North Northamptonshire Greenway

Final draft presentation

Agenda

1. Project recap
2. NNG vision and network
3. Prioritisation
4. Developer contributions
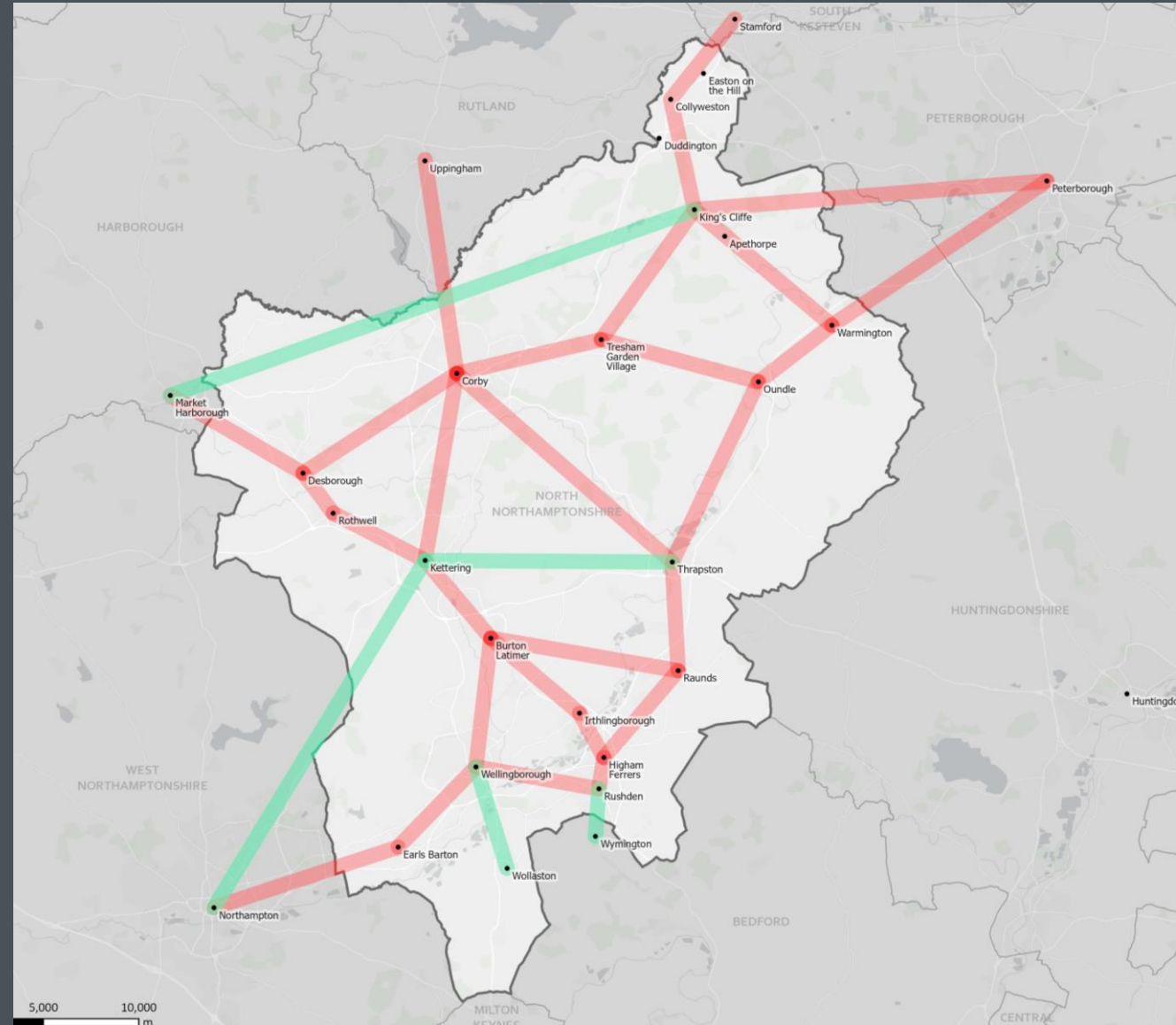5. Next steps

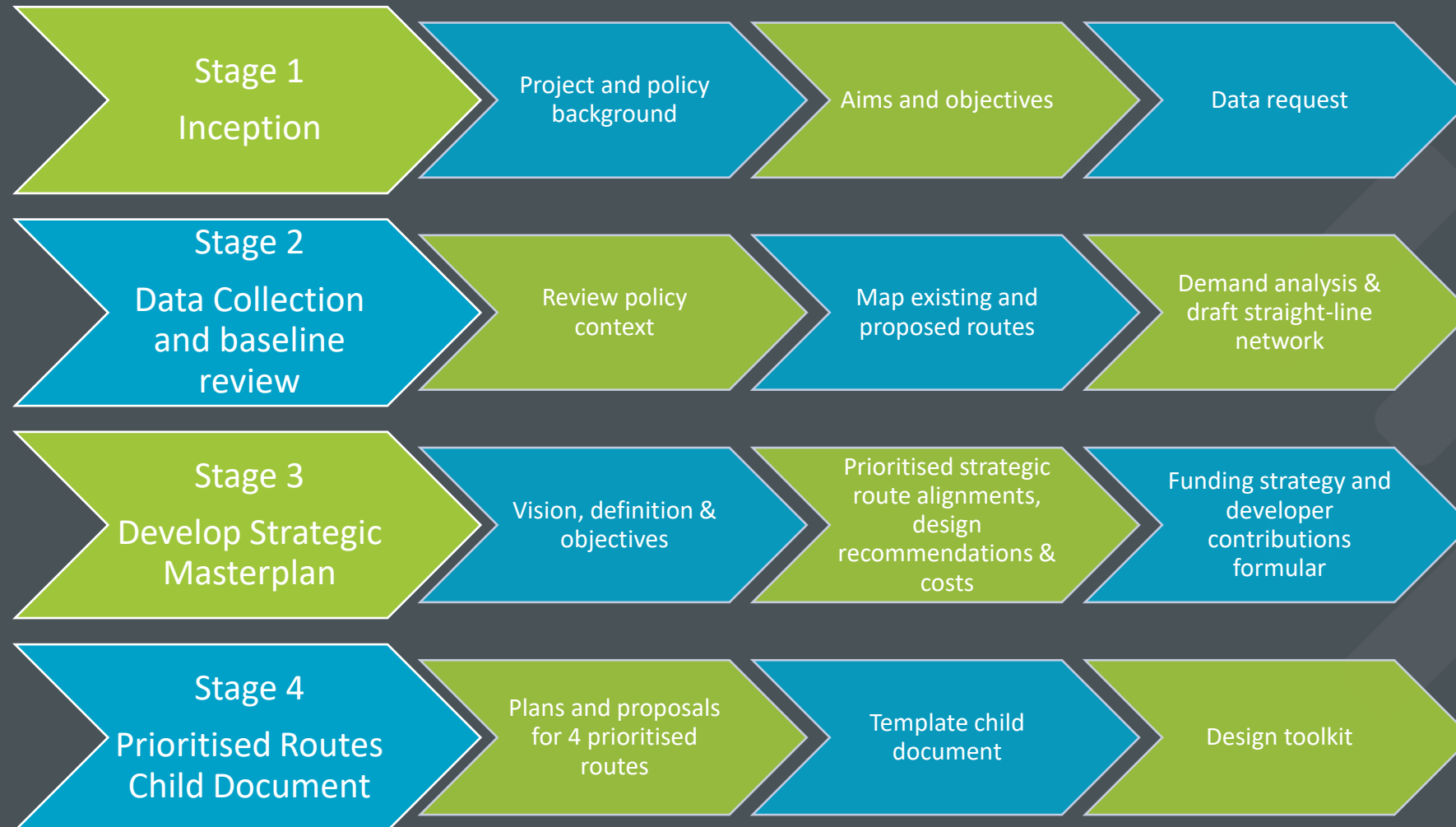# Project recap

Scope

Strategic Masterplan

- Overarching strategy for the NNG

- Evidence-led network plan (following LCWIP process)

- Aims and objectives of the NNG

- Funding and delivery strategy

Priority Routes Child Document

- Design recommendations booklet

- Key routes/proposals

- Public-facing with high quality mapping and photos to illustrate proposals

- Developed and populated with the NNG Officer

- Establish the approach/template for the other child documents (Kettering, Wellingborough, Corby)

Programme

Stage 1 Inception	Project and policy background	Aims and objectives	Data request
Stage 2 Data Collection and baseline review	Review policy context	Map existing and proposed routes	Demand analysis & draft straight-line network
Stage 3 Develop Strategic Masterplan	Vision, definition & objectives	Prioritised strategic route alignments, design recommendations & costs	Funding strategy and developer contributions formular
Stage 4 Prioritised Routes Child Document	Plans and proposals for 4 prioritised routes	Template child document	Design toolkit

Policy context

Hyper-local plans include the Ise Valley Strategy with its interim design study, Nene Valley Sense of Place toolkit, LCWIPs, neighbourhood plans and various other routes with feasibility studies

Local policy e.g. North Northamptonshire Joint Core Strategy, North Northamptonshire Investment Framework, North Northamptonshire Green Infrastructure Delivery Plan, Part 2 local plans, Rights of Way Improvement Plan, transport strategies

Regional policy e.g., England's Economic Heartland Active Travel Strategy

National policy e.g. e.g., NPPF, Cycling & Walking Investment Strategy, Gear Change, LCWIP guidance

Demand analysis

Picture of demand for walking and cycling was built up using census data, employment, education, leisure and tourism information and Strava data. This approach helped us to understand the potential for walking and cycling for all trip purposes.
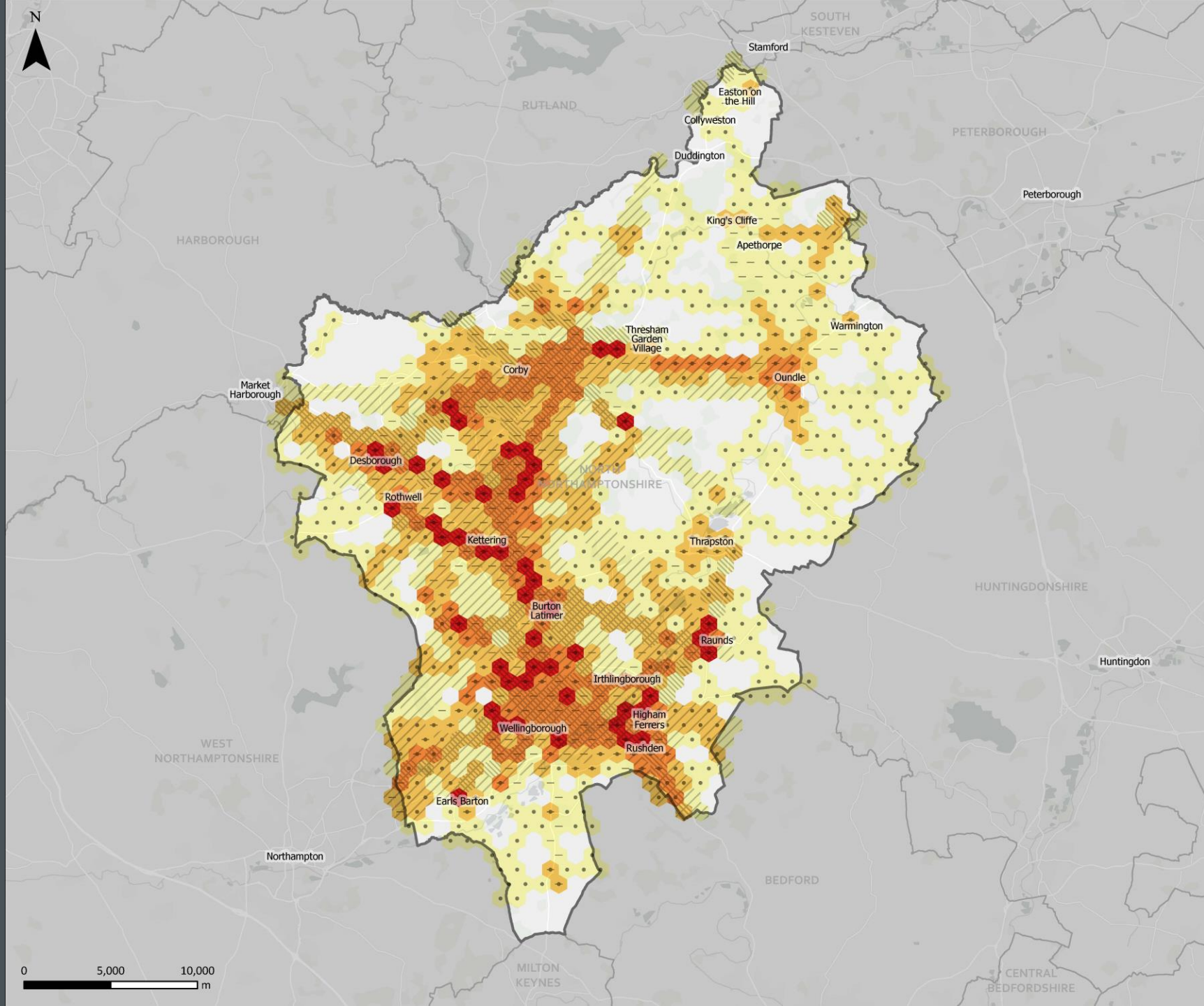
Combined Cycling Desire lines - Hex grids in 80 ha

Number of desire line overlaps

1   2   3   4

Overlaying desire lines:

— PCT Ebike scenario - top 10% straight lines

· Strava Metro - top 10% daily cycle trip routes

⫽ Top 50 clustered longer cycling desire lines (10-20km)

⫽ Top 30 clustered shorter cycling desire lines (5-10km)

District boundaries

☐ North Northamptonshire

☐ Local Authority Districts

PJA
8 Brewer Street
Hilton Square
Manchester
M1 2EU
T: 0161 242 1162

CLIENT

NORTH NORTHAMPTONSHIRE COUNCIL

PROJECT

North Northamptonshire Greenway

TITLE

E41 - Combined cycling demand analysis

FIGURE NUMBER: -   REVISION: A
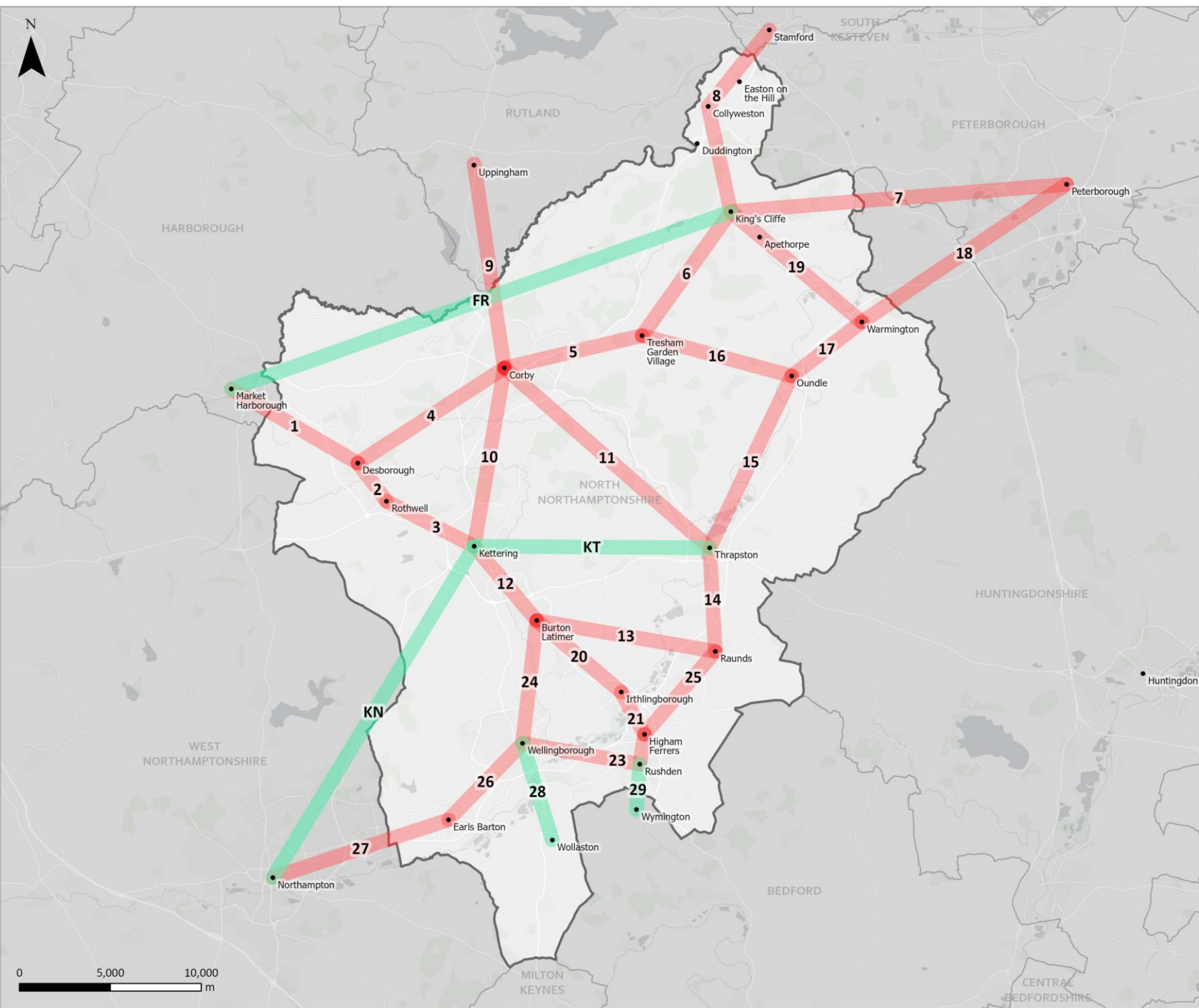
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Final straight-line network

This is the "straight line" network showing the key desire lines between settlements identified through the demand analysis.

The red lines were presented at the stakeholder workshop.

The green lines were added as a result of feedback from stakeholders.

Recap on stakeholder engagement to date

- First Stakeholder Workshop was held on 6 April:
  - Introduced the consultant team, project scope and programme
  - Presented the baseline data and analysis
  - Presented the draft straight-line network for discussion
  - Initial discussion on infrastructure types and the vision for the Greenway
  - Initial discussion about the developer contributions formula

- Draft route alignments were issued to stakeholders for review on 12 May with:
  - Explanation of how routes had been identified
  - Questions about the route alignments and priorities

- Draft route alignments and prioritisation workshop held 7th June:
  - Finalised route alignments (adding in Kettering – Northampton link)
  - Discussed prioritisation criteria and weighting

NNG vision and network

Draft vision and objectives

Vision

The North Northamptonshire Greenway will be a county-wide rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations.

Objectives

- Enable people to choose to walk, wheel or cycle for a range of trip purposes including school, commuting, every day and leisure trips.

- Deliver an accessible, inclusive active travel network in line with current design standards in terms of coherence, directness, safety, comfort and attractiveness.

- Help to deliver North Northamptonshire's Green Infrastructure network including the Ise and Nene Valley Corridors, with a target of delivering at least 10% Biodiversity Net Gain.

- Improve the tourism offer across North Northamptonshire, with connected market towns, nature reserves and tourism sites and circular routes.

- Improve the vitality of North Northamptonshire's towns, aiding local businesses by improving access for commuters and shoppers.

- Provide safe routes to schools.

- Provide additional sustainable transport options for residents who don't own a car.

Types of infrastructure

- Traffic-free routes
- Quietways on rural lanes
- Shared use routes alongside busier roads
- Protected cycling infrastructure on main roads
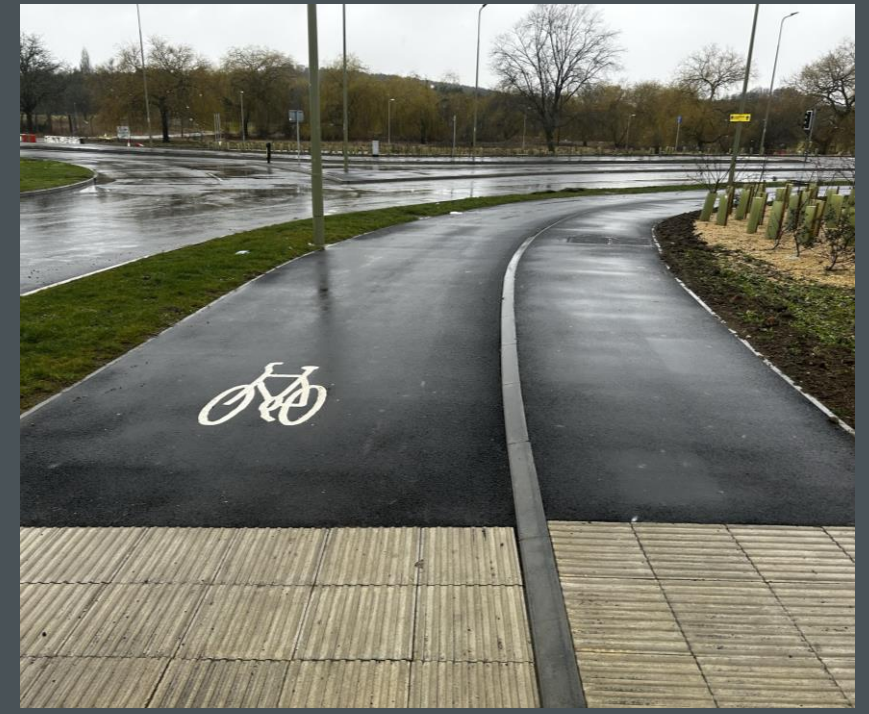
Types of infrastructure: point interventions

- Crossings
- Bridges
- Cycle parking

High level route costs

Route No	Point A	Point B	Intermediate Point	Total Length (Km)	Total Cost
1	Market Harborough	Desborough		8.05	£1,321,197
2	Desborough	Rothwell		3.01	£703,924
3	Rothwell	Kettering		8.17	£411,716
4	Desborough	Corby		14.36	£1,188,479
5	Corby	Oundle	Tresham Garden Village	6.99	£912,717
6	Tresham Garden Village	King's Cliffe		10.15	£2,318,190
7	King's Cliffe	Elton		7.62	£1,218,879
7 & 18	Elton	Peterborough		0.00	£0
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	£2,261,542
9	Corby	Lyddington		10.45	£61,601
10	Corby	Kettering	Geddington	10.06	£1,701,540

The proposed network is 275km long and will cost approximately £38.1m*

* Construction cost only: excludes design costs, pre-lims, OHP and risk/contingency

Prioritisation

- For a network plan as big as the North Northamptonshire Greenway it is useful to undertake a prioritisation exercise to identify where to start.

- The prioritisation process doesn't set things in stone – as long as routes are in the plan, it means there are good reasons for delivering them.

- The prioritisation process will help identify which routes to include in the "design recommendations" child document to accompany the NNG strategic masterplan.

- The design recommendations booklet can act as a brochure to help you promote the routes to funders, developers, residents etc.

- Further feasibility studies will be required for all routes including those in the design recommendations booklet.

Prioritisation toolkit

At the last workshop on 7th June, stakeholders discussed potential prioritisation criteria. Based on the discussions, the following key prioritisation criteria were selected:

Improving Road Safety

Access to Education/ Training

Connect to area of growth/ development

Access to Leisure/ Tourism

Cost

Access to Employment

Value to the network

Access to Green Space
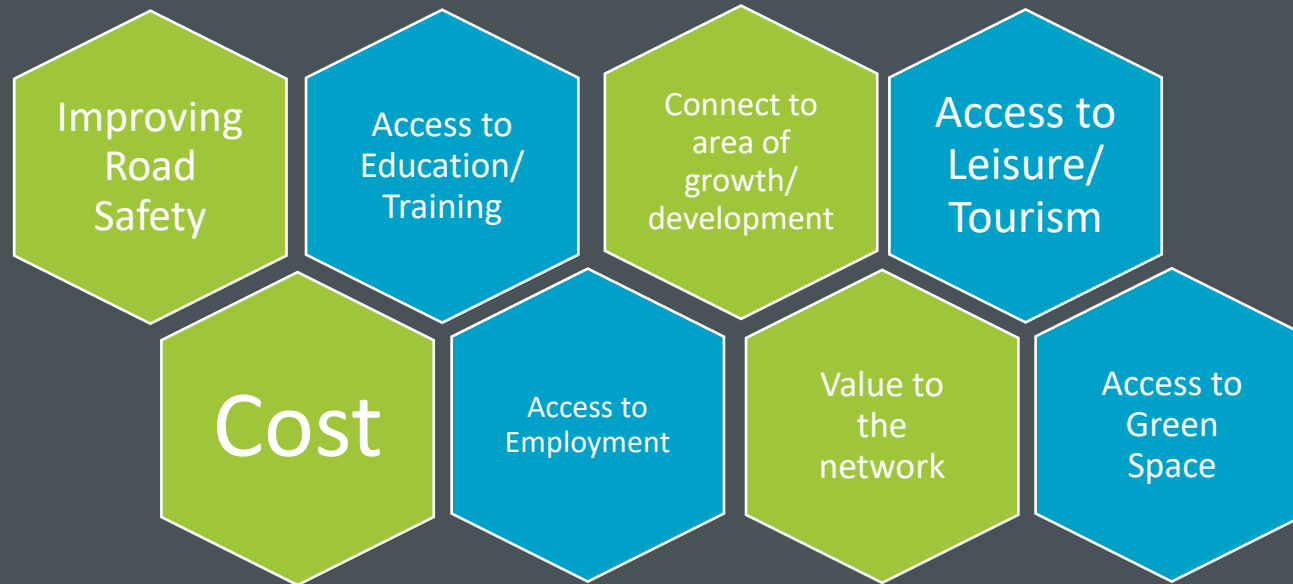
The criteria in the blue boxes were given a higher weighting as these were identified as key criteria.

Routes selected for design recommendations child document

Four routes have been identified to include in the design recommendations child document which will accompany the NNG strategic masterplan. These have been informed by the prioritisation scores, which routes have existing feasibility studies and the need to ensure a fair spread of routes across North Northamptonshire. The routes are:

- Rothwell – Kettering

- Wellingborough - Wollaston via Irchester

- Burton Latimer - Irthlingborough

- Kettering - Thrapston