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LOCAL AIR QUALITY STRATEGY



North Northamptonshire Council

North Northamptonshire Council

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1.0 Summary

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. North Northamptonshire council is committed to reducing the exposure of people in North Northamptonshire to poor air quality in order to improve health.

North Northamptonshire prioritises: securing clean growth and innovation that tackle emissions from industry, vehicles, products, combustion and agriculture and support both improvements in air quality and decarbonisation; protecting the environment by monitoring the impacts of air pollution on natural habitats; reduce nitrogen oxides emissions from transport; reduce PM_{2.5}, Sulphur dioxide and Non-methane volatile organic compounds emissions at home; reduce emissions of ammonia from farming; and reduce emissions from industry.

In this local air quality strategy (LAQS) we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond North Northamptonshire's direct influence.

Responsibilities and Commitment

This LAQS was prepared by Catherine Clooney of North Northamptonshire Council with the support and agreement of the following officers and departments:

- Public Health
- Planning Policy
- Transport Planning
- Carbon Management

This LAQS will be subject to an annual review, appraisal of progress and progress each year will be reported in the Annual Status Reports (ASRs) produced by North Northamptonshire council.

If you have any comments on this LAQS please send them to Catherine Clooney at:
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1.1 Introduction

This Local Air Quality Strategy (LAQS) has been produced voluntarily at the request of the Department for Food and Rural Affairs, (DEFRA) as part of the Local Air Quality Management, (LAQM), framework. It outlines the action the council will take to ensure that air quality remains below objective values across North Northamptonshire.

Furthermore, updated Local Air Quality Management Policy Guidance (PG22) and Technical Guidance (TG22) were published in August 2022. These guidance documents set out how local authorities monitor and take action to improve air quality in their local area as well as new challenges.

DEFRA are legally required to update the National Air Quality Strategy. They opened a consultation on their Revised National Air Quality Strategy, which ran for 10 days. The revised strategy was published on 30 April 2023 and renamed Policy Paper, [Air quality strategy: Framework for Local Authority Delivery](#). It fulfils a statutory requirement of the Environment Act 1995 as amended by the Environment Act 2021, that DEFRA publishes an Air Quality Strategy setting out air quality standards, objectives, and measures for improving ambient air quality every 5 years.

The policy paper is DEFRA's strategic framework specifically for local authorities and other partners. It sets out our powers, responsibilities, and further actions the government expects local authorities to take. Actions outlined in the policy paper which are relevant to NNC have been considered in this document.

North Northamptonshire has no active AQMAs but the council has taken forward a number of direct measures in their ASR, in pursuit of continuing to improve local air quality. Details of all measures completed, in progress or planned are set out in Table 2.

In addition to this LAQS, air quality in the borough is addressed through the Northamptonshire Transportation Plan (2012) and the Northamptonshire Climate Change Strategy (2020-2023). Since unitary authority was formed in 2021 North Northamptonshire has committed to becoming carbon neutral by 2030.

2.0 Summary of Current Air Quality in North Northamptonshire

Part IV of the Environment Act 1995 requires local authorities in England to review air quality in their area and designate air quality management areas if improvements are necessary. The council submits an annual air quality status report, (AQSR), to DEFRA which provides an overview of air quality in North Northamptonshire, based on from the previous year's monitoring results. Diffusion tube monitoring is consistently below air quality objective values in North Northamptonshire and so an Air Quality Management Area, (AQMA), has not been required to be designated. DEFRA have requested that all local authorities produce an annual Air Quality Strategy.

In North Northamptonshire, sources of air pollution include recent developments, industry and transportation. There has been notable growth and regeneration in the Corby area in recent years, including the demolition of coal fire power station and former steelworks and the several residential developments. The area surrounding Wellingborough has also experienced high levels of residential development in recent years. The eastern part of the district is predominantly rural. In this area, as well as across the entire district, Nitrogen dioxide (NO₂) is the key pollutant of concern in the borough, which is primarily produced by road traffic. In 2020, pollutant levels were low in Kettering, Corby, Wellingborough and East Northamptonshire and as such there are no plans to introduce an AQMA in any of these areas.

Of the seven pollutants for which air quality objectives have been set, only nitrogen dioxide is monitored by North Northamptonshire Council. In 2022, every monitoring location in the area was significantly below the air quality objective level.

Please refer to the current ASR from North Northamptonshire. All the Annual reports are on the council's website: [Air quality | North Northamptonshire Council \(northnorthants.gov.uk\)](https://www.northnorthants.gov.uk). Nitrogen dioxide has been monitored in North Northamptonshire since 1997. In 2022, North Northamptonshire undertook monitoring at 100 non-automatic (diffusion tube) sites and no concentrations exceeding the AQS objective value of 40 µg/m³ were recorded.

Even though air quality in North Northamptonshire does not exceed the objectives, improvement of air quality remains ongoing, as it is known that health effects can occur

even when pollution is below the objective levels. The area is served by several Highways England controlled main trunk roads.

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3.0 North Northamptonshire’s Air Quality Priorities

3.1 Public Health Context

A Joint Strategic Needs Assessment (JSNA) was undertaken by the former Northamptonshire County Council, which concluded that air pollution is estimated to account for 3.9% of number of years lost due to ill-health, disability or early death (DALYs) in Northamptonshire. An estimated £2,569 per person per year is spent on dealing with NO₂ in the health and social care system. This rises to £7,569 per person per year for PM. A ‘plan on a page’ was produced, which is shown in Table 1.

A ‘plan on a page’ prioritises: securing clean growth and innovation that tackle emissions from industry, vehicles, products, combustion and agriculture and support both improvements in air quality and decarbonisation; protecting the environment by monitoring the impacts of air pollution on natural habitats; reduce nitrogen oxides emissions from transport; reduce PM_{2.5}, Sulphur dioxide and Non-methane volatile organic compounds emissions at home; reduce emissions of ammonia from farming; and reduce emissions from industry.

Table 1. Northamptonshire County JSNA 'Plan on a Page'

| |
|---|
| <p>Public Health Plan on a Page: Commissioning for Outcomes (Air Quality)</p> |
| <p>Vision:</p> <ul style="list-style-type: none"> Improving air quality to reduce hazardous health impacts that air pollution can have across a person’s lifetime, the associated health inequalities, and its burden on NHS social care costs To ensure that the local air quality action plan to reduce air pollution remains robust and relevant to make Northamptonshire cleaner and healthier and attractive place to live, visit, work and play. |
| <p>Priorities:</p> <p>Secure clean growth and innovation that tackle emissions from industry, vehicles, products, combustion and agriculture and support both improvements in air quality and decarbonisation; protecting the environment by monitoring the impacts of air quality on natural habitats; reduce nitrogen dioxide emissions from transport; reduce PM_{2.5}, Sulphur dioxide and non-methane volatile organic compounds emissions at home; reduce emissions of ammonia from farming; and reduce emissions from industry.</p> |
| <p>Our Approach</p> |
| <p>Whole System Approach:</p> <p>Air quality is just one factor influencing the management of urban environments and travel patterns. Others include: economic development and retail, planning, tourism/visitor strategies, access to services including healthcare and access to education.</p> |

Achieved through:

- Partnership working (health, local government, roads, planning, workplaces, schools) across the system and for all ages.
- Clear leadership on air quality issues.

Addressing existing problems and preventing new ones:

A number of areas in the county have identified/designated Air Quality Management Areas, where air quality is worse than the recommended legal limits. Further such areas may be created due to future housing growth/development and the associated increase in travel

Achieved through:

- Targeted efforts in known problem areas.
- Preventative measures to avoid further Air Quality Management Areas being required

Behavioural change:

Assist relevant partners to address air quality and increase sustainable travel, including: environmental health teams, planning departments, transport and highways and major organisations/employers

Achieved through:

- Social marketing
- Influencing policy
- Partnership creation and advocacy
- Health Promotion
- Northamptonshire Health Protection Committee to monitor air quality issues

Evidence based approach:

There is increasing scientific evidence of the health impacts of air quality, particularly for vulnerable people such as the elderly, the very young and those with certain health conditions, even at pollution levels within legal limits. Explore new evidence of effective approaches to reduce and mitigate risks

Achieved through:

- Joint Strategic Needs Assessment (JSNA)
- Return on Investment (ROI) tools
- Evaluation

Our Commitment/Enablers**Reducing inequalities**

in services which mitigate inequalities and work to overcome variation-by location, approach and policy.

System partnerships

that engage and co-produce with partners/stakeholders e.g. NHS, schools, prisons, workplaces and local government.

Continued investment in advocacy

and policy and programmes to increase active travel and use of green spaces

Engagement and co-production

of research aligning with evidence, evaluation to monitor service delivery and quality.

Embed Health in all Policies

a common way of influencing the wider determinants of health: transport policy, economic development policy, fuel and poverty management and town centre management.

Measures of Success

- All areas meet legal air quality limit values
- Adoption of sustainability policies and actions among partners
- Improved infrastructure for cycling/ walking
- Increased rates of active/sustainable travel
- Reductions in traffic congestion
- Improved air quality measures at key sampling sites
- Increased awareness in organisations and the public
- Reduced respiratory disease in high traffic areas

3.2 Planning and Policy Context

The current Local Plan for North Northamptonshire includes the Joint Core Strategy and supporting area-based plans. The Joint Core Strategy adopted in July 2016 provides the strategic planning policies for the future development of the area from 2016 to 2031. Information regarding Planning Policy within North Northamptonshire can be found on the website: [North Northamptonshire Strategic Plan | North Northamptonshire Council \(northnorthants.gov.uk\)](https://www.northnorthants.gov.uk/strategic-plan).

Local Area Plans can be found here [North Northamptonshire Local Plans | North Northamptonshire Council \(NorthNorthants.gov.uk\)](https://www.northnorthants.gov.uk/local-plans)

The need to consider the effects of development on air quality, and how developments can contribute towards improvements, is identified as a key challenge to ensuring sustainable development.

The former Wellingborough district council's Air Quality and Emissions Mitigation Guidance for Developers is in operation and was produced in conjunction with East Midlands Air Quality Network. North Northamptonshire is currently revising this supplementary planning document to cover the whole area. The approach in the document seeks to minimise or offset road transport emissions wherever practicable by securing reasonable emission mitigation while also seeking to counter the cumulative impacts arising from all developments and maximise potential benefits to health and the environment.

It has been well established that air pollution is associated with several adverse health impacts. In addition to this, it is recognised as a contributing factor in the onset of heart disease and cancer. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air

quality are also often the less affluent areas.

The council's priorities are emission reduction through development control and working with partner authorities and agencies to encourage electric vehicle and electric bicycle usage.

3.3 Priorities

- Priority 1 - Raise awareness regarding the impacts of PM_{2.5} on air quality and health.
- Priority 2 - Ensure new developments encourage and facilitate low emission and alternative/active transport;
- Priority 3 - Ensure transport infrastructure delivery takes account of emissions
- Priority 4 - Work with other agencies and authorities to minimise the impact of developments on neighbouring authorities;
- Priority 5 - Reduce particulate matter (PM₁₀ & PM_{2.5}) across the local authority area, in cooperation with DEFRA.

The Council's Environmental Protection team has air pollution regulatory responsibilities which they will continue to enforce, including:

- Inspect all its permitted processes under the Environmental Permitting (England and Wales) Regulations 2016, (EPR) to ensure compliance, that these permits are updated as and when appropriate' and operation conditions are up-to-date with the latest guidance.
- Enforce the Clean Air Act 1993 and to encourage local businesses to dispose of waste in a responsible manner, in order to prevent or minimise the emissions of dark smoke. All complaints regarding smoke or associated odour are investigated, enforced and / or information is provided to the perpetrator.

4.0 Development and Implementation of North Northamptonshire's AQS

The actions NNC takes can be considered under these broad topics:

- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Alternatives to private vehicle use
- Public information
- Transport planning and infrastructure
- Freight and Delivery Management
- Environmental Permits
- Vehicle fleet efficiency
- Promoting low emission plant

4.1 Consultation and Stakeholder Engagement

The following stakeholder engagement was undertaken:

- Press release / Articles in local newspapers
- Parish and Town Council consultations
- All neighbouring local authorities
- Internal consultation with the Local Planning Authority, Environmental Services and Public Health
- North Northamptonshire Council website
- DEFRA

4.2 Steering Group

North Northamptonshire Council has a Climate Change, Environment and Growth Executive Advisory Panel; which is comprised of a cross-party meeting of councillors. The panel meets monthly and helps shape various work and policy in areas such as active travel, air quality management and environmental improvements.

5.2 Local Air Quality Strategy Measures

This strategy outlines the actions that are proposed by North Northamptonshire Council to be delivered between 2023 and 2028 in order to maintain reduced concentrations of air pollutants and exposure to air pollution. Resulting in positively impacting on the health and quality of life of residents and visitors to the area.

The council has developed actions that can be considered under these broad topics:

- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Transport planning and infrastructure
- Freight and Delivery Management
- Environmental Permits
- Vehicle fleet efficiency
- NNC aims to be Carbon Neutral by 2030
- Decarbonisation projects

Table 2. shows the North Northamptonshire AQS measures and the following additional information:

- i. a list of the measures that form the strategy
- ii. the responsible individual and departments / organisations who will deliver this action
- iii. the expected benefit in terms of pollutant emission and / or concentration reduction
- iv. the timescale for implementation
- v. how progress will be monitored.

Please see future Annual Status Reports listed on [Air Quality | North Northamptonshire Council](#) webpage, for regular annual updates on the implementation of these measures.

5.1 NO₂ reduction measures

The primary source of air pollution in North Northamptonshire council is traffic related NO₂, and consequently the majority of air quality measures relate to promoting transport alternatives.

5.1.1 Transport Measures

North Northamptonshire Electric Vehicle Infrastructure Strategy

The transition to electric vehicles is key to reducing air pollution and an essential part of our journey to net-zero. As at the end of Q1 2023 (the most recent DVLA data for EV sales), there are 237,800 registered vehicles across North Northants, of which 3,112 (1.3%) are pure electric vehicles. Electric vehicle sales in North Northants have increased circa 50% year on year for the past 10 years (consistent with EV sales across the UK as a whole). The development of an electric vehicle charging infrastructure is critical to supporting the growing number of electric vehicles, especially for residents without off-road parking (those with off-road parking can install a charge point at home). North Northants currently has 139 electric vehicle charging points (at end Q1 2023), of which 23 have been installed on-street by NNC as part of the Innovate UK supported VPACH (Virgin Media Park and Charge) project, with installation underway for a further 23 going live in 2023, and consultation planned for a further 17 (8 of which will be Rapid chargers).

NNC was awarded £2.9 million to develop our EV charging network. In August 2023 the council issued a draft 'North Northants Electric Vehicle Infrastructure Strategy' (NNEVIS) for public consultation. Targets in the draft strategy include ensuring that public charging points are available in all 12 towns by the end of 2025 and almost doubling the number of public charging points to at least 250 by the same date.

Smart and Connected Corby

North Northamptonshire Council (NNC) is seeking to develop a network of smart sensors in areas around Corby town centre to detect motorised and non-motorised travel, providing anonymously gathered data, to enable it to be made available via a publicly accessible platform. The data will be used to shape transport policies and will be an additional source of air pollution monitoring. This project is being combined with the Town Centre to Train Station link road along Oakley Road. The Vivacity sensors procured will monitor and report on cumulative data over time on various classifications of motorised and non-motorised movement 24 hours a day, 7 days a week, 365 days a

year. The sensor captures all road users in its field of view and can differentiate between the different types, known as a classified count. The sensors (see Figure 2-1) contain a camera and the processor which allows the collection of anonymous data. This data is sent to the cloud-based database and the video is discarded at the sensor. Sensors will also be used to detect and report on pollution in various areas in Corby.

The Greenway Projects

An additional project to encourage alternative transport is the Greenway project. This project was initiated in the legacy East Northants area working to create walking and cycling routes and is being expanded from Rusden to Wellingborough. The Greenway is being developed in phases, some of which are already completed, and others will follow within the next few years. The Greenway will help connect communities to a central route that will run from Wellingborough Railway Station in the south, to Peterborough railway station in the north, and vice-versa. It will link open spaces together with opportunities for informal recreation and alternative means of transport to services and facilities. The project will also provide safe routes for young people who walk and cycle to school. The Greenway is predominantly for walkers and cyclists, and in parts horse riders are welcome where the route is a bridleway. This project compliments the Local Cycling and Walking Infrastructure plans discussed below.

Local Cycling and Walking Infrastructure Plans (LCWIP)

LCWIPs provide a long-term, evidence-based approach to developing local cycling and walking networks, usually over a 10-year period. NNC is making it safer, easier and more attractive to walk, wheel, cycle or scoot by developing three LCWIPs to cover the major urban areas of North Northamptonshire. Kettering (including Burton Latimer) now has an approved LCWIP. The LCWIP for Corby has been developed and consulted upon and is programmed to be approved in early 2024. The other LCWIP for the Wellingborough/Rushden area is currently in the process of being developed, based upon initial stakeholder consultation feedback.

Public Transport

Having effective and efficient public transport can reduce vehicle journeys into towns and other destinations. This in turn reduces traffic congestion and vehicle emissions. The former county council and present NNC Transportation team has implemented the following public transport options which serve North Northamptonshire.

- **Door-to-door Transport** – designed to help those who are unable to use traditional transport. This may be because of age, disability, or a lack of a bus service in that area: [Door-to-door Webpage | North Northamptonshire Website](#)
- **Bus service** details for the county including journey planners: [Bus Timetables: North Northamptonshire Council Website](#)

Bus Service Improvement Plan

The BSIP sets out the high-level vision and key interventions to deliver it, along with the Enhanced Partnership (EP) plan which will contain detail of how the interventions will be delivered, so both documents combined will make up a strategy for bus service improvements within North Northamptonshire.

The BSIP was developed in collaboration with bus operators and stakeholders such as bus users, other service providers and local business groups. The areas that the BSIP will consider around service provision and improvement such as (but not limited to):

- more frequent services, utilising things such as turn-up-and-go services;
- faster and more reliable services, including considering things such as bus priority;
- ticket costs;
- provision levels, particularly in the evening and at weekends and to rural locations;
- easier to understand information such as having simpler routes, common numbering, co-ordinated timetable change dates, better publicity, and comprehensive information online;

- ensure services are easier to use considering things such as common ticketing, simpler fares, contactless payment and better integration with other modes of transport and each other, including more bus-rail interchanges and inter-bus transfers.

Department of Transport ZEBRA Funding

NNC has made an application for ZEBRA rural funding for electrifying a bus route which serves the major towns within the council's area. The bid includes the provision of charging infrastructure for the Kettering bus depot. The infrastructure serve the Stagecoach service, as well as a metered connection will be available for other users. Providing the charging infrastructure will pave the way forward for further diesel routes operating out of the depot to be electrified.

Smart Move Northamptonshire

North Northamptonshire Council's transport team in partnership with West Northamptonshire facilitated the Smart Move Northamptonshire website [Home | Northamptonshire County Council \(smartmovenorthamptonshire.net\)](https://www.smartmovenorthamptonshire.net) The website is the transport information hub for live Northamptonshire bus and train times in real-time, information on electric vehicles, car clubs, cycle hire, journey planners and more for residents, workers and visitors.

Sustainable Travel to Education Strategy

In August 2023 North Northamptonshire Council published the Sustainable Travel to Education Strategy for consultation. The strategy sets out how we will work with others to encourage to travel to school or college in a healthy, sustainable and safe way. With a key target of all schools having a school travel plans by 2033.

This strategy hopes to deliver change for children and young people. Interventions are intended as being engaging, collaborative and transformational with a children and young

people first approach.

Traffic Management Schemes

The following road schemes are currently under development in North Northamptonshire:

- A43 Northampton to Kettering - The A43 between Northampton and Kettering suffers from congestion hotspots, journey time delay and road safety issues due to vehicles trying to overtake. To tackle these problems, it is proposed to dual the A43 all the way between the A45 and the A14.
- A509 Isham bypass – The scheme has been developed to address existing traffic issues in Isham and to accommodate anticipated traffic growth in the coming years. The scheme proposes a dual carriageway, starting from the Symmetry Park roundabout, running in a southerly direction west of the village of Isham, and re-joining the A509 Kettering Road midway between Hill Top and Great Harrowden.
- A6 between junction A14 and A45 – This scheme has been developed to address key points of congestion on the highway network at peak times and improve road safety for all users.

5.1.2 Carbon Reduction Measures

Carbon Management Plan

The council established a plan to become carbon neutral by 2030. To achieve this, the following areas are being addressed:

1. Council owned buildings – evaluating and making changes to our estate to meet carbon neutral requirements.
2. Non-domestic energy performance for our buildings.
3. NNC Fleet is on track to becoming carbon neutral by 2030.
 - a. Short term (1-2 years)
 - Obtaining a Fleet De-carbonisation Report

- New fleet replacements consider zero emission vehicles and non-fossil fuel alternatives where practicable
- Conduct pilots of electric HGV vehicles for refuse collection rounds.
- Introduce staff awareness as part of driver trainer and assessment courses
- Review the cost benefit analysis of introducing alternative low carbon fuels supplies for the council's bunkered fuel supply
- Review and fit charging infrastructure on key sites
- Replace leased vehicles with carbon neutral alternatives where possible. This will likely be possible from 2027 onwards due to contractual commitments

b. Medium term (2-5 years)

- Ensure all hired cars and vans are carbon neutral
- Explore replacing/improving the carbon efficiency of specialist vehicles, such as gritters and refuse collectors
- Infrastructure ready and in place for carbon neutral fleet
- Driver training operating & maintaining new technology

c. Long term (5 years +)

- Carbon neutral fleet
- Consider alternatives where practical for specialist vehicles – based on new technology availability

4. Procurement and supply chains will become zero carbon by 2030.
5. Behaviour – staff are trained in carbon literacy.
6. Carbon sequestration – improves biodiversity and planting trees traps carbon
7. Carbon offsetting – includes running pilot schemes for employing renewable energy sources in our estate, or large-scale renewable energy sites.

The Carbon Management Plan updated the previous comprehensive Northamptonshire County Climate Change Strategy.

Electric Scooter Project

The Voi Scooter project aims to expand electric scooter use in UK towns to encourage uptake in this mode of transport with a focus on replacing car journeys in North Northamptonshire.

The most up to date data shows that between April 2021 and March 2022, 244,081 car trips were replaced, and a reduction of 85,300 Kg CO2 was attributed to this. The areas where this project is ongoing is Corby, Kettering, Rushden and Higham Ferrers and Wellingborough.

Starship Robots Project

[Robot Deliveries | Starship Technologies](#), a provider of autonomous delivery services, has partnered with North Northamptonshire Council and the Co-op to bring the benefits of autonomous grocery delivery to local residents across Wellingborough, Higham Ferrers and Rushden. The robots are lightweight and travel at the speed of a pedestrian (no faster than 4mph). They use a combination of sensors, artificial intelligence and machine learning to travel on pavements and navigate around any obstacles, while computer vision-based navigation helps them map their environment to the nearest inch. The service commenced in July 2022. This service reduces the need for travel to a supermarket.

5.1.3 Taxi Licensing Measures

Vehicles must be no older than four years from the first day of registration on initial application to North Northamptonshire Council for a Private Hire or Hackney Carriage Vehicle Licence.

The Council is able to act directly on emissions from taxis and public hire vehicles and so the following will come into effect at the specified periods below, and supercedes any other conflicting requirements:

- New and replacement vehicle licence applications between the date of this policy coming into force and 31 March 2025 must meet Euro 6 emission standards.
- No new applications for vehicles fuelled by diesel only or petrol only will be processed after 31 March 2025
- No licences for vehicles fuelled by petrol only or diesel only will be renewed after 31 December 2030. This overrides the upper age policy so whatever the age of the vehicle, the licence will not be renewed when the licence expires after this date.
- All private hire licences for petrol only and diesel only fuelled vehicles will expire on 31 December 2030.

5.1.4 Home Energy Conservation Act 1995 (HECA)

HECA requires all local authorities (LA's) in England to submit reports to the Secretary of State demonstrating what energy conservation measures they have adopted to improve the energy efficiency of residential accommodation within that LA's area. This covers measures to improve properties in the owner-occupier, private rented sector, and social rented sector.

The most recent report is available on the council's website, [Housing Reports | North Northamptonshire Council](#)

Insulating properties assists massively to alleviating fuel poverty, climate change and reducing the carbon footprint, together with positively impacting on air quality. NNC also works with partner agencies to promote third-party grants and support residents to access funding. The partner agencies are all listed on the private sector housing pages of the NNC website, [Energy grants and support | North Northamptonshire Council \(northnorthants.gov.uk\)](#)

6.3 Particulate Matter PM10 and PM2.5

DEFRA has requested local authorities to assist them in extending smoke control legislation. Corby has three smoke control areas (SCA) in its area and these shall remain in place. Environmental Health enforce smoke from chimneys to reduce PM2.5 concentrations and trading standards regulate non-compliance for these declared smoke control areas. Should smoke be emitted from a residential chimney within an SCA, nuisance procedures continue to operate under Part 3 of the Environmental Protection Act 1990 and this legislation can also be used.

NNC has a webpage dedicated to chimney smoke covering both domestic and industrial burning: [Smoke and Bonfires | North Northamptonshire Council](#)

NNC disseminates the current smoke guidance issued by DEFRA, including the 'Ready to Burn' information: [Ready to Burn | Department of Environment, Food and Rural Affairs](#)

Construction is a major source of particulate matter pollution and because of this, our updated Air Quality and Emissions Planning Guidance document strengthens the previous requirement for construction dust management plans on all large-scale major schemes to dust mitigation for all dust creating construction.

Table 2. Air Quality Strategy Measures

| Measure No. | Measure | Category | Classification | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure | Key Performance Indicator | Progress to Date | Comments / Barriers to Implementation |
|-------------|-------------------------------|---|----------------|-------------------------|------------------------------------|------------------------|----------------|------------------------|----------------|---------------------------|----------------|--|---------------------------|--|---------------------------------------|
| 1 | Climate Task and Finish Group | Policy Guidance and Development Control | Other policy | N/A | N/A | NNC | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Implementation Ongoing | N/A |
| 2 | NNC Carbon Management Plan | Traffic Management | Other | 2022 | 2030 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Implementation of actions | Carbon neutral by 2030 plan for all departments. This replaces the Northamptonshire Climate Change Strategy. | N/A |

North Northamptonshire Council

| Measure No. | Measure | Category | Classification | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure | Key Performance Indicator | Progress to Date | Comments / Barriers to Implementation |
|-------------|--|---|--|-------------------------|------------------------------------|--------------------------------------|----------------|------------------------|----------------|---------------------------|----------------|--|------------------------------------|--|---------------------------------------|
| 3 | North Northamptonshire EV Infrastructure Strategy | Promoting Low Emission Transport | Other Policy | 2018 | 2023 | Local Authority Environmental Health | OLEZ | NO | Funded | £10k - 50k | Ongoing | Reduced emissions from transport | Number of EV charging points | Consulted August 2023 | N/A |
| 4 | Northamptonshire Climate Change Strategy | Policy Guidance and Development Control | Low Emissions Strategy | N/A | N/A | NNC | N/A | No | N/A | N/A | Implemented | N/A | N/A | Strategy published and implementation is ongoing | N/A |
| 5 | Promote low carbon fleet and staff vehicles schemes in the business sector | Promoting Low Emission Transport | Company Vehicle Procurement - Prioritising uptake of low emission vehicles | 2020 | 2025 | NNC | N/A | N/A | N/A | N/A | Ongoing | CO ₂ /NO ₂ | Number of Electric/hybrid vehicles | See Carbon Management Plan | NNC Carbon Management Plan |

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|-------------|------------------------------|--|---------------------------|-------------------------|------------------------------------|--------------------------------------|----------------|------------------------|----------------|---------------------------|--------------------------|--|--|--|---|
| 6 | Promoting Low emission fleet | Public Vehicle Procurement Prioritising uptake of low emission vehicles | N/A | N/A | VOI technology | VOI technology | No | Funded | N/A | Implemented | 1.84kg PM _{2.5} | N/A | Total number of rides since launch is approximately 70k. | Ongoing The most up to date data shows that between April 2021 and March 2022, 244,081 car trips were replaced, and a reduction of 85,300 Kg CO ₂ was attributed to this. The areas where this project is ongoing is Corby, Kettering, Rushden and Higham Ferrers and Wellingborough. | N/A |
| 7 | Starship Robots Project | Promoting low emission deliveries | Other | 2021 | 2025 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Usage statistics | Robot deliveries: a provider of autonomous delivery services, has partnered with North Northamptonshire Council and the Co-op to bring the benefits of autonomous grocery delivery to local residents across Wellingborough, Higham Ferrers and Rushden. | N/A |
| 8 | Age policy for Taxis | Promoting Low Emission Transport | Taxi licensing conditions | 2016 | 2016 | Local Authority Environmental Health | N/A | NO | Not Funded | < £10k | Completed - Ongoing | Reduced traffic emissions including PM ₁₀ and PM _{2.5} | Number of taxis licensed | Adopted Taxi Licensing Policy to meet government phase out of combustion engine dates | Adopted Taxi Licensing Policy to meet government phase out of combustion engine dates |

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| 9 | Air Quality Officer post | Policy Guidance and Development Control | Other policy | 2020 | 2023 | NNC | AQ Grant | Yes | Funded | £20-40k | Ongoing | N/A | Officers in post | Ongoing 2022-2024 funded by Public Health | Availability of staff |
| 10 | Diffusion tube network & ASR | Other | Other | 2000 | Ongoing | NNC | Internal | No | Funded | Unknown | Ongoing | N/A | ASR delivery | Implementation Ongoing | N/A |
| 11 | Domestic burning public awareness raising | Other | Other | 2022 | 2030 | NNC | Internal | Applied | Awaiting decision | Unknown | Ongoing | N/A | Information production and publication | Information on website | N/A |

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| 12 | East Midlands Air Quality Network Participation | Policy Guidance and Development Control | Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality | 2016 | 2016 | Regional local authorities environmental health, planning, public health and transport colleagues; Public Health England | N/A | NO | Funded | < £10k | Completed - Ongoing | Reduced emissions from transport; reduced exposure to air pollution | Attendance at regional meetings. Completion of Work Plan – health improvement, source reduction, exposure reduction | Ongoing participation and information sharing | N/A |
| 13 | Enforcement of Environmental Permit Conditions | Environmental Permits | Other measure through permit systems and economic instruments | 2016 | 2016 | Local Authority Environmental Health | Permitting Annual Fees | NO | Funded | £10k - 50k | Ongoing | Reduced industrial emissions | Enforcement of conditions of permits as required | Implementation Ongoing | Staff numbers and competence/skills for higher risk installations |
| 14 | Environmental Permitting – Risk Rating Inspections | Environmental Permits | Introduction/increase of environment charges through permit systems and economic instruments | 2016 | 2017 | Local Authority Environmental Health | Permitting Annual Fees | NO | Funded | £10k - 50k | Ongoing | Reduced industrial emissions | Inspection frequency dependant on risk – higher risk premises are inspected more frequently. | Implementation Ongoing | Staff numbers and competence/skills for higher risk installations |
| 15 | LAQM Audit & Streamlining Air Quality Processes & AQ Strategy | Policy Guidance and Development Control | Other policy | 2021 | 2022 | NNC | Internal | No | Funded | <£10k | Implemented | N/A | Implementing audit recommendations | LAQS written consultation in 2024 | Facilitating merger of processes |

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| 16 | Measure home energy conservation act requirements as part of statutory Home Energy Conservation Act 1995 | Policy Guidance and Development Control | Other Policy | 2017 | 2023 | NNC | N/A | N/A | N/A | N/A | Ongoing | N/A | Home energy conservation measures | Report published in 2023 | Source: Corby Borough Council's HECA Report |
| 17 | Planning conditions requiring construction/demolition management plans to include dust suppression AND enforce dust/mud controls where no planning condition exists through legislation | Policy Guidance and Development Control | Other Policy | 2016 | 2016 | Local Authority Environmental Health and Planning | N/A | NO | Funded | < £10k | Ongoing | Improved dust mitigation reducing PM ₁₀ , PM _{2.5} locally and reducing nuisance complaints | Planning conditions/ Interaction with developers in response to complaints or proactive visits | Implementation Ongoing | Environmental Health is not a statutory consultee so can only recommend conditions |
| 18 | Regulate Clean Air Act | Policy Guidance and Development Control | LA Regulation | 2022 | Ongoing | NNC | Internal | No | Funded | Unknown | Ongoing | N/A | Complaint statistics | Implementation Ongoing by district Environmental Protection Officers | N/A |

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| 19 | SAMHE: Schools' air quality monitoring for health and education | Public Information | Via other mechanisms | 2022 | Ongoing | NNC | Internal | No | Funded | Unknown | Ongoing | NO ₂ | Monitors in-door schools, Idling Vehicles outside Schools / enforcement notices | 1 school in NNC has signed up but hasn't started monitoring | Parent buy-in |
| 20 | Update East Midlands Air Quality Planning Guidance; implement for across NNC | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance | 2018 | 2018 | Regional local authorities – environmental health, planning, public health and transport colleagues; Public Health England | N/A | NO | Funded | < £10k | Ongoing | Reduced emissions from transport; reduced exposure to air pollution | Guidance embedded in local and regional policy | NNC AQ SPD going to consultation in 2024 | N/A |
| 21 | Work with taxi companies and licence holders to consider low carbon vehicles | Promoting Low Emission Transport | Taxi emission incentives | 2020 | 2025 | NNC | N/A | N/A | N/A | N/A | Ongoing | CO ₂ /NO ₂ | Number of Electric vehicles | There are now 6 LEVC Hackney Carriages licenced in Corby. There was previously 9. | NNC Carbon Management Plan |
| 22 | Traffic Management Scheme | Traffic Management | Other | 2022 | 2030 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Traffic flow | A43 Northampton to Kettering - The A43 between Northampton and Kettering suffers from congestion hotspots, journey time delay and road safety issues due to vehicles trying to overtake. To tackle these | N/A |

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| | | | | | | | | | | | | | | problems, it is proposed to dual the A43 all the way between the A45 and the A14. | |
| 23 | Community Health and Wellbeing Officer (sports promotion). | Alternatives | Promotion of cycling and walking | 2016 | 2016 | NNC | N/A | NO | Funded | £10k - 50k | Ongoing | Reduced emissions from transport; reduced exposure to air pollution | Increased physical activity | Increasing community transport providers and funding the provision of hedging and wildflower areas for SMEs to encourage people to walk outside. | N/A |
| 24 | Joint Strategic Needs Assessment (JSNA) | Policy Guidance and Development Control | Other policy | 2020 | 2021 | NNC | County | No | Funded | Unknown | Ongoing | Exposure to pollutants | 'Plan on a Page' outcomes | NO2 and PM2.5 Actions to be updated in JSNA review | Brings together information from many different sources and partners relating to the population of Northamptonshire |
| 25 | Emission Transport | Promoting Travel Alternatives | Promotion of cycling | N/A | N/A | NNC | N/A | No | N/A | N/A | Implemented | N/A | N/A | Nene valley project being constructed other areas in the planning phase | N/A |
| 26 | Encourage lower carbon transport alternatives and increase the proportion of low-carbon fuelled vehicles. | Encourage lower carbon transport alternatives and increase the proportion of low-carbon fuelled vehicles. | Promoting Low Emission Transport | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | 2020 | NNC | NNC | N/A | N/A | N/A | N/A | Ongoing | N/A | Depends on refuelling infrastructure. NNC has received government EV charging funding | N/A |

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| 27 | NNC Bus Service Improvement Plan | Promoting Travel Alternatives | Promotion of bus usage | 2021 | 2031 | NNC | Internal | No | Funded | Unknown | Ongoing | N/A | Bus usage | Published April 2023 with annual updates | N/A |
| 28 | Smart and Connected Corby | Traffic Management | Other | 2022 | 2030 | NNC | Internal | No | Funded | Unknown | Ongoing | N/A | Traffic flow | Traffic mix and flow project, uses AQ sensors | N/A |
| 29 | Smart Move Northamptonshire Website | Promoting Travel Alternatives | Promotion of public transport and active travel | 2021 | 2030 | NNC & WNC | Internal | No | Funded | Unknown | Ongoing | N/A | Public transport usage | Ongoing North & West Northamptonshire transport information hub | N/A |
| 30 | Sustainable Travel to Education Strategy | Promoting Travel Alternatives | Promotion of public transport usage to educational facilities | 2022 | 2030 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Uptake of travel to educational facility | 2024 going to consultation | N/A |
| 31 | Traffic Management Scheme | Traffic Management | Other | 2022 | 2030 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Traffic flow | A509 Isham bypass – The scheme has been developed to address existing traffic issues in Isham and to accommodate anticipated traffic growth in the coming years. The scheme proposes a dual carriageway, starting from the Symmetry Park roundabout, running in a southerly direction west of the village of Isham, and re- | N/A |

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| | | | | | | | | | | | | | | joining the A509 Kettering Road midway between Hill Top and Great Harrowden. | |
| 32 | Traffic Management Scheme | Traffic Management | Other | 2022 | 2030 | NN | Internal | No | Funded | Unknown | Ongoing | N/A | Traffic flow | A6 between junction A14 and A45 – This scheme has been developed to address key points of congestion on the highway network at peak times and improve road safety for all users. | N/A |
| 33 | Transport plan to promote walking, cycling and public transport in order to support the modal shift away from the private car. | Policy Guidance and Development Control | Other Policy | 2020 | 2025 | NNC | N/A | N/A | N/A | N/A | Ongoing | N/A | Publish a cycle strategy, decrease transport CO ₂ emissions | Cycling Strategy has Local Government CO ₂ Emissions published on Gov.UK. Kettering Local Cycling and Walking Infrastructure Plan (LCWIPs) | N/A |
| 34 | ZEBRA Bus Funding | Promoting Travel Alternatives | Promotion of electric bus route | 2022 | 2027 | NNC | Internal | No | Awaiting decision | Unknown | Ongoing | N/A | Number of electrified bus routes | Bid made to electrify X4 service | N/A |

Glossary

| | |
|-------------------|---|
| QAP | Air Quality Action Plan - a detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values |
| AQMA | Air Quality Management Area – an area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives |
| AQS | Air Quality Strategy |
| ASR | Air Quality Annual Status Report |
| DEFRA | Department for Environment, Food and Rural Affairs |
| EPR | Environmental Permitting (England and Wales) Regulations 2016 |
| EU | European Union |
| LAQM | Local Air Quality Management |
| LAQS | Local Air Quality Strategy |
| LGR | Local Government Review |
| LGV | Large Goods Vehicles |
| NBC | Northampton Borough Council |
| NCC | Northamptonshire County Council |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Nitrogen Oxides |
| PM ₁₀ | Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less |
| PM _{2.5} | Airborne particulate matter with an aerodynamic diameter of 2.5µm or less |
| SCA | Smoke Control Area |
| NNC | North Northamptonshire Council |

Appendix A: NNEVIS List of Policies and Actions

Policy 1

Provision will be made for an extensive EV charging network across North Northamptonshire which provides confidence to switch to electric vehicles and meets future need.

- NNC will encourage residents with off-street parking to install EV charging infrastructure through awareness campaigns and other activity.
- NNC will liaise with businesses and other employers to encourage the deployment of EVCPs and, if not already done so, consider developing a strategy for transitioning their fleet to EVs.
- NNC will encourage owners of commercial car parks²⁰ and managers of housing stock of all types of tenure to deploy public EV charging infrastructure in safe and accessible spaces, with pricing transparency.
- NNC will work with landowners, businesses, public sector, and other stakeholders to understand the timing of their implementation for EV charging to align overall plans and forecasts.
- NNC will encourage continued private sector investment in public EVCPs at train stations, supermarkets, filling stations and other commercially operated venues.
- NNC will seek to improve the availability of rapid and ultra-rapid EV charging on and near the strategic road network and important link roads across North Northamptonshire.
- NNC will liaise with National Highways, the body responsible for the national road network, to ensure that charge points not only meet their strategic objectives but are also deployed, to the extent possible, in the most efficient locations to assist residents and businesses.
- NNC will develop standards for the provision of public EV charging. This will include reliability, open access, safety, and security e.g., lighting and location, and access for those with restricted mobility.

Policy 2

Provision will be made for a hierarchy of solutions to EV charging for residents, businesses, and visitors without access to off-street parking which prioritises the creation of off-street Charging Hubs in public NNC car parks. Parking bays associated with EV charging

will be managed to encourage both destination and overnight EV charging and for all types of EV ownership, including private vehicles, shared or car club vehicles, and taxis. EV Charging Hubs will be introduced at the Councils' major visitor attractions.

NNC will assess the suitability of public car parks as locations for Charging Hubs and related provision.

- NNC will consider opportunities for installing solar canopies and energy storage systems at selected Charging Hubs.
- NNC will identify suitable locations for Mobility Hubs which will include EV charging infrastructure.
- NNC will identify suitable sites for Charging Hubs at local visitor attractions.
- NNC will encourage the use of technology, including sensors, to support detection, education, and enforcement of unauthorised parking in bays reserved for EV use only.
- NNC estimates that there are about 600 car parks in North Northamptonshire of which about 550 are privately owned.
- NNC will collaborate with local councils, National Health Service bodies, and other public sector organisations to better understand their ambitions and plans and help inform future provision of EV charging infrastructure and complementary initiatives which promote the use of EVs.
- NNC will provide the opportunity for local town and parish councils to put forward potential sites for deploying a public EV charging facility.

Policy 3

Provision will be made for EV charging in on-street locations to help meet future demand, provide the necessary penetration, ensure availability to charge conveniently and close to homes, stay ahead of the curve, and support earlier transition to EV ownership.

- NNC will identify where locations are needed for on-street charging to serve clusters of properties without access to off-street parking or suitable alternatives.
- NNC will align the process of identifying and consulting on sites, and associated parking restrictions, to enable a more joined-up engagement with statutory bodies and local residents.
- NNC will seek to streamline the Section 50 process e.g., with common requirements and standards, and by aggregating obligations for suppliers installing and operating multiple charge points.

Policy 4

Provision will be made to consider and support the creation of one or more charging Superhubs in an appropriate strategic location(s).

- NNC will investigate the potential to create a Charging Superhub in the North Northamptonshire area.

Policy 5

Provision will be made to encourage smart charging technologies to optimise the capacity of the energy network to support EV charging infrastructure.

- NNC will consult with National Grid on the assessment of locations for Charging Hubs and on-street EVCPs and to understand any constraints to the deployment of EV charging infrastructure.
- NNC will investigate opportunities to trial and introduce smart charging technologies in the area.

Policy 6

All new development proposals for housing, leisure, business, commercial, retail, supermarket or other developments which create places of work and generate travel demand will include provision for EV charging infrastructure which is able to meet future needs.

- NNC will encourage developers to rise to the challenge of ensuring that these homes are built to the best low carbon standards, embracing renewable energy, and supporting widespread EV take-up.
- NNC will seek to directly influence EV charge point provision in new developments to ensure that this is sufficient for future requirements and to improve provision of EV charging facilities, zero emission travel, and other complementary policy approaches in support of the wider Net Zero living, including the incorporation of e-mobility hubs for shared transport in all major developments, including 'garden communities'.

Policy 7

Provision will be made for shared electric transport to provide an alternative and flexible alternative to ownership, including through the provision of dedicated parking spaces and charging infrastructure for EVs.

- NNC will continue to support trials and other opportunities to provide shared electric transport.
- NNC will encourage commercial investment in charge point infrastructure near to, and at, taxi ranks.
- NNC will work with local bus companies to encourage a transition to EVs.
- NNC will explore opportunities for introducing other forms of shared transport to meet the needs of residents, businesses, and visitors. This will include EV car clubs, electric cargo bikes, and other forms of zero-emission transport.
- NNC will seek to allocate dedicated parking areas and/or bays for shared transport. This will include considering dedicated bays for e-car clubs.
- NNC will investigate how it can facilitate and encourage use of electric cargo bikes to support local deliveries. NNC will investigate the potential to pilot one or more shared community EV projects, enabled through local chargepoint provision.

Policy 8

Provision will be made at NNC offices for EV charging infrastructure to provide charging for users of the premises.

- NNC will install additional EVCPs at its main offices in Corby, Kettering, Thrapston, and Wellingborough.
- NNC will deliver a managed transition of its fleet to EVs where feasible and transitioning to other sustainable fuels for HGV fleet where EV technology is not suitable or too costly.
- NNC will install EVCPs at NNC depots to charge the fleet.
- NNC will consider opportunities for renewable energy generation at its depots e.g., the use of solar canopies and/or the road surfaces, and battery storage to complement the provision of EV infrastructure.

Policy 9

Public and private funding will be sought for investment in EV infrastructure and to support the development of a self-sustaining charging network. Opportunities will be identi-

fied to generate revenue streams which will enable further investment to grow the EV charging network, improve the service, and support complementary initiatives.

- NNC will seek to maximise the use of external funding opportunities for investment in EV infrastructure including the current Local Electric Vehicle Infrastructure fund (LEVI) and other funds from the Office for Zero Emission Vehicles (OZEV), government departments and other agencies.
- NNC will consider the use of other public funding, including internal sources, to attract additional investment.

Policy 10

Provision will be made to encourage and support EV uptake through trials, campaigns, public engagement, collaboration, and other initiatives.

- NNC will engage with residents, businesses, and other stakeholders to understand any concerns and use their knowledge of the area to identify potential locations for EVCPs.
- NNC will maintain a Request an Interest for a Charge point site 21 to enable sites to be identified by local residents and businesses.
- NNC will supply and promote information about public EV charging in North Northamptonshire and increase awareness of the benefits of EVs to the public through their online and other communication channels.
- NNC will ensure that information on the location, speed and availability of charge-point infrastructure is readily available to the public.
- NNC will encourage operators to shift to cleaner vehicles.
- NNC will continue to encourage the use of other electric vehicles, including electric bikes, electric scooters²², delivery robots, and keep on top of emerging technologies, to ensure infrastructure remains fit for purpose and meets the needs and demands of users.
- NNC will participate in collaborations with the private sector through trials to familiarise residents and users with innovative technology and raise public awareness.