



**Northamptonshire
County Council**

Transport Strategy for Growth: Consultation Report

Draft for Cabinet
10 September 2007

Introduction

The Transport Strategy For Growth (TSFG) was put before cabinet in December 2006 and included the following documents:

- Transport Prioritisation Framework;
- Guidance on Creating lasting modal shift;
- Town Strategies for; Corby, Kettering and Wellingborough as well as statement on the strategies for Daventry, Northampton and Towcester;
- Design Guidance for residential developments;
- Public transport guidelines for new developments.

The aims of the documents were to provide an overall review of the county's transport policies in the light of the challenges faced in Northamptonshire. In particular, setting the context for the prioritised projects that resulted from the strategic prioritisation framework and the associated Modal Shift Strategy.

The Transport Strategy for Growth also provides policy input into the land use planning process, specifically the two Core Spatial Strategies for North Northamptonshire and West Northamptonshire, as well as the Area Action Plans for town centres and development areas. It also sets the scene for the investment plans being developed by the County's two growth delivery agencies, North Northants Development Company (NNDC) and West Northamptonshire Development Corporation (WNDC).

Post cabinet approval the TSFG was subject to public consultation between February and June 29th 2007, this report outlines the consultation events and responses received during this period.

Summary of responses to Transport Strategy

There are 51 individual written responses to the Transport Strategy, these included:

11 responses from Official Bodies

7 responses from the District and Borough Councils, i.e. 1 from each.

1 from NNDC

1 from the Highways Agency

1 from EMDA

1 from CABE

WNDC yet to respond

12 responses from housing builders and their agents

Respondents included, Bovis Homes, Bee Bee developments, Croudace Homes, URS, Peter Brett Associates and Smith Stuart Reynolds.

10 responses from Parish Councils

6 responses from Councillors

12 responses from other groups and interested parties

Emerging themes

There were a number of common themes amongst the responses,

Support was generally expressed for:

- Transport prioritisation framework
- Modal shift proposals
- Public Transport enhancement
- Travel Choice Centres
- Smart cards
- Most of the Town Strategy proposals

Concern was generally expressed over:

- Design guide needing to be updated in line with the Manual for Streets
- Over prescriptive nature of parking proposals
- Clarification of funding, phasing and delivery
- Lack of cycling
- Insufficient consideration of rural areas

Current responses

In response to the comments received we are currently doing the following:

- Working with CABI on a partial re-write of the design guide (a second draft is nearly complete ready for discussion with CABI's enabler, likely week commencing 20th Aug).
- Have commissioned a walking/cycling corridor study for the three main northern Towns, with a more limited look at Rushden, Higham Ferrers and Raunds to be followed by a study of the Western Towns as the Western CSS progresses. Due to be completed by the end of Aug 07.
- Looking at revised parking standards utilising information from English Partnerships, "Parking, What works where". Planning policy officers at both Kettering and Wellingborough are helping us to trial this approach.
- Looking at Town transport documents for the smaller rural towns, i.e. Rushden, Thraspton etc in the North. To be followed by a similar consideration of towns in the West.

Variation in responses between the North and the West

There was a notable variation between the attitude expressed towards more novel highway layout solutions, such as reduced frontage parking, limited car penetration of sites etc, between respondents in the North and the West of the County. Districts (and to a degree developers) in the West appeared more open to considering this sort of proposal, with SNC expressing the view that limited penetration of sites by cars could lead to high quality developments and NBC suggesting that car barns could be trialled on a small scale to consider their effects. Conversely Districts and developers based in the North appeared to favour more traditional solutions to transport issues.

Formal Responses from TSFG consultation

Letter Ref	Date Received	From	Response Sent	Organisation	Main Points of Concern	Response
1	06/02/2007	Mrs. MK Sexton, 2 Bright Trees Road, Geddington, Kettering, NN14 1BS	14/03/2007	Warkton Parish Council	Transport Strategy for Growth - Kettering Town, wants to ensure that Weekley and Warkton are protected from through traffic, particularly in favour of a bypass.	Development specific proposals related to Kettering East will include the need to protect Weekley and Warkton from through traffic and the impacts of development traffic generally.
2	12/03/2007	Cllr Sally Townsend Transport Sub Group Tumbledown cottage Rectory Lane Milton Malsor NN7 3AQ	14/03/2007	South Northants	Needs More Rural focus	Further work will be carried out on South Northants as the CSS for the West progresses.
3	12/03/2007	Gill Mercer East Northants District Council 9 Kensington Cl Rushden NN10 6RR	14/03/2007	East Northants	More Focus on Rushden, Better connectivity between Rushden and Wellingborough, higher parking allowance for rural areas.	Work in progress on Strategies for Towns in East Northants, including a Rushden specific Town Strategy.
4	12/03/2007	Michael Smith South Northants Council 21 Hoe Way Roade Northants NN7 2NG	14/03/2007	South Northants	More definition of modal shift, wants a countywide monorail	Elements of the Modal Shift Document are being re-written to strengthen the connection between the research papers and the 20% target.
5	12/03/2007	Cllr David F Coe Kettering Borough Council 104 Dunkirk Ave Desborough NN14 2PN	14/03/2007	Kettering BC	Supports A14 improvements and 20% modal shift targets	Noted.
6	19/03/2007	Andrew Howard, PC Howard Ltd., West Hay, Stamford Toad, King's Cliffe, Peterborough PE8 6XX	03/04/2007	PC Howard Ltd	More clarity with regard to Modal shift in transport strategy for growth consultation.	Elements of the Modal Shift Document are being re-written to strengthen the connection between the research papers and the 20% target.
7	22/03/2007	Patrick Rawlinson, 57 The Drive, Northampton, NN1 4SH	22/03/2007	Resident	Looking at further rail options, road train on Abington Street, different evening and daytime bus services.	More detailed work will be carried out with regard to the variation in frequency of service at the time that developments and services are planned in detail.
8	26/03/2007	Cllr Robert Civil, Chairman North Northamptonshire Joint Planning Committee 48 Churchill Way Kettering Northants, NN15 5BZ	03/04/2007	Kettering BC	New route to connect Kettering East to the Town via East Avenue	Alternative proposals, such as those put forward in this consultation response will be given consideration during further discussions with the District and Developer regarding the Kettering East development.

9	Apr-07	Mrs J Cockell 2 Woodburcote Towcester Northants NN12 6JR	16/04/2007	Woodburcote Resident	Must take into account environmental issues - contact DEFRA	DEFRA were consulted on the proposals. Framework scoring for schemes included weighting for Environmental impacts.
10	Apr-07	Mrs J Cockell 2 Woodburcote Towcester Northants NN12 6JR	16/04/2007	Woodburcote Resident	Towcester development overburdening the A43	Noted. Further consideration will be given to this in line with the progression of the CSS for West Northants. Discussions will be held with the Highways Agency with regards to the impact of development on Trunk Roads.
11	16/03/2007	Cllr P Atchison East Northants Council Cedar Drive Thrapston NN14 4LZ	03/04/2007	East Northants	Supports Town Strategies, feels that other documents need more substance. Should reduce car usage not ownership	Further work will be carried out with regard to restraining car use at destinations rather than origins, including greater emphasis on employment and commercial.
12	25/05/2007	Ann Le Druillenec, Clerk, King's Sutton Parish Council, King's Sutton Millennium Memorial Hall, Astrop Road, King's Sutton, Banbury, OX17 3PG	29/06/2007	King's Sutton Parish Council	Change of Clerk	Noted
13	06/06/2007	Wellingborough Borough Council	06/06/2007	Wellingborough Borough Council	Broadly supports framework for major schemes, supports modal shift but concerned that the scale of shift is not reasonable achievable by 2021. Town Strategy is considered premature and should be incorporated through the Town Centre AAP.	Work is underway with Alan Baxter Associates and through representation on the Town Masterplan groups to incorporate the Town Transport Strategy with Wellingborough's AAP.
14	15/06/2007	SP Bowers, Corporate Manager, Daventry District Council, Lodge Road, Daventry, Northants. NN11 4FP	29/06/2007	Daventry District Council	Look at the reduction of Carbon Dioxide as a scheme selection criteria, considers that the need to protect rural areas is included, should include consideration of PRT in Daventry, needs to help to support the core criteria of the RTS. More detail needed with regard to the funding of modal shift solutions, (particularly travel plans), concerns over parking charges in competitive market, design guide revised in line with Manual for Streets. Any contradictions between documents removed (with specific regard to public transport).	Work has been commenced on quantifying the broad carbon reduction effect of the Transport Strategy. Design Guide is being revised in consultation with CABE and in line with the Manual for Streets.
15	18/06/2007	Sally Townsend, 1 Rectory Lane, Milton Malsor, Northampton NN7 3AQ	29/06/2007	Mid Northamptonshire Parishes	Need to consider a bypass for Roade on the A508, high car ownership in South Northants should be considered in any proposals in the area. Considers that Park and Ride in Grange Park is not deliverable.	Flexible parking standards are being considered that take into account the accessibility of the area. Alternate sites in the vicinity of Grange Park will be considered. The need for a Roade Bypass will be considered in future transport modelling work for the West of the County and in future Council transport planning.

16	19/06/2007	Trevor Watson, Head of Planning Services, East Northamptonshire Council, East Northamptonshire House, Cedar Drive, Thrapston, Northants. NN14 4LZ	29/06/2007	East Northants Council	Supports the principle of modal shift but considers that the targets are not applicable in a rural District such as East Northants. Considers that positive infrastructure has to be provided upfront and positive rather than negative measures should be used to support modal shift. The design guide should be revised to be more car friendly.	Flexibility is intended within the modal shift targets by using appropriate comparison ward data as a benchmark. Design Guide is being revised in consultation with CABE and in line with the Manual for Streets.
17	21/06/2007	Katherine Cadbury, Chair, Harrington Parish Council, Thorpe Underwood House, Thorpe Underwood, Northampton, NN6 9PA	29/06/2007	Harrington Parish Council	New Chair.	Noted
18	26/06/2007	Patrick Gurner, Director, Capita Symonds, 24-30 Holborn, London EC1N 2LX	29/06/2007	Capita Symonds	Concerns over the direct linkage between the provision of a Northern Orbital route in Northampton with the delivery of the Dallington Grange development site.	Noted
19	28/06/2007	Mr. AJH Walford, Denis Wilson Partnership, 6th Floor, Newwater House, 11 Newhall Street, Birmingham, B3 3NY	29/06/2007	Denis Wilson Partnership	Needs more definition of Accessibility scoring (is it in conjunction with Accession). Wants more clarity as to how travel choices centres will be ran, more detail is needed at the destination end of the trip - i.e. parking standards, cycle facilities etc. Should consider the renting, rather than selling of unbundled parking spaces. More consideration should be given to the needs of disabled people in development layouts.	The accessibility scoring proposals are directly related to the County Councils Accession data. Further research is to be carried out into the potential for making Travel Choices Centres self financing. Thresholds for the delivery of different standards of centre will be considered. More work will be carried on the provision of parking restraint at trip ends to support modal shift strategy. The concept of renting rather than selling unbundled spaces is positive and will be considered further as part of the modal shift proposals.
20	26/07/2007	John Hopkins, Peter Brett Associates, 11 Prospect Court, Courteenhall Road, Blisworth, Northants. NN7 3DG on behalf of Hallam Land	29/06/2007	Land agent	More clarity required with regard to the funding, phasing and delivery of the major schemes in the prioritisation framework, Design guide requires revising in light of Manual for Streets. Modal shift targets should be more flexible in light of local circumstances, bus requirements are too onerous.	Design Guide is being revised in consultation with CABE and in line with the Manual for Streets. The SIS and SIP will provide greater clarity with regard to the funding and phasing of the proposed transport interventions.

21	27/06/2007	Hugh Fenton, Chair - Steering Group & Environmental Task Group/External Contact, Wellingborough Partnership, c/o 51 Gordon Road, Wellingborough, Northants. NN8 1EP	29/06/2007	Wellingborough Partnership	Environment Task Group - input to the consultation, welcome modal shift, further consideration of public transport connectivity to the North of Wellingborough, concerns over the social impact of segregated parking for the elderly and infirm, some safe by design concerns over parking and permeable layouts.	Noted. Further work on Public Transport connectivity to the North is being carried out as part of the Wellingborough North Masterplan. Parking Standards are being revised for the final document to provide a broader palette of parking types.
22	27/06/2007	Martin Harrop, Manager - Special Projects, Croudace Strategic Ltd., Croudace House, Caterham, Currey CR3 6XQ	29/06/2007	Croudace Strategic	Modal shift targets should be more flexible, parking standards not supported and should be more flexible, design guide should be re-written in line with Manual for Streets, support some measures from Modal shift document, specifically bus services, travel centres, car clubs. Overall considers more flexibility required.	Design Guide is being revised in consultation with CABE and in line with the Manual for Streets. More flexible parking standards are being considered that provide a more site specific parking solution.
23	27/06/2007	Claire Berry, Principal Planning Officer (Strategy), Northampton Borough Council, Cliftonville House, Bedford Road, Northampton NN4 7NR	29/06/2007	Northampton Borough Council	More emphasis should be put upon climate change as a driver for the strategy, design guide should be re-written in line with the Manual for Streets, Car Barns should be trialled in a small site or element of larger development before being included in design standards. Support Modal Shift objectives but need more clarity plus consideration of stepped targets, need more information for non-residential uses.	Work has been commenced on quantifying the broad carbon reduction effect of the Transport Strategy. Further work will be carried out with regard to modal shift proposals for non-residential developments.
24	28/06/2007	David Barnes, Star Planning and Development, 140 Brandwood Road, Kings Heath, Birmingham, B14 6BX on behalf of Bovis Homes and East of Wellingborough landowners group.	29/06/2007	Star Planning and Development	One of two representations on behalf of Bovis Homes and the East Wellingborough Landowners' Group. They would welcome opportunity to meet members of council to discuss application. The planning status of the documents needs to be defined, some of the schemes scoring well in the framework have major issues in terms of deliverability and this should be addressed in any revised list. The modal shift target should be more flexible in light of local circumstances. Internal trips should be considered as part of any modal shift allowance. Consistency in Public Transport standards. County Council must match developers in terms of bus priority outside of development sites. Design Guide should be updated in line with Manual for Streets, more flexibility in parking standards.	Design Guide is being revised in consultation with CABE and in line with the Manual for Streets. Parking Standards are being revised for the final document to provide a broader palette of parking types. The town strategies provide the connectivity for bus priority from development sites to the Town Centres, although some elements of priority work outside of site boundaries are liable to remain a developments specific responsibility.
25	28/06/2007	Mrs. M Down, Paulerspury Parish Council, Scots Corner, High Street, Paulerspury, Northants. NN12 7NA	29/06/2007	Paulerspury Parish Council	Considers that reducing car use is an impossible task. Wants Bypass for Towcester, a flyover for Stony Stratford and at the A43/A5 junction in Towcester.	Noted, Bypass for Towcester is within the current Transport Priority Framework and also specific proposals for Towcester.

26	28/06/2007	Richard S. Whittaker, Old Stratford Parish Council, Rectory Cottage, Passenham, MK19 6DH	29/06/2007	Old Stratford Parish Council	Supports proposals and wants to ensure that sufficient emphasis is put upon public transport provision.	Noted
27	28/06/2007	Derek M Everett, Old Stratford Parish Council, 10 Deanshanger Road, Old Stratford, Milton Keynes, MK19 6AW	29/06/2007	Old Stratford Parish Council	Need to talk more to adjoining authorities with regard to cross boundary impacts of growth (in particular the traffic impact of growth in Milton Keynes on the South of the County).	Northamptonshire Council is involved with the neighbouring Growth Areas and intends to strengthen those links to ensure that cross boundary impacts are fully addressed.
28	28/06/2007	Colin Buchanan, Newcombe House, 45 Notting Hill Gate, London W11 3PB on behalf of Bee Bee developments.	29/06/2007	Bee Bee Developments	Broadly support the proposals in the Framework and the Modal Shift documents - although feel that the proposals are too prescriptive and more flexibility is needed. Kettering Eastern Avenue should be considered within the Town Strategy, concerns over the impacts of bus only links to Kettering East, should consider off road solutions such as the Wellingborough - Kettering - Corby rail shuttle proposals. Included a copy of their own proposals for strategic public transport improvements.	The issues raised will be addressed through the Town AAP and site specific discussions related to the Kettering East development.
29	28/06/2007	Rebecca Yee, Head of Regeneration and Growth, Corby Borough Council, Deene House, New Post Office Square, Corby, Northamptonshire, NN17 1GD	29/06/2007	Corby Borough Council	More site and area specific modal shift targets required to take into account local issues, i.e. lower car use in Corby. However the principle aims of the modal shift strategy are supported. But - do not support segregated parking, do not support charged parking.	Parking Standards are being revised for the final document to provide a broader palette of parking types.
30	29/06/2007	Harwell Land Ltd, c/o Smith Stuart Reynolds, Cottage Farm, Sywell, Northampton, NN6 0BJ	29/06/2007	Developer / Land Agent	Need further clarification of both the Transport prioritisation framework and also the modal shift measures, lack of consistency on bus walk distances. Against segregated parking arrangements	Parking Standards are being revised for the final document to provide a broader palette of parking types.
31	29/06/2007	Sywell Land Ltd, c/o Smith Stuart Reynolds, Cottage Farm, Sywell, Northampton, NN6 0BJ	29/06/2007	Developer / Land Agent	Support Strategic Lorry Parks	Noted
32	29/06/2007	URS Corp, URS House, Horne Lane, Bedford, MK41 1TS - on behalf of Persimmon and Bloor Homes	29/06/2007	Housing Developer	Principles are supported but overall documents considered to be too prescriptive - a more flexible, site specific approach must be considered	More flexibility is currently being built into both the design guide and the proposed parking standards.
33	29/06/2007	East Midlands Transport Activists Roundtable	29/06/2007	Transport interest group	Support proposals, in particular public transport, reservations over chargeable parking	Noted

34	29/06/2007	Drivas Jonas on behalf of Legal and General, i.e. Grosvenor Centre	29/06/2007	Land agent	Supports Modal shift proposals and park and ride but wants to ensure continued short stay parking in the town. More detail needed for non-residential developments.	Noted.
35	29/06/2007	John Hopkins, Peter Brett Associates, 11 Prospect Court, Courteenhall Road, Blisworth, Northants. NN7 3DG	29/06/2007	Peter Brett Associates/Kettering Borough Council	Design Guide requires re-drafting in line with the Manual for Streets, Supports Modal shift proposals but remains concerned that these are all suitable for Kettering, particularly interested in retaining school transport to maintain or improve modal shift away from the car. Concerns that the Town Strategy proposals are over engineered and disadvantage non-car users. However considers that the proposals do appear to offer a workable solution and that the one way system would allow for priority for other uses to be built in. More testing would be beneficial to consider other options i.e. with and without KEA and bus only links. Consider that finer grain modelling work is required in order to finalise any new parking proposals for the town. More work requested with regard to a multi-modal element to the Saturn modelling work.	Design Guide is being revised in consultation with CABE and in line with the Manual for Streets. Working with Kettering and their consultants on a more detailed modelling exercise for the Town Centre Core. Detailed matters can be addressed through the town centre AAP.
36	29/06/2007	Sue Kirby, East Midlands Development Agency, Apex Court, City Link, Nottingham NG2 4LA	29/06/2007	East Midlands Development Agency	Supports the project prioritisation framework and the modal shift proposals but suggests that more emphasis should be put on destination restraint rather than origin. i.e. less rigorous parking controls at housing but more involved travel planning and parking restraint at commercial, employment sites.	Further work will be carried out with regard to restraining car use at destinations rather than origins, including greater emphasis on employment and commercial.
37	29/06/2007	Brixworth Parish Council	29/06/2007	Parish Council	No comment until direction of growth in Northampton is determined	Noted
38	29/06/2007	David Lea, 22 Chapel Street, Titchmarsh, Northants. NN14 3DA	29/06/2007	Resident	Supports improvements to the A14 and the A43, objects to the improvement of the A605 due to the environmental and amenity impacts.	Noted.
39	29/06/2007	Ian Bishop, Director, Woods Hardwick, 15-17 Goldington Road, Bedford, MK40 3NH	29/06/2007	Woods Hardwick	Supports the modal shift proposals - but looking for greater flexibility and alternative parking proposals - current parking proposals unacceptable.	Parking Standards are being revised for the final document to provide a broader palette of parking types.
40	29/06/2007	REW West	29/06/2007	North Northants Landowners Group	More importance needs to be given to the interface between the North-South and East-West movement corridors. Greater priority to connecting rural developments. Should look further at the concepts of peak spreading, particularly with regard to school travel.	Connectivity for rural areas will be addressed more effectively through the accessibility strategy. Town strategies for the smaller towns are now being considered.
41	29/06/2007	URS Corp, URS House, Horne Lane, Bedford, MK41 1TS - on behalf of Persimmon and Bloor Homes	29/06/2007	Wellingborough East Landowners and Bovis Homes	More definition needed as to the policy basis for the documents. More opportunity for flexibility should be provided - as the document is considered to be over-prescriptive and not take local situations into account. Concern that road building and junction improvements etc. will undermine the effectiveness of the modal shift proposals. TSFG needs greater connectivity to local, regional and national guidance. Design guide to be updated in line with the Manual for Streets.	Design Guide is being revised in consultation with CABE and in line with the Manual for Streets.

42	29/06/2007	Ian Bishop, Director, Woods Hardwick, 15-17 Goldington Road, Bedford, MK40 3NH	29/06/2007	Woods Hardwick	Supports Modal shift objectives, but document is considered to be over-prescriptive and should be a wider more strategically based document.	Final document will have a more strategic view. Both design guide and parking standards are being revised to add flexibility.
43	03/07/2007	John Cutler, Ardua, Harlestone Road, Chapel Brampton, Northampton NN6 8AW		Resident	More work is needed with regard to the walking and cycling elements of the strategy. Road improvement schemes should not be at the expense of cyclists. Greater parking provision is required.	Walking and Cycling Study has been commissioned to add detail to the Modal Shift proposals.
44	03/07/2007	Bob Lane, Chief Executive, North Northants Development Company, 1 Exchange Court, Cottingham Road, Corby, Northants. NN17 1TY		North Northants Development Company	Town Strategies should be aligned with the AAP process. That design guidance is supported by CABE and the District Planning Authorities. Further reassurance upon the delivery of modal shift targets. Would welcome ongoing consultation throughout the revision of any documents prior to the September committee.	Working with Districts on AAPs to agree and incorporate Transport improvements. Agree - Design Guide is being revised in consultation with CABE and in line with the Manual for Streets.
45	03/07/2007	David Lancaster, Northamptonshire Police, Community Policing and Partnerships Dept., Mereway, Northampton NN4 8BE		Community Policing and Partnerships Dept.	Wants greater parking provision, i.e. 2-3 spaces per unit and more in rural areas, on plot parking and developments to adhere to safe by design principles.	Parking standards should be in line with Manual for Streets and English Partnerships what works where. 2-3 + spaces per unit is out of sync with local, regional and national guidance. Only on-plot parking is not supported by best practice guidance and limits urban design. Safe by Design principles will be included in any design guide revision.
46	05/07/2007	Whilton Parish Council	05/07/2007	Whilton Parish Council	Must minimise the impact upon rural areas. Model must consider all growth agenda traffic. Flore Weedon bypass is essential and should be made the primary route from Daventry Eastern developments to Northampton.	Flore-Weedon bypass is on list of proposed major schemes. Development proposals in Daventry must also mitigate their impact to protect adjacent rural areas.
47	05/07/2007	Roy Sears, Hoperidge Cottage, The Green, Stoke Bruerne, Northants NN12 7SZ		Resident	No building to the South of the M1. HGV traffic should be re-routed to the M1 from the A5 and A508 (new junction on M1 required). Re-open Roade railway station.	Noted.
48	18/07/2007	Alan Dott, Deanshanger Parish Council, 11 Little London, Deanshanger, MK19 ^HH	24/07/2007	Parish Council	Supports Bypass for Towcester and the widening of the A5 from Towcester towards Milton Keynes. Considers that rural areas will have to be dealt with differently in order to influence travel behaviour, for example higher car parking provision.	Noted.

49	13/07/2007	John Mooyman, Planning Policy, South Northants Council, Springfields, Towcester	24/07/2007	District Council	Supports developments which limit car penetration of the site. Support modal shift principles and proposals but wants to ensure that care is taken to make them applicable to rural areas. In the case of Towcester a defined transport interchange is required. Car parking levels should be revisited to allow for varying needs and locations. The District Councils remains the Parking Authority and so should input into any parking proposals. Penalties for not meeting modal shift targets should be more tightly described, with particular reference to delaying or halting construction of further phases of construction - as this has a planning implication and may be hard to condition or enforce.	Will be keen to work with South Northants Council on proposals to add sustainable transport provisions to Towcester (such as an interchange facility). Parking standards are being revised to add flexibility and take more account of rural districts.
50	19/04/2007	Highways Agency, C3, 5 Broadway, Broad Street, Birmingham, B15 1BL	24/07/2007	Highways Agency	With regard to the Transport prioritisation framework connection should be made to the RFA prioritisation process for major road schemes. Wants to see separate reference made to national road improvements (i.e. M1 junction 14-19). With regard to the Modal shift proposals, consider that greater emphasis should be given to demand management measures such as road pricing. Concerned that the measures currently proposed will not result in a significant modal shift on the trunk road network but rather will have a greater impact on local trips. Kettering, support the Collector Distributor Road proposal, subject to the findings of the A14 study. Considers that the Wellingborough Town Strategy shows that proposed growth to 2021 can be accommodated but The Highways Agency do not consider it likely that the Grade separation of the A45 Wilby Way roundabout will happen prior to 2021 without developer funding, so this should be considered as a future scenario when considering growth in Wellingborough. The Strategies should consider future funding, phasing and delivery.	Funding, phasing and delivery will be made more clear through the SIS and SIP. The Grade separation of Wilby Way is an issue for further discussion. Further discussions will take place with the Highways Agency to clarify some of the points raised.

51	13/07/2007	CABE, 1 Kemble Street, London, WC2B 4AN	24/07/2007	CABE	<p>Generally supports the Modal Shift Document, considers that the approach taken is "worthy of praise". However in terms of detail considers that there needs to be further clarity as to how the modal shift targets were reached and greater clarification of the inter-reliances and overlaps between measures to make calculating the effects of packages of measures more straightforward. Suggests that the 5% target for existing areas may be too low, as these areas often have the advantage of existing and established bus services etc. Suggests that land use planning should play a more key role early in the process and should be considered as a driver for change rather than as a result of change. More information on walking and cycling should be provided to match the level of information for public transport. Whilst there are reservations over being too prescriptive with regards to parking standards, in particular with regard to segregated parking arrangements, consider that unbundled parking is worthy of further investigation and promotion. Want to work with us on any document re-write and/or design guide revision.</p>	Working with CABE to revise documents in line with the recommendations made.
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List of consultation events and presentations for the TSFG

Date	Venue	Event/Presentation
15 th Feb 2007	Council chamber - Wellingborough	WBC Strategic development advisory panel
14 th March 07	Saints - Lions Room – Northampton	Strategic stakeholders workshop
16 th March	Corn Market – Kettering	Public open workshop
19 th March	Guildhall – Northampton	Public open workshop
10 th April	KBC	Meeting and presentation to KBC & NNDC specific to Kettering.
11 th April	Saints – Lions room – Northampton	Developers workshop.
17 th May 2007	Pranabi Mandal Centre – Wellingborough	Wellingborough Sustainability Forum
11 th June	Tithebarn – Wellingborough	Wellingborough environmental task group.
13 th June	Thrapston leisure centre	Parish consultation workshop
19 th June	SNC council chamber – Towcester	Parish consultation workshop
26 th June	Saints – Captains lounge – Northampton	DC officers and members workshop
Post consultation end events relating to TSFG		
23 rd July	WBC.	WBC – Town Centre framework group
25 th July	KBC	KBC Strategic group meeting

Notes of key points raised during consultation events.

- No one size fits all parking solution for new developments – the solution needs to be based around the local conditions.
- Does communal parking work – does it look good from an urban design point of view.
- Can parking standards fit in with market/tenure types needed.
- Transport for new developments need to be planned in from the start with key stakeholders – needs to be in partnership with developers, planners etc.
- Build out rates can affect viability of transport services – how will all projects be phased to match in with development build out rates.
- Are the mode shift targets to be phased in for new developments i.e. initial phases have lower targets the later have higher targets to overall meet the aim of 20%.
- Bus priority/ buss only links – measures need to be implemented from the back of queue.
- Bus companies need to take more risk, why should it just be LA and developer as they benefit if it works.
- Surrounding existing residential streets need to be protected to reduce impact from possible overspill parking.
- How will disabled parking fit in with segregated parking?
- Need to be used to market ideas up front. – chance to influence behaviour at the right time when people into their new home - Step up from the welcome pack.
- Home zones – what about the current areas will they be retrofitted in?
- Public transport not focused on the users needs.
- Needs to be improvements to the A43 corridor for both car and PT.
- Need to encourage more freight to use rail to free up road space.
- Need to link transport aims into emerging design guides produced by the districts.
- More people can shop via the internet
- More people can work from home
- Climate change
- Home to school transport
- Would take a long time to change current land-use patterns
- Can't let town centres run down further
- Why put developments (eg Kettering East) where they are furthest from existing transport networks?
- Technological development of new types of vehicles eg cleaner fuels and people pods
- A43 Northampton to Kettering dualling supported
- A45 Wilby Way junction needs grade-separation
- Isham Bypass should be in the valley to relieve the A6 as well.
- WEast needs to provide a through road round the east of Wellingborough
- Turnells Mill Lane area need to be relieved
- At the moment no bridge across the railway to access WEast
- Something needs doing at Finedon
- Developers willing to contribute to Kettering Eastern Avenue
 - If built as a spur needs a 'dotted line' continuation
 - Roundabout needed at north end of Kettering
 - Road will limit future development
- Proposals on the map supported almost without reservation, especially the public transport ones which would be really good if they could all be achieved.
-

TSFG Workshop Agendas

Listed below are copies of agendas for events held during the consultation process for the TSFG. Notes were made from the general comments received during these events and all attendees were encouraged to also submit a formal response, these responses can be seen in the response database.

Transport Strategy For Growth - Strategic Stakeholders Event 14th March at The Saints Lions Room

Agenda

- | | |
|--|-------|
| 1. Introduction | 13:00 |
| 2. Transport Strategy for Growth progress report | |
| 3. Achieving lasting modal shift | 13:30 |
| 4. Q&A | |
| 5. Kettering schemes | |
| Break | 14:30 |
| 6. Problems and Solutions workshop | 14:45 |
| a. What are the best arrangements for car parking in new developments to ensure modal shift away from car use? | |
| b. How do we make sure that developments designed to encourage modal shift are also attractive to the market? | |
| c. What enforcement measures and organisation will be required? | |
| 7. Plenary and Round Up | 15:45 |

**Transport Strategy For Growth Workshop – Public workshop 16th March Cornmarket
Kettering and 19th March The Guildhall Northampton**

Agenda

1. 1900 Welcome
2. 1905 Presentation
3. 1920 Q&A
4. 1930 Workshop sessions
5. 2030 Round up

**TRANSPORT STRATEGY FOR GROWTH
PUBLIC WORKSHOP SESSIONS**

Question 1 – The Challenge

Over the next 25 years, traffic flows on Northamptonshire's roads are likely to more than double.

(Show graphic of traffic flows).

Do you think we could/should just build our way out of this problem?

- On the main inter-urban routes?
- In the towns?
- In the rural areas?

New road building on this scale would probably encourage even more traffic growth – both cars and lorries

How would this affect development – eg out of town shopping centres..

What would be the effect on town centres.

What would be the effect on public transport, pedestrians and cyclists?

What would be the effect on the environment?

Question 2 – What should we do (1)

If we're going to limit the growth in traffic how should we do it?

What sorts of transport schemes would help?

- Encouraging cycling
- Encouraging walking
- Encouraging public transport
- Encouraging car sharing

- Anything else?

Question 3 – What should we do (2)

Are there other non-transport things we should be doing?

Does the location of development have a role?

Should we make sure developments (housing, employment, retail, etc) can be easily reached by those without a car?

What role does technology have in terms of limiting the need to travel at all?

Question 4 - What would it need for YOU to leave your car at home?

Are there any journeys for which you might consider this?

Are there any for which you wouldn't?

Why...

Question 5 – What are your views on the proposed schemes?

(Show the list of the proposed major schemes)

- Which do you support?
- Which don't you support?
- Is there anything missing?

(Show the list of schemes in the town strategies)

- Which do you support?
- Which don't you support?
- Is there anything missing?

You may like to take these lists (in particular) away with you and respond at greater leisure.

TSFG – Developers and Consultants event 11th April at The Saints – Lions Room

Agenda

1. Introduction Keith Day/Sue Flack 13:30
 - Transport Strategy for Growth
2. Lasting modal shift Keith Day/Jethro Punter 14:00
3. Discussion Topics 14:30
 - Mode shift targets 14:40
 - Unbundled Parking 14:50
 - Segregated Parking 15:00
 - Bus Only links 15:10
 - Bus Priority 15:20

Break

- Travel choices centre 15:40
 - Car clubs 15:50
 - Road user charging 16:00
 - Street layout/Home Zone 16:10
4. Plenary and Round up 16:20

Transport Strategy For Growth Workshop - 16th June at Nene Centre, Thrapston and 19th June at South Northants Council Chamber - Towcester

Agenda

1. 1900 Welcome
2. 1905 Presentation
3. 1925 Workshop Session (Same questions as public workshop session see above)
4. 2015 End

The TSFG documents can be found on the NCC website under the transport planning section or via;
<http://www.northamptonshire.gov.uk/Transport/TP/LTP/tsfg.htm>

TSGF
Development Control Consultation Event 26th June 2007-07-18
The Saints - Captains Room

- | | |
|--|-------|
| 1. Coffee and Tea | 09:30 |
| 2. Presentation – “Introduction to the growth agenda” Sue Flack | 10:00 |
| 3. Presentation “The Transport Strategy for Growth, challenges and principles” – Keith Day | 10:20 |
| 4. Discussion Topics, group discussion on key Transport Strategy principles | 11:00 |
| 5. Informal discussion over lunch | 12:00 |