sufficient data has been accumulated to indicate trends.

The BVPIs report the percentage of each road network which is below a specified threshold measure of condition. The County Council's performance is set out in table 2.56 below.

In 2004/05 priority for works funded from the £25 million allocation is being given to the non-principal network. A programme of schemes was drawn up which would enable works to be carried out to restore the condition of approximately 72km of roads and was anticipated to improve BVPI97a by four percentage points and BVPI97b by one percentage point. However, as schemes were completed during the year it became possible to programme a greater length of schemes than originally estimated.

The overall performance expected as a result of both Local Transport Plan funding and additional County Council capital maintenance expenditure is reported in the Council's Best Value Performance Plan as set out in table 2.56.

Table 2.56 – Best Value Performance Plan

	Network length (km)	2002/03		2003/04		2004/05	2005/06	2006/07
		BVPI result	Quartile	BVPI result	Quartile	BVPI target	BVPI target	BVPI target
BVPI96	536	8%	2nd	9%	3rd	8%	8%	10%
BVPI97a	1249	29%	3rd/4th	33%	4th	29%	25%	24%
BVPI97b	2240	34%	3rd/4th	31%	4th	30%	29%	26%



## 2.9 GROWTH

The results of the County Council's annual opinion survey in early 2005 (Table 1.1 on page 14) show that getting our transport systems ready for future growth, whilst not ranking as a top three priority, had a total of 22% of people questioned ranking it in their top three.

Northamptonshire has a long history of accommodating growth. Section 2.1 outlined the number of new or expanding towns designated in the county in the 1950s and 1960s. The table below shows the population in the county taken from each decennial census between 1961 and 2001.

Table 2.57 – Population Growth By District 1961 – 2001

	Population Figures					
	1961	1971	1981	1991	2001	% Change
Corby	40,000	52,600	52,395	53,044	53,174	+32.9
Daventry	37,300	48,100	57,334	62,866	71,838	+92.6
East Northants	51,600	56,600	61,034	67,686	76,550	+48.3
Kettering	59,999	65,800	70,651	76,150	81,844	+36.4
Northampton	124,100	133,700	155,536	180,567	194,458	+56.7
South Northants	40,900	55,800	63,999	70,685	79,293	+93.9
Wellingborough	44,100	56,100	64,013	67,789	72,159	+63.6
Northamptonshire	398,100	468,600	524,962	578,807	629,676	+58.1
East Midlands	N/A	2,290,220	3,828,664	3,953,269	4,172,174	+82.11
Great Britain	52,887,000	55,928,000	56,357,000	57,439,000	58,789,194	+11.2

Source: Census figures from various sources. 1 % change between 1971 – 2001 as figure for 1961 not available

Looking forward over the next 25 years, the importance of accommodating and providing the infrastructure to support growth has been brought into greater focus by the Milton Keynes and South Midlands Sub-Regional (MKSM) Strategy. The MKSM Strategy contains detailed plans up to 2021 and indicative proposals to 2031. The key challenge for the successful growth of the county and region will be to ensure that the necessary infrastructure requirements are in place prior to the completion of developments. This includes facilities for walking, cycling and public transport to link new developments to existing facilities ensuring that we provide desired routes and link up destinations based on actual need. We need to synchronise the timing of infrastructure developments and co-ordinate the work of different agencies and services. In order to ensure maximum use of alternative modes of travel to the private car, people must have alternative options available to them before they get into the habit of using their car.

## 2.9.1 The evolution of the Sub-Regional Strategy

Regional Planning Guidance for the South East (RPG9, March 2001) identified the general area of Milton Keynes and the South Midlands as one of four major growth areas in the wider South East. RPG9 proposed undertaking a Sub-Regional Study to investigate what the nature, possible extent and location of future growth might be in the area.

The Sub-Regional Strategy for the Milton Keynes & South Midlands Area constitutes revision to three of the initial Regional Spatial Strategies (RSS) established under the Planning and Compulsory Purchase Act 2004. The three relevant RSSs are:

- East Midlands (published as RPG8)
- East of England (published as RPG6, and such parts of RPG9 that relate to Bedfordshire, Essex and Hertfordshire)
- South East (published as PRG9, already partly revised, and excluding such parts as relate to Greater London, Bedfordshire, Essex and Hertfordshire)

## 2.9.2 Sustainable Communities Plan

The wider context for the Sub-Regional Strategy is set by the Government's Sustainable Communities Plan (February 2003). This seeks to accommodate the economic success of London and the wider South East and ensure that the international competitiveness of the area is sustained, identifying a key role for the four growth areas. Specifically, the Sustainable Communities Plan seeks to address a number of strategic challenges facing the South East:

- to increase housing supply by providing for the region's growing population, turning around the trend in house completions, improving the match between housing needs and provision, and making better use of land;
- to make home ownership more affordable;
- to tackle transport and other infrastructure issues;
- to address issues concerning skills and the labour market; and
- to tackle deprivation and the need for urban renewal.

The Sustainable Communities Plan makes clear that where new or expanded communities are needed, these should be sustainable, well-designed, high-quality and attractive places where people will choose to live and work.

## 2.9.3 Objectives of the Sub-Regional Strategy

The objectives of the Sub-Regional Strategy are:

- to achieve a major increase in the number of new homes provided in the area, meeting needs for affordable housing and a range of types and sizes of market housing;
- to provide for a commensurate level of economic growth and developing skills in the workforce, particularly in high value, knowledge-based sectors;
- to locate development in the main urban areas to support urban renaissance, regeneration of deprived areas, recycling of land and sustainable patterns of travel;
- to ensure that development contributes to an improved environment, by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets (including landscape and biodiversity) and providing green space and related infrastructure (green infrastructure);
- to meet existing infrastructure needs and provide for requirements generated by new development, by investing in new and improved infrastructure, by planning to reduce the need to travel and by creating a shift to more sustainable modes of travel; and
- to create sustainable communities by ensuring that social infrastructure needs are met in step with growth.



## 2.9.4 Locations for growth

To help achieve the above objectives the majority of development in the sub-region will be focused at the following towns:

- Aylesbury;
- Bedford / Kempston / Northern / Marston Vale;
- Corby, Kettering and Wellingborough, which will grow in a complementary way, while retaining their separate identities. At Corby the emphasis will be on the regeneration of the town centre. At Kettering and Wellingborough the emphasis will be on managing growth and job creation in a sustainable way that realises their potential;
- Luton / Dunstable / Houghton Regis / Leighton Buzzard;
- Milton Keynes;
- Northampton, which will continue to grow in stature as an important regional centre with a key emphasis on renaissance of the town centre and major enhancement of the public transport network.

Underpinning the growth will be an integrated approach to accessibility, aiming at reducing dependence on private car use through an improvement in public transport provision (including movement within and between the main centres), walking and cycling.

The Sub-Regional Strategy makes clear that the levels of growth to 2021 will require the commitment of substantial levels of resources to deliver many kinds of necessary strategic infrastructure, both to serve the new developments and to make good a number of existing deficiencies. Appropriate contributions will be required from many sources, both in the private and public sectors.



Table 2.59 – Total Growth in Housing Numbers to 2031

Location	Current policies	MKSM Strategy additions	Total to 2021	Provisional planning assumptions 2021-2031
Aylesbury	7,750	7,250	15,000	8,500
Bedford, Kempston and Northern Marston Vale	19,500	Nil	19,500	10,000
Corby, Kettering and Wellingborough	14,900	19,200	34,100	28,000
Luton/Dunstable & Houghton Regis (with Leighton Buzzard)	8,750	17,550	26,300	15,400
Milton Keynes	27,150	17,750	44,900	23,700
Northampton	28,100	1,900	30,000	17,500
MKSM Growth Area Total	106,150	63,650	169,800	103,100
Total in Northamptonshire	43,000	21,100	64,100	45,500
Northants % of MKSM Total	40.5%	33.2%	37.8%	44.1%

## 2.9.5 Strategy for Movement

The movement needs of the growth area will increase in future, placing further demands on congested roads and inadequate infrastructure. Consistent with the priorities in the Regional Transport Strategies, the Sub-Regional Strategy makes clear that the movement strategy for the growth area will involve:

- encouraging modal shift towards the more sustainable modes;
- taking advantage of major improvements to the capacity, quality and accessibility of key public transport facilities;
- increasingly applying demand management approaches to influence travel behaviour and protect the capacity of the strategic highway network; and
- investing in highway improvements to ensure that strategically important movements are carried efficiently.

An indication of investment priorities for strategic transport infrastructure within Northamptonshire and the timescales for implementation are given below in table 2.60, taken from the MKSM Strategy.



Table 2.60 – Investment Priorities for Strategic Transport Infrastructure

Scheme	Delivery	Lead Org.	Status	2002-06	2007-11	2012-16	2017-21
<b>Rail</b>							
Midland Main Line Route Utilisation Outputs	DfT	NR	Committed				
West Coast Main Line Modernisation	DfT	NR	Committed				
WCML Enhancements to MK & Northampton Services	DfT	NR	Not under active consideration				
Midland Main Line to Corby	DfT	NR	Not under active consideration				
<b>Road</b>							
M1 Junction 19 Improvement	TPI	HA	Committed				
A14 M1 to Kettering	TPI	HA	Under consideration				
A14 Kettering Bypass	TPI	HA	Under consideration				
A14 Kettering to Ellington	TPI	HA	Under consideration				
A45 Stanwick to Thrapston	TPI	HA	Under consideration				
A45 A43 to Stanwick	TPI	HA	Not under active consideration				
M1 Widening J13-19	TPI	HA	Not under active consideration				

## 2.9.6 Northamptonshire

The majority of development in Northamptonshire will be concentrated at the Principal Urban Areas of Northampton and the neighbouring growth towns of Corby, Kettering and Wellingborough.

Beyond these main urban centres development should be focused at the Sub-Regional centre of Daventry, the smaller towns of Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston and Brackley.

In the remainder of the county, the rural hinterlands, development should be limited with the emphasis on meeting local needs and the retention of basic services and facilities.

Housing provision for each local authority area in Northamptonshire for each of the five year phases over the period 2001-2021 should be made at the following annual average rates:

Table 2.61 – Annual Average Housing Provision 2001/06 – 2016/21

	2001-06	2006-11	2011-16	2016-21	Total 2001-21
Corby*	560	680	1060	1060	16800
Daventry	540	540	540	540	10800
East Northamptonshire	520	520	420	420	9400
Kettering	550	810	630	630	13100
Northampton*	1050	1450	1750	1750	30000
South Northamptonshire	330	330	330	330	6600
Wellingborough	595	595	685	685	12800
<b>Total</b>	<b>4145</b>	<b>4925</b>	<b>5415</b>	<b>5415</b>	<b>99500</b>

Note: \* - Figures for Corby and Northampton include any provision made in urban extensions across local authority boundaries. Such provision would be additional to the figures for the 'receiving authorities' in the above table.



## 2.9.7 Principal Urban Area - Northampton

The Local Development Schemes for Northampton Borough and the District and Borough Councils of South Northamptonshire and Daventry are together tasked by the Sub-Regional Strategy with the timely provision of an appropriate set of Local Development Documents making up a Local Development Framework to put into effect the proposals of the Sub-Regional Strategy within the Northampton Implementation Area. The Local Development Documents are required to set firm guidelines for proactive inter-agency approaches that in the field of transport will:

- provide for housing growth using both Greenfield land and previously developed land, but maximising opportunities for recycling redundant and under-used urban land especially at nodal sites and on good-quality public transport routes;
- reduce the need to travel by integrating land-use and transport planning, reviewing the need for new orbital and other roads, achieving a step change in the attractiveness of public transport within the urban areas, implementing town-wide park and ride schemes, comprehensively improving the attractiveness of walking and cycling, and implementing demand management measures; and
- provide for suitable urban extensions (without reference to local authority boundaries) clearly linked, where appropriate, with the completion of any key items of necessary associated infrastructure.

Northampton Borough Council, in partnership with other relevant bodies is additionally tasked with the preparation of a Local Development Document to provide a long-term framework for revitalising and upgrading the quality and facilities of the town centre, including inter-alia:

- developing the area within and around the railway station not only as a transport hub for the town, but also as an attractive and vibrant gateway to the town centre and a focus for development; and
- improving the range and quality of retail provision by increasing comparison and convenience floor-space, and linking this into a revitalisation of the rest of the central area incorporating attractive links to the railway station and waterfront areas.

A key consideration in Towcester is the need to regenerate its historic town centre. The Sub-Regional Strategy envisages that the proposed bypass when completed will enable traffic management measures and other environmental enhancements to be undertaken in the town centre and along the present A5 corridor. Options for the bypass and for any associated development will be explored through an appropriate Local Development Document.

Table 2.62 – Road & Rail Schemes and Timescales – Northampton PUA

Scheme	Delivery	Lead Org.	Status	2002-06	2007-11	2012-16	2017-21
<b>Rail</b>							
“Getting Northampton to Work” Quality Bus Scheme	LTP	LA	Committed				
Strategic Bus Corridor Development	LTP	LA	Under Consideration				
A45 Stanwick to Thrapston	TPI	HA	Under consideration				
A43 Northampton to Kettering Dualling	LTP	LA	Not under active consideration				
Northampton Orbital Schemes	LTP/DEV	LA	Not under active consideration				
A45 A43 to Stanwick	TPI	HA	Not under active consideration				
<b>Road</b>							
West Coast Main Line Modernisation	DfT	NR	Committed				
Northampton Station Interchange	LTP	LA	Under consideration				
South of Northampton Interchange	DEV	NR	Not under active consideration				

## 2.9.8 Corby, Kettering and Wellingborough

The neighbouring towns of Corby, Kettering and Wellingborough have been identified as locations with the potential for an increased level of new growth. The Sub-Regional Strategy makes clear that it is important that they grow in complementary ways while retaining their separate identities. The Local Development Schemes for the local planning authorities of Corby, Kettering, Wellingborough and East Northamptonshire are tasked with the timely preparation of an appropriate set of joint issues Local Development Documents to put into effect the proposals of the Sub-Regional Strategy for North Northamptonshire. Relevant issues will include the transport linkages throughout the area.

The Strategy requires that new development should be planned to take account of the transport investment proposals shown in the strategy, so as to create a significant modal shift towards public transport use, particularly in relation to urban extensions. The new station proposal at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal of affordability criteria. High quality public transport services should be provided between and within each of the linked growth towns so as to connect key centres of housing, employment and service activities.

## 2.9.9 Sub-Area Connections

The strategic connections within the Sub-Region need to reflect the existing urban spatial form in addition to that proposed via the associated Regional Planning Guidance and Sub-Regional Strategy. The inter-connections between the Sub-Areas are vital for the cohesion of the Sub-Region as a whole. The transport improvements of Sub-Regional significance include important components in terms of delivering the scale of housing development proposed in the Growth Area. Such components include:

- strategic bus corridor improvements in Northampton and at Corby/Kettering/Wellingborough;
- improved public transport interchange in Northampton;
- improved public transport interchange in Wellingborough;
- improvements to the A14 at Kettering; and
- local road improvements to increase capacity between Northampton and Kettering and to improve orbital movements around Northampton.

Table 2.63 – Road & Rail Schemes and Timescales – Corby, Kettering & Wellingborough

Scheme	Delivery	Lead Org.	Status	2002-06	2007-11	2012-16	2017-21
<b>Rail</b>							
Strategic Bus Corridor Development	LTP	LA	Committed				
A43 Corby Link Road	LTP	LA	Committed				
A509 Isham Bypass	LTP	LA	Committed				
Midland Road Bridge, Wellingborough	GA	LA	Committed				
Rushden Town Centre to A6 Link	DEV/GA	LA	Committed				
A509 Isham Bypass to Wellingborough	LTP	LA	Under consideration				
Wellingborough Eastern Distributor Road	DEV	LA	Under consideration				
A14 Kettering Bypass Improvement	TPI	HA	Under consideration				
<b>Road</b>							
New Interchange Wellingborough Station	LTP	LA	Under consideration				
New Interchange Kettering Station	LTP	LA	Under consideration				
Kettering to Corby Passenger Rail *	DfT	NR	Not under active consideration				
Corby to Peterborough or Leicester Rail Reopening	DfT	NR	Not under active consideration				
New station and Interchange Desborough	DfT	NR	Not under active consideration				

Note: \* - The new station proposals at Corby and associated train service changes will need to be re-assessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria.

Table 2.64 – Road Schemes and Timescales – Sub-Areas

Scheme	Delivery	Lead Org.	Status	2002-06	2007-11	2012-16	2017-21
Road							
A428 West Haddon Bypass	DEV	LA	Committed				
A5 Towcester Bypass	DEV	LA	Not under active consideration				
A45 Flore-Weedon Bypass	LTP	LA	Not under active consideration				
A43 Towcester Roundabouts Grade-SeparationGrade-Separation	TPI	HA	Not under active consideration				
A43 Blisworth/Tiffield Grade-Separation	TPI	HA	Not under active consideration				

## 2.9.10 Effective Delivery

The Sub-Regional Strategy emphasises that a new approach will be needed to deliver the growth and aspirations for sustainable communities across the Sub-Region. This will require strong partnership working between Government and others, to deliver the necessary investment.

An MKSM Inter-Regional Board has been established to ensure that all agencies deliver the investment and policy commitment to meet the objectives, policies and proposals of the Strategy. Chaired by the sponsor Government minister, it brings together local authorities (at political level), along with Government agencies and other key regional and sub-regional stakeholders, including the Local Delivery Vehicles.

Local Delivery Vehicles are being established to drive the growth of the area using land assembly, investment and planning roles to create confidence and stimulate private investment. The North Northants Together Partnership is a limited liability partnership involving the Borough and District Councils of Corby, East Northamptonshire, Kettering and Wellingborough together with the County Council. In West Northamptonshire, an Urban Development Corporation has been established. This covers the whole of Northampton Borough together with the towns of Daventry and Towcester.

Delivery of the strategy will involve national, regional and local agencies. The key agencies will include those delivering in the field of road and rail infrastructure and public transport provision. The agencies will be expected to make appropriate contributions to the preparation of Local Development Documents and to the delivery of strategic plans of the Local Delivery Vehicle. Some may be represented on the Local Development Vehicle. The proposals and infrastructure identified in the MKSM Strategy will require substantial long-term investment. The MKSM Study estimated a figure in the region of £8.3bn for the whole growth area. Existing funding routes and bidding mechanisms will need to support the aspirations of the Strategy and new ones will need to be created as appropriate.

One key feature of the work of the Local Delivery Vehicles is helping to provide part of the solution on resourcing the infrastructure requirements of the growth areas through securing a significant uplift in planning gain, using the ODPM pilot scheme now being tested in a number of growth areas. The pilot offers real potential to use the envisaged growth, the pilot opportunity and the revised government guidance to:

- secure larger amounts of planning gain from the county's growth;
- secure this gain from a wider 'capture' of development per growth area;
- ally this improved gain with a clear local and strategic infrastructure investment framework and delivery plan; and
- use the Local Delivery Vehicles as a key vehicle to firstly secure and apply the improved planning gain and secondly to ensure partner and landowner / developer engagement in the whole process.

Work is now ongoing to test and apply the Land Value Capture Initiative in both West and North Northamptonshire, with a view to helping address the infrastructure challenges which will enable well-managed and sustainable growth to be achieved.

Northamptonshire County Council will continue to work closely with developers and Local Delivery Vehicles as well as other regional and sub-regional bodies to ensure that there is co-ordination between services. This will ensure that transport and accessibility requirements are taken into account at the early planning stages and that developer funding is effectively obtained and used to maximum benefit.

## 2.10 SUMMARY OF KEY PROBLEMS AND OPPORTUNITIES

LTP Objective Area	Key Problems	Key Opportunities
<p><b>Congestion</b> – to reduce congestion experienced by road users essential to the prosperity of Northamptonshire</p>	<ul style="list-style-type: none"> <li>• Roads - increased traffic levels and capacity issues on key routes - M1, A14, A45, Northampton Inner and Outer Ring Road, A5, A43, rural villages</li> <li>• Buses – poor service levels in some areas, reliability issues due to capacity and traffic flow issues on key routes</li> <li>• Freight - ensuring balance of goods reaching people and local economic growth with congestion on major routes and inappropriate use of some of the county's roads</li> <li>• Pedestrians &amp; Cyclists - ensuring safety of pedestrians and cyclists during their journey, both actual and perceived dangers need to be overcome</li> <li>• Rail – service levels in Northamptonshire have decreased, this needs to be addressed in order to provide a viable alternative to the private car</li> </ul>	<ul style="list-style-type: none"> <li>• Reducing traffic on congested routes, improving traffic flows and ensuring traffic uses appropriate routes for their journey</li> <li>• Increasing bus patronage, quality of service and reliability to provide viable alternative to private car and better service for existing passengers in both urban and rural areas</li> <li>• Reduce use of inappropriate roads and improve performance of strategic network</li> <li>• Develop safe walking and cycling routes and encouraging walking and cycling</li> <li>• Encourage rail use and increase services where demand justification exists</li> </ul>
<p><b>Accessibility</b> – to improve access to workplaces, education, health, shopping and other facilities for all the population</p>	<ul style="list-style-type: none"> <li>• Social Inclusion – transport problems can be a barrier to accessing education, work, health and other services</li> <li>• Employment &amp; Services – some Northamptonshire residents have problems accessing employment and services, health facilities being a problem area</li> <li>• Transport Services – access to all public transport services needs to be as easy as possible in order for people to use with confidence</li> <li>• Freight Transport – lack of facilities for freight transport by rail throughout the county and the nature of town centre shopping areas create problems for distribution</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise deprivation areas and neighbourhood renewal in order to improve the life chances of the population in these priority areas</li> <li>• Further development of accessibility strategy to cover key services to improve the quality of life for all residents</li> <li>• Provide suitable facilities for population to have greater choice of travel mode</li> <li>• New and upgraded capacity on strategic road network and work with rail operating and logistics companies to move freight traffic to rail where appropriate</li> </ul>

LTP Objective Area	Key Problems	Key Opportunities
<p><b>Safety</b> – to reduce the number and severity of casualties in road accidents</p>	<ul style="list-style-type: none"> <li>• Speeding – many communities have recurring problems with speeding traffic within their neighbourhood</li> <li>• Child Casualties – the most “at risk” groups are secondary school boys, and children from more deprived areas, mainly as pedestrians but also as passengers and cyclists</li> <li>• Fear of Accidents and Physical Danger – pre-conceived ideas influence travel choices and this can create a vicious circle especially with journeys to school when perceptions are not always justified</li> <li>• Personal Safety – again influences how people travel and this is not necessarily a true reflection of the situation, therefore people are not making informed travel choices</li> <li>• Cyclists – are sometimes reluctant to mix with motor vehicles, having the overall trend of reducing cycling and increasing car travel, again creating a vicious circle</li> </ul>	<ul style="list-style-type: none"> <li>• Continue current levels of mobile enforcement at appropriate sites and continue to monitor locations of fixed sites</li> <li>• Continue education, training and publicity programmes in order to maintain current progress on targets</li> <li>• Promote and develop safe walking and cycling routes (link to congestion)</li> <li>• Improve street lighting, estate access and regenerate areas prone to anti-social behaviour (link to accessibility)</li> <li>• Promote and develop safe cycling routes (link to congestion)</li> </ul>
<p><b>Environment</b> – to minimise and, wherever possible reduce, the effect of traffic and transport on the built and natural environment</p>	<ul style="list-style-type: none"> <li>• Air Quality – increasing traffic flows and congestion increase instances of poor air quality which is detrimental to the environment and the health of the population</li> <li>• Noise – as with air quality, one cause of increased noise pollution is increased traffic flows, causing a disturbance for local residents</li> <li>• Landscape – with Northamptonshire being a particularly rural county, the countryside is at threat from continued growth, increased traffic flows and pollution</li> <li>• Townscape – areas of historical interest need to be preserved in balance with regeneration and development of areas for economical prosperity</li> </ul>	<ul style="list-style-type: none"> <li>• Promote and provide facilities for alternative modes of transport and improve traffic flows at key sites</li> <li>• Promote and provide facilities for alternative modes of transport in urban areas</li> <li>• Maintain the appearance of Northamptonshire’s Special Landscape Areas and Countryside Character Areas for current and future generations to enjoy</li> <li>• Incorporate townscape needs into all urban highway developments to prevent degradation of the urban landscape</li> </ul>



LTP Objective Area	Key Problems	Key Opportunities
<p><b>Healthier Travel</b> – to encourage healthier travel choices by the people of Northamptonshire</p>	<ul style="list-style-type: none"> <li>• Childhood Obesity – as children take less exercise and have a diet that contains more processed food than previous generations, their weight is increasing commensurately.</li> <li>• Heart Disease – as adults we are also taking less regular physical exercise which can lead to heart problems</li> <li>• Travel Habits – as car ownership increases we use cars more and more for even short journeys, around a_ of all car trips made in Britain in 2002/03 were under 2 miles in length <i>Source: Department for Transport/National Statistics 2005</i></li> </ul>	<ul style="list-style-type: none"> <li>• Promote and develop safe walking and cycling routes to encourage an increase in exercise for the children of Northamptonshire</li> <li>• Promote and develop safe walking and cycling routes to encourage an increase in exercise for the whole population of Northamptonshire</li> <li>• Bring about a step change in the attitude of the population with regards to travel modes and exercise to promote sustainability and health benefits</li> </ul>
<p><b>Maintenance</b> – to maintain the county’s highway assets in the most economical and environmentally sustainable long-term manner</p>	<ul style="list-style-type: none"> <li>• Structure of Roads, Pavements and Bridges – transport infrastructure deteriorates over time and depending on the number of vehicles it carries. Increasing traffic flows and the use of unsuitable routes by some vehicles means a more rapid deterioration of the network</li> <li>• Rights of Way –over 4200 rights of way in the county, covering approximately 3000km. Due to the rural location of many rights of way, it can be difficult to access some areas to check and maintain routes</li> <li>• Cycleway and Footway – these deteriorate due to age, weather and through misuse by inappropriate vehicles</li> <li>• Street Doctor –the information regarding location and problem needs to be accurate from the person reporting the problem</li> <li>• Signs, Traffic Signals, Street Lighting and Traffic Master – weather, aging, damage from vehicles and mowing machines and vandalism are all sources of deterioration</li> </ul>	<ul style="list-style-type: none"> <li>• Minimise the effect of surface deterioration and maintenance works on the journeys of the road users of Northamptonshire</li> <li>• Promote the use of the Rights of Way Network and ensure it is in a suitable condition for all users and remains open and available</li> <li>• Ensure the cycleways and footways are fit for purpose and ensure the population have viable alternatives in order to make informed travel choices</li> <li>• Ensure response and repairs are accurate and effective</li> <li>• Maintain network and provide all road users with an effective and efficient service in order to minimise journey times and ensure road users get to their destination by the most suitable route</li> </ul>
<p><b>Growth</b> – to provide the transport system necessary to support and manage growth in the county, ensuring it is integrated with the planning system to create a sustainable and viable future environment</p>	<ul style="list-style-type: none"> <li>• Sub-Regional Strategy &amp; Sustainable Communities – the county is set to grow by over 64,000 people by 2021. The transport infrastructure needs to be developed to meet the requirements of the existing population and to be able to provide for the increased population with minimal effect on the environment and landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting the infrastructure needs of all new developments whilst minimising the effect on the environment</li> <li>• Provide suitable facilities and services to reduce the need to travel</li> <li>• Working with other bodies to ensure the best economical and environmental outcome for Northamptonshire is achieved through this and future growth</li> </ul>