Local Transport Plan – Baseline Report

DRAFT FOR ENGAGEMENT

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1 Introduction

1.1 Background

North Northamptonshire Council is a new unitary authority, formed in April 2021, and is the local transport authority (LTA) for its area and the local highway authority responsible for the majority of the area's roads.

Being a new authority, North Northamptonshire is in the process of updating its policies, strategies and plans to reflect the unitary status of the authority. This document represents the Local Transport Plan (LTP) Baseline Report and the start of the development of the LTP over the next eighteen months or so.

1.2 What is an LTP?

The Transport Act 2000 and the Local Transport Act 2008 requires all local transport authorities to publish statutory plans, known as Local Transport Plans, for maintaining and improving all aspects of local transport. The Act does not set a timescale for updating an LTP, but authorities must keep their LTP under review and alter it if they consider it appropriate to do so.

The current Local Transport Plan for North Northamptonshire is the Northamptonshire Transportation Plan, adopted by the former Northamptonshire County Council in 2012. This plan consists of a main transportation plan; thematic plans such as walking and cycling strategies as well as town transport strategies.

North Northamptonshire's LTP must reflect the needs of the community, priorities and investment plans for the next five years. It links with the Council's vision for the area and will be developed in line with other strategic policies such as the Corporate Plan, Local Development Framework (Local Plan) whilst being coordinated with other policies and plans for example the Greenway Strategy and Local Walking and Cycling Infrastructure Plans.

1.3 The purpose of an LTP

The purpose of the LTP is to:

- Outline the current baseline regarding transport, accessibility, and pollution.
- Set out challenging, but achievable, objectives.
- Set out the timeline for achieving these objectives, and,
- Outline a programme of schemes.

1.4 Purpose of this document

This is our baseline report and will support the development of the North Northamptonshire Local Transport Plan. In this report we outline the data, local changes and wider policy shifts which will influence the plan as we develop it. To do this we start by looking back at what has been delivered since the 2012 Local Transport Plan, and then it's the data and policy documents that inform current and future challenges and opportunities facing North Northamptonshire. The analysis in this report will help to understand our local needs and priorities.

This report is formed of seven sections, as set out below:

- A Decade of Delivery
- The Policy Context
- Targets
- The Impact of the Pandemic
- Place Data
- People Data
- Environment Data

2 A Decade of Delivery

This section details some of the projects and initiatives that have been delivered in North Northamptonshire since the adoption of the 2012 Northamptonshire Local Transport Plan.

Year	Delivery
2013	• Greenway Phases 1-3 opened through Rushden to Higham and then to Irthlingborough.
2014	• The A43 Corby Link Road four-mile-long dual carriageway opened, connecting the existing A43 near the village of Stanion to the A6003 near Barford Bridge, north-west of Kettering. As well as improving the link between the north of the county and the A14, the road also reduces congestion on other local roads on the network, improving road safety, particularly in the village of Geddington.
2015	• The A14 Junctions 7-9 Kettering Bypass Improvement was completed. The scheme provided additional capacity by widening the existing carriageway from two to three lanes in both directions between Junctions 7-9. • The Integrated Transport Block delivered three zebra crossings, including one at Kingswood School Corby.
2016	• Adoption of the North Northamptonshire Joint Core Strategy (JCS) 2011 - 2031
2017	• Improvement of cycle and walking links across the A14 Junction 10 to Burton Latimer. • Cycle / pedestrian crossing of the A605 to provide connections between Oundle and Barnwell. • Rushden Lakes shopping and leisure centre opened. This included a walking and cycling bridge over the A45 and shared-use links into phase 1 of the Greenway in Rushden. • Greenway Phase 5 opened from A6 Irthlingborough to Rushden Lakes • Greenway Phase 5d completed from Ebbw Vale Estate towards Rushden Lakes • Greenway Phase 7a links Woodford to main route by Woodford Mill.
2018	• Greenway Phase 2a connects Higham Ferrers School to Bury Close. • Provision of a network of cycling and walking facilities within the Park Farm Industrial Estate to the west of Wellingborough.
2019	• Opening of new road bridge near Wellingborough railway station to provide access to the Stanton Cross development. • Completion of the cycling and pedestrian routes for the large industrial areas to the northeast of Corby town centre. These included the Willowbrook East and Weldon North industrial estates.

	• New rail franchise for Midland Main Line (MML) was awarded to Abellio for East Midlands Railway (EMR).
2020	• The first Voi e-scooter trial within Kettering started as part of the wider Department for Transport trials of e-scooters. • A range of permanent, temporary and experimental cycling and walking schemes were introduced using Department for Transport funding related to the COVID-19 pandemic. These schemes included North Northamptonshire's first 'school street' scheme at St Barnabas Church of England School in Wellingborough. • Works within Kettering associated with the Hanwood Park development, including a new site access and cycling/pedestrian facilities were completed. • Four-tracking of the Midland Main Line completed between Sharnbrook and Kettering, including the reinstatement of the fourth platform at Wellingborough station[1].
2021	• The first on-street electric vehicle chargers were installed at seven sites across North Northamptonshire through our project partner Liberty Charge. • The extension of the Voi e-scooter trial to cover Corby in February 2021, Wellingborough, Rushden / Higham Ferrers in March 2021 and Burton Latimer in April 2021. • The A509 Isham bypass was awarded Department for Transport funding for Outline Business Case preparation. • Corby Western Link Road opened Zone 3 Western Link Road FAQs | Priors Hall Park Management • A45/A6 Chowns Mill junction improvement completed. Signalised gyratory to provide improved traffic management and control to encourage traffic movements onto appropriate main roads. • Symmetry Park in Kettering began delivering a developer-led extension of a cycle route through Pytchley Business Park, across A14 Junction 9 and continuing through the development site to Isham.
2022	• Decision to extend the Northamptonshire multimodal e-bike and e-scooter scheme until May 2024. • Installation of on-street electric vehicle charging points at a further 5 sites across North Northamptonshire. • Two pedestrian bridges, which link Wellingborough, Irchester and Rushden with Chester House Estate by crossing the River Nene were opened. These steel bridges replaced `previous wooden bridges that had been closed due to an arson attack in 2015.[2] • The Midland Main Line Upgrade completed to support cleaner, greener train services serving Wellingborough and Kettering stations. Wellingborough station has also seen its Grade II listed Goods Shed renovated to provide a walkway for passengers on Platform 1[3].

	• In October 2022 Abellio (East Midlands Railway) were awarded a four-year National Rail Contract to operate services, including those serving Wellingborough, Kettering and Corby, with an optional four-year extension.
2023	• Nine locations identified across North Northamptonshire for the installation of Rapid on-street electric vehicle charging points. • A series of town centre highways improvements were introduced in Wellingborough. These included maintenance and traffic signal upgrades to provide a comprehensive and co-ordinated series of works within the town centre. Wellingborough town centre highways improvements to start soon | North Northamptonshire Council (northnorthants.gov.uk) • The Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) completed public consultation and was formally approved by the Council's Executive in September 2023. This identifies a prioritised network of cycling and walking infrastructure for the Kettering area.
2024	• The Corby LCWIP completed public consultation and was formally adopted by the Council's Executive in January 2024. This identifies a prioritised network of cycling and walking infrastructure for the Corby area. • The technical work and public consultation for the Wellingborough and Rushden LCWIP were completed during 2024. This LCWIP includes the surrounding rural areas, to reflect public consultation responses. The plan identifies a prioritised network of walking and cycling improvement and is due for formal approval in 2025. • Decision to extend the Northamptonshire multimodal e-bike and e-scooter scheme until May 2026. • Adoption of the North Northamptonshire Local Electric Vehicle Infrastructure Strategy in July 2024 to support provisions for the decarbonisation of transport and transition to zero emission electric vehicles • Kettering to Wigston rail electrification was finished in July 2024 • Work began in September 2024 on the Corby Town Centre to Rail Station link road. Funded by the Corby Towns Fund, this project will enhance public real and improve walking and cycling links and is due for completion by spring 2025. • Start of introducing new and enhanced bus services funded through the Bus Service Improvement Plan. • The planning application for the A509 Isham Bypass was submitted in July 2024 and the Outline Business Case, which seeks funding for further development of the scheme, was submitted to the Department for Transport in December 2024. • Adoption of Sustainable Travel to Education Strategy (March 2024).

[1] Finishing off the fourth track between Bedford and Kettering - Rail Engineer

[2] Steel bridges on the River Nene formally opened and in use for Chester House Estate visitors | North Northamptonshire Council (northnorthants.gov.uk)

[3] Two Northamptonshire stations unveil plaques as Network Rail completes historic platform canopy upgrades (railadvent.co.uk)

3 The Policy Context

This section provides an overview of the established and emerging policies and strategies at a national, regional and local level that will influence and inform the development of our new Local Transport Plan.

3.1 The National Context

In this section we outline key policy documents which either apply to the whole of England or to the whole of the United Kingdom. The election of a new government in July 2024 has meant new initiatives detailed below, but a continuation of the structures and frameworks of Transport delivery,

3.1.1 Transport Act 2000

Local Transport Plans (LTP) are statutory documents required under the Transport Act 2000. LTPs are forward looking plans that outline a clear plan for achieving transport aspirations within a local transport authority's administrative area.

3.1.2 Everybody Active, Every Day (2014)

The plan by Public Health England to tackle low activity levels across the country. Along with making the case for physical activity, the plan identifies where measures need to be taken at a national and local level. These include making physical activity a routine part of everyday life and creating the right spaces and maximising existing assets that encourage people to be more active every day. The work of the Partnership and the implementation of projects set out in this Plan will create a welcoming environment with excellent walking and cycling access.

3.1.3 Industrial Strategy (2017)

The UK Industrial Strategy aims to create an economy that boosts productivity and earning power throughout the UK. As part of this the strategy, it sets out four Grand Challenges to put the United Kingdom at the forefront of the industries of the future.

3.1.4 Transport Investment Strategy (2017)

The Transport Investment Strategy sets out how the government's investment decisions will respond to today's challenges, driving progress towards fulfilling the aims of the Industrial Strategy. This document provides context for the levels of funding available and the rationale behind government investment in transport.

3.1.5 Government's 25-year Environment Plan (2018)

The government's 25 Year Environment Plan sets out how the government will improve the environment. The main goals of this strategy are creating richer habitats for wildlife, improving air and water quality and reducing plastic in the world's oceans.

3.1.6 Inclusive Transport Strategy (2018)

The Department for Transport's (DfT's) strategy to create an inclusive transport system for disabled travellers.

This strategy sets out the government's actions for achieving equal access to transport for disabled people as well as a clear programme of monitoring and evaluation and establishes a governance framework.

3.1.7 Putting Health into Place (2019)

This NHS initiative provides a series of four practical guides to healthy place making. These set out 10 principles which encourage partnership working, community engagement, connecting spaces and designing multifunctional green space, maximising active travel and creating play and leisure spaces for everyone.

3.1.8 Future of Mobility: Urban Strategy (2019)

The Future of mobility: urban strategy outlines the government's approach to maximising the benefits from transport innovation in cities and towns. It sets out the principles that will guide government's response to emerging transport technologies and business models.

3.1.9 A Lifetime of Road Safety' (2019)

This road safety statement and 2-year action plan reinforces and supports the Safe System Approach and prioritises Young Road Users, Rural Road Users, Motorcyclists and Older Vulnerable Road Users. All are disproportionately represented in national road casualty figures. All interventions should be based on evidence, research, collaboration, and consultation.

3.1.10 Gear Change (2020)

The Gear Change plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to deliver this vision, grouped under four themes. The plan highlights that the UK needs to see a step-change in cycling and walking in the coming years.

3.1.11 Cycle Infrastructure Design, Local Transport Note 1/20 (LTN 1/20) (2020)

LTN 1/20 provides guidance and good practice for the design of cycle infrastructure. The scope of the document is limited to design matters. The guidance contains tools that give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes.

3.1.12 Transport Decarbonisation Plan (2021)

The Transport Decarbonisation Plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. This includes the pathway to net zero transport in the UK, the wider benefits net zero transport can deliver and the principles that underpin the government's approach to delivering net zero transport.

The document identified six strategic priorities to deliver a vision of a net zero transport system:

- Accelerating modal shift to public and active transport (this reinforces the commitment to walking and cycling targets as set out in Gear Change)

- Decarbonisation of road vehicles

- Decarbonising how we get our goods

- Place-based solutions

- UK as a hub for green transport technology and innovation

- Reducing carbon in a global economy.

3.1.13 UK Carbon Budget 6 (2021)

The UK government have set a legally binding target to achieve net-zero carbon emissions by 2050. The government published the sixth carbon budget in April 2021 to ensure Britain remains on track to end its contribution to climate change while remaining consistent with the Paris Agreement temperature goal. The carbon budget sets the legally binding target to reduce emissions by 78% by 2035 compared to 1990 levels. The LTP will align with and help to deliver these legally binding targets.

3.1.14 Great British Railways and the Integrated Rail Plan (2021)

The Department for Transport (DfT) is the franchising authority for the rail network and is responsible for designing and procuring new and replacement rail franchise services on the national rail network.

In 2013, an independent review of the rail franchising programme was published by Richard Brown[1]. In 2022 the Government passed legislation "to modernise rail services and improve reliability for passengers" following the publication of the Williams-Shapps Plan for Rail in 2021[2].

Great British Railways (GBR) was established in response to the Williams-Shapps report, to make the railways simpler for passengers and operators. GBR will own most, if not all national railway stations and infrastructure, currently owned by Network Rail[3].

The franchise process, along with the rail industry, is currently undergoing a review and reform as part of the Governments reforms, in addition to the setting up of GBR.

The Integrated Rail Plan (2021) outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways. It has also published plans for rail projects in the midlands, which has some links to our rail aspirations.

3.1.15 National Disability Strategy (2021)

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[1] The Brown review of the rail franchising programme - GOV.UK (www.gov.uk)

[2] Great British Railways: Williams-Shapps plan for rail - GOV.UK (www.gov.uk)

[3] more details about the GBRs powers are due to be published in Summer 2023

This strategy sets out the actions the government will take to improve the everyday lives of all disabled people.

3.1.16 Bus Back Better: national bus strategy for England (2022)

The National Bus Strategy sets out the vision and opportunity to deliver better bus services for passengers across England. This led to the requirement for local authorities to produce a Bus Service Improvement Plan and establish Enhanced Partnership which had a statutory status. Whilst the funding was not forthcoming from the initial tranche National Bus Strategy through BSIP, subsequent funding streams became available in 2023/24 and 24/25. The H M Government budget in September 2024 indicated a further funding package would be available up to 2029.

3.1.17 Highway Code updated (2022)

The aim of the Highway Code is to promote safety on the road for all road users. The update in 2022 included key changes:

- Introduced a 'Hierarchy of road users' – 'those who can cause the greatest harm have the greatest responsibility to reduce the danger or threat they pose to others'

- Change in priority for those crossing at junctions – pedestrians have priority

- Walking, cycling or riding guidance for those using shared spaces such as shared cycle/pedestrian paths

- Cyclist guidance on positioning on roads, at junctions and on roundabouts

- Horse riding guidance on positioning

- Updated guidance on safe passing distances and speeds

- Leaving vehicles – guidance on exiting vehicles by using the hand opposite side to the door being opened (being described as the 'Dutch reach' method).

3.1.18 Active Travel England (2022)

Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.

3.1.19 Taking charge: the electric vehicle charging strategy (2022)

This strategy sets out the Government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the phase out dates. They intend:

- to end the sale of new petrol and diesel petrol and diesel vehicles by 2030

- for all new cars and vans to be fully zero emission at the tailpipe by 2035

3.1.20 Future of Transport (2023)

This document looks at the technologies and innovations emerging within the transport sector, and how rural areas might benefit from their introduction.

3.1.21 Plan for Drivers (2023)

The plan for drivers sets out how government is working to improve the experience of driving and services provided for motorists and includes a list of actions.

3.1.22 Zero emission vehicle mandate (2024)

This mandate set out the government's pathway towards all new cars and vans being zero emission. The pathway is for 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035.

3.1.23 The Passenger Railway Services Act 2024

This Act replaces the previous rail franchise regime and with public ownership. Operations will be transferred to a publicly owned company as existing passenger rail contracts lapse or are surrendered voluntarily. Whilst not part of the Act, the government also has issued advice to the Office of the Rail Regulator to ensure that open access rail operators do not abstract passengers from the publicly owned rail company.

3.1.24 Bus Services (No 2) Bill 2024

This Bill, currently before Parliament, is designed to increase the ability of Local Transport Authorities to regulate or influence the provision of local bus services. This was principally through instruments including franchising of bus services and the ability for English Local Transport Authorities to create municipal operators. The bill also requires Local Transport Authorities to designate services which are socially necessary and what is required if alterations are proposed by operators.

3.1.25 National Planning Policy Framework (NPPF) - (December 2024)[4]

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Hence, NPPF plays a crucial integration role with transport networks and transport provision.

3.1.26 Integrated National Transport Strategy (INTS) – (in consultation ending 20 February 2025)[5]

The Department for Transport is developing a strategy which will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years.

It will set out a single national vision which will:

- Put people who use transport and their needs at its heart

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[4] National Planning Policy Framework - GOV.UK

[5] Integrated National Transport Strategy: a call for ideas - GOV.UK

- Empower local leaders to deliver integrated transport solutions that meet the needs of their local communities

3.2 The Regional Context

In this section, we outline policies that cover a smaller area than the whole of England or the United Kingdom but cover a larger area than North Northamptonshire.

3.2.1 England's Economic Heartland Transport Strategy (2021)

North Northamptonshire Council is a part of England's Economic Heartland (EEH) sub-national transport body. EEH covers 11 local authorities, including all of the Oxford to Cambridge arc. EEH published a transport strategy for the region in February 2021. The strategy sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth. The transport strategy sets out how the region will deliver this step change.

It sets out how the region can reduce its reliance on the private car by investing in strategic public transport infrastructure, alongside investment in digital infrastructure to better connect our communities, and how that needs to be complemented by investment in active travel measures locally. The five-point plan of action includes the following:

- Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions that create green economic opportunities

- Promote investment in digital infrastructure as a means of improving connectivity

- Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic public transport networks

- Champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential

- Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery.

3.2.2 England's Economic Heartland Regional Bus Strategy (2022)

Building upon regional cross-boundary collaboration the strategy supports the development of the bus network and strengthen key links across the region.

The strategy presents six ambitions to:

- More frequent and reliable services

- Improvements to planning and integration with other modes

- Improvements to fares and ticketing

- Higher specification buses

- Decarbonisation

- Improvements to passenger engagement.

3.2.3 Northamptonshire Road Safety Alliance (NRSA), Strategic Road Safety Plan (2021)

This plan sets out the priorities and key actions of the NSRA for the next two years to improve road safety in the County and explains how the work of the NSRA will help road users stay safe and reduce the number of people killed or seriously injured on the County's roads.

3.2.4 Integrated Care Northamptonshire strategy (2023)

The Integrated Care Northamptonshire (ICN) strategy has been developed with a focus on enabling residents to benefit from equitable opportunities to live their best life, whoever they are and wherever they live in the county.

The strategy sets out how we can achieve better outcomes throughout all stages of a person's lifetime: from pregnancy, birth and early years, through improved education and better employment opportunities, to better access to health and care services right through to the end of life – all the time supporting everyone to be valued for who they are.

3.2.5 Neighbouring local authorities

North Northamptonshire borders the local transport authorities of West Northamptonshire, Leicestershire, Rutland, Lincolnshire, Peterborough, Cambridgeshire and Bedford, Developments and policies in these areas can have an impact on North Northamptonshire.

3.3 The Local Context

In this section we describe policies that apply to the whole or part of North Northamptonshire.

3.3.1 North Northamptonshire Strategic Plan (2021)

The local development plan for North Northamptonshire comprises the Strategic Part 1 Plan (the North Northamptonshire Joint Core Strategy which was adopted in 2016 and covers the period 2011-2031) along with the adopted Part 2 Local Plans covering the former Council areas of Corby, Wellingborough, Kettering and East Northamptonshire, which add local policy and allocations to the strategic policies and allocations of the Joint Core Strategy.

3.3.2 Local Plans

These strategies guide future growth and outline future sites that are permitted for housing and employment development.

3.3.3 North Northamptonshire Economic Prospectus (2021)

This Economic Prospectus presents an overarching economic narrative for North Northamptonshire to articulate existing economic strengths and USPs and focus attention on key opportunity areas to maximise its growth potential and realise growth priorities

3.3.4 North Northamptonshire Corporate Plan (2021)

The Corporate Plan sets out the Vision for North Northamptonshire: "A place where everyone has the best opportunities and quality of life" In addition to its Vision, the Corporate Plan sets out the six key commitments (priorities) the Council is making to North Northamptonshire residents.

3.3.5 North Northamptonshire Equality Strategy (2021)

The Equality Strategy sets four objectives for delivering greater equality, these are:

- To lead by example within the community
- Ensure that our services are accessible and inclusive
- Create a fair and inclusive workplace culture
- Reduce inequality in our community.

3.3.6 Pollinator Strategy (2022)

The pollinator strategy is to set out the actions we are taking in North Northamptonshire Council's parks, open spaces and highway verges to help reverse the decline in pollinator populations.

3.3.7 Joint Health and Wellbeing Strategy (2022)

The Joint Health and Wellbeing Strategy sets out how the NHS, Local Government and Healthwatch will work together to improve resident's health and wellbeing.

3.3.8 Community Safety Plan (2022)

North Northamptonshire Community Safety Partnership (CSP) bringing together the local council, emergency services, NHS providers, probation service, voluntary and community-based organisations, businesses and local and parish councils to work together to help create safer places and works to protect vulnerable people from crime. The community safety plan helps support this by:

- Identifying and understanding the kind of community safety issues that North Northamptonshire is experiencing now, and is likely to, in the future
- Setting out specific outcomes that will make a difference to people's safety, lives and wellbeing
- Deciding what actions it can take collectively, using shared resources to achieve those outcomes.

3.3.9 Carbon Management Plan (2023)

The Carbon Management Plan is the first step on the Council's journey to being carbon neutral by 2030 and focusses on the carbon emissions produced directly as a result of the council's actions.

3.3.10 North Northamptonshire Vision (2023)

The proposed vision for the best life in North Northamptonshire in 2050 has been based around three key priorities under which sit the suggested goals for our vision.

The proposed priorities to achieve our vision are:

- **A Proud Place**: A place with clear goals and a plan of how to get there, where people feel inspired and safe

- **A Prosperous Place**: A place full of thriving businesses and a skilled population who can achieve their ambitions

- **A Proactive Place**: A place which understands the issues its people face and how to address them early, so everyone can live the best life.

3.3.11 Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) (2023)

A plan for the provision of a coordinated and prioritised network of facilities for the Kettering area has been developed and approved. This identifies a network of routes and improvements for walking and cycling within the urban area.

3.3.12 Corby Local Cycling and Walking Infrastructure Plan (LCWIP) (2024)

A plan for the provision of a coordinated and prioritised network of facilities for the Corby area has been developed and approved. This identifies a network of routes and improvements for walking and cycling within the urban area.

3.3.13 Greenway Strategy (2023)

A strategy for the North Northamptonshire Greenway has been developed which details elements including what the Greenway is, identifies routes that are a priority based on existing data, how funding for future elements can be secured, how the growth of the Greenway could be delivered and clarity on maintenance and ownership requirements once new sections are opened. The strategy is the rural local cycling and walking infrastructure plan and compliments the studies that are being carried out in towns across North Northamptonshire.

3.3.14 North Northamptonshire Bus Service Improvement Plan (2024)

The first North Northamptonshire Bus Service Improvement Plan was produced following the publication of the Government's National Bus Strategy for England 'Bus Back Better' in March 2021. The Plan sets out North Northamptonshire Council's policies for improving bus services in its area and will be implemented through an Enhanced Partnership with local bus operators. This plan was updated in 2024.

3.3.15 North Northamptonshire Local Electric Vehicle Infrastructure Strategy (2024)

The Strategy sets out the Council's Vision for electric vehicle (EV) infrastructure and includes policies and deliverables which support and encourage a transition to zero emission EV transport, including investment in a public on-street EV charging network.

4 Targets

Alongside the policies that we should consider in developing our new Local Transport Plan, there are a range of targets at national, regional and local level which should also be taken into account.

4.1   Increasing active travel

Table 1, Increasing active travel

Activity	Targets	Type
Increasing active travel	• 55% of primary school-aged children to walk to school by 2025.	National[6]
	• Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.	National[7]
	• The aim that half of all journeys in towns and cities will be cycled or walked by 2030	National[8]
	• Deliver a world class cycling and walking network in England by 2040	National[Error! Bookmark not defined.]

4.2   Safe and efficient transport system

Table 2, Safe and efficient transport system

Activity	Targets	Type
Safe and efficient transport system	• Increase average road vehicle occupancy by 2030.	National[9]
	• A reduction of 5% in single occupancy car journeys to work from the existing built-up areas of the Growth and Market towns.	Local[10]
	• A reduction of 20% in single occupancy car journeys to work from new developments compared to adjoining wards.	Local[Error! Bookmark not defined.]

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[6] Cycling and Walking Investment Plan (2017)

[7] Gear change (2020)

[8] Decarbonising Transport (2021)

[9] Cycling and Walking Investment Plan (2017)

[10] Gear change (2020)

Activity	Targets	Type
	• Raising the number of bus passengers to 50% above 2012 baseline by 2031/32	Local[11]

4.3   Decarbonising transport

Table 3, Decarbonising transport

Activity	Targets	Type
Decarbonising transport	• Remove all diesel-only trains (passenger and freight) from the network by 2040	National[12]
	• Deliver a net zero railway network by 2050, with sustained carbon reductions in rail along the way.	National[13]
	• Cutting emissions by at least 68% by 2030 on 1990 levels, and reaching net zero by 2050	National[14]
	• Its overarching aim is to support sustainable economic growth with an ambition to achieve net zero carbon emissions from transport by 2040, 10 years ahead of the legal requirement of 2050.	National[15]

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[11] Northamptonshire Bus Service Improvement Plan (2024)

[12] Cycling and Walking Investment Plan (2017)

[13] Gear change (2020)

[14] net-zero-strategy-beis.pdf

[15] Decarbonising Transport (2021)

5 The Impact of the Pandemic

The pandemic and the national response caused significant changes to how people travel, as well as placing great stress on our streets, transport facilities and services. This section uses DfT reports to provide an assessment of how the lockdowns have affected people, travel patterns, and modes of travel.

The pandemic and subsequent lockdowns created profound changes in the way people, businesses and visitors travel, work and live. COVID-19 caused the Government to introduce three lockdowns in March 2020, November 2020 and then in December 2021. During these lockdowns the Government instructed everyone in England to work from home, if possible, with schools and non-essential shops being closed for similar periods of time.

Stay-at-home policies fuelled a dramatic increase in remote working, and wider growth of online activities such as shopping and socialising. Changes in working arrangements and therefore commuting patterns saw a reduction in the use of public transport and incentivised car travel. The pandemic even challenging the Government's funding and running of public transport.

Some of these behaviours are expected to lead to longer term behaviour changes, such as the increase in people working at home and a combination of home working and their usual place of work ("hybrid working"). Around one in seven working adults (14%) worked from home exclusively between 27 April and 8 May 2022, while nearly a quarter (24%) both worked from home and travelled to work[16].

Figure 1, Transport Use by Mode [17]

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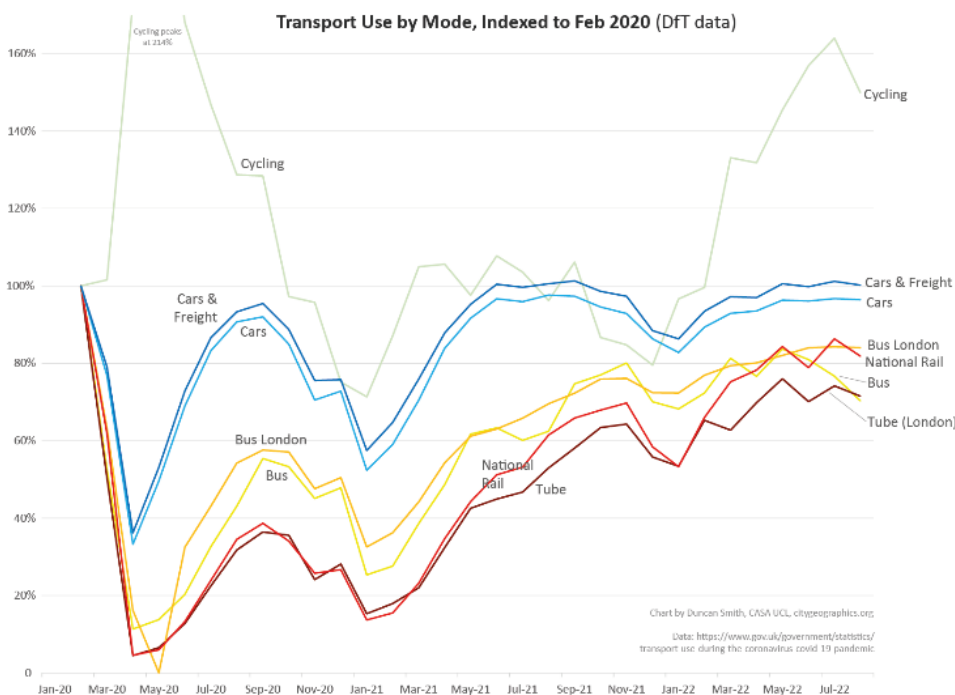
[16] Is hybrid working here to stay? - Office for National Statistics (ons.gov.uk)

[17] Post-Pandemic Changes in Travel Behaviour: Evidence from the National Travel Survey England 2021 – CityGeographics

The figure above shows the impact and relative recovery at the national level. It shows car travel has been the fastest transport mode to recover after each of the national lockdowns and was back to near normal levels as early as Summer 2021. Public transport was much slower to recover, falling to less than 50% of passenger numbers in 2020, increasing substantially throughout 2021 and then settling around 70-95% of pre-pandemic passenger numbers by 2024.

Figure 2, Transport usage progressively recovers to pre-COVID level, across all modes. Transport usage as a proportion of pre-COVID levels, Great Britain, January 2024 to January 2025 [18]
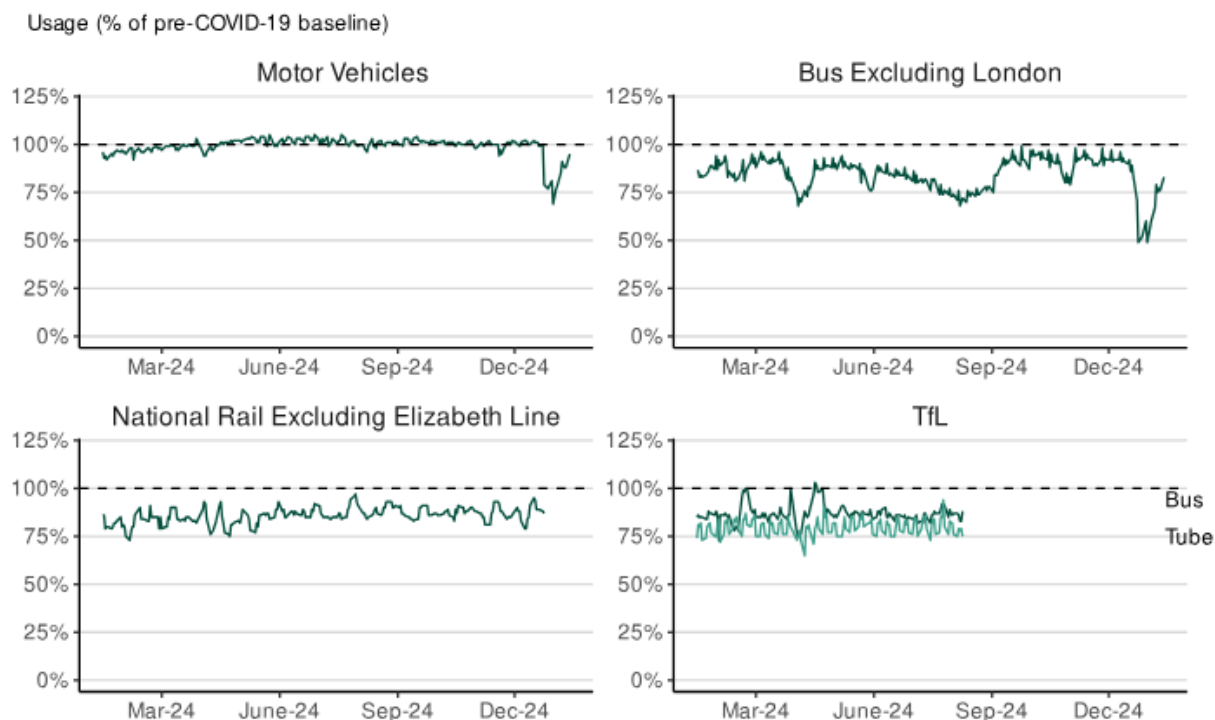
Bus patronage declined steeply during the pandemic – with some areas losing over 70% of passenger journeys – and are still some way off returning to pre-pandemic levels. Rural routes were harder hit than urban routes. Analysis by the County Councils Network shows, while all areas of England witnessed reductions, rural areas saw the largest percentage reductions, with passenger journeys hit least on urban routes and in areas with regular services throughout the day providing for predominantly work and commuter-based need.

The pandemic and subsequent introduction of movement restrictions not only impacted overall passenger boardings but also affected the distribution of passenger boardings throughout the day in England (excluding London) with less focus on peak hour travel, however, they have subsequently returned to a similar pattern to before the pandemic.

General travel and commuting patterns have changed since the pandemic, and effects of cost inflation and rail industrial action have delayed planned maintenance and substantially disrupted network operations, impacting users' satisfaction and perception of the transport network.

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[18] Domestic Transport Usage by Mode - GOV.UK

6 Place Data

6.1 Introduction

In this section we look at some of the key data relating to North Northamptonshire as a place which we could use to help inform the development of our Local Transport Plan.

The Council's Corporate Plan priorities relating to place are:

3. Safe and thriving places

- Help town centres and villages respond to changing trends
- Working with local businesses and partners to support the creation of high-quality, better-skilled jobs
- Improve the standard of new and existing homes and ensure housing supply meets demand
- Maintain our highways infrastructure to keep people moving safely around North Northamptonshire
- Enable people to travel across North Northamptonshire and beyond

4. Green, sustainable environment

- Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future
- Protect the countryside and open spaces, and enhance the natural environment and ecology

6. Modern public services

- Provide good quality and efficient services valued by our customers
- Ensure very robust financial and performance management

North Northamptonshire covers an area of 380.9 square miles and has some 115 parishes and settlements. It has a network of 12 town centres, from the Growth Towns of Corby, Kettering, Wellingborough and Rushden to the Market Towns of Burton Latimer, Desborough, Higham Ferrers, Irthlingborough, Oundle, Raunds, Rothwell and Thrapston.

Town centres across North Northamptonshire have changed and evolved significantly over recent years, due to the growth in online shopping, the COVID-19 pandemic, which has had, and continues to have a significant impact, and the opening of the Rushden Lakes development. Shopping patterns have changed, cultural led regeneration is evolving the way town centres connect with people in North Northamptonshire, so they continue to act as the heart of the community.

More widely, the North Northamptonshire economy tends to function as two distinct sub-areas, with the northern area focused on Corby and Kettering and the southern area on Wellingborough and Rushden, which has closer functional links with Northampton.

Whilst manufacturing still represents a key component of the area's economy, it has become significantly more advanced taking advantage of the latest innovative technology, with service-

based sectors also playing an important role. The area has seen significant growth in, and demand for, logistics floorspace and hosts a significant concentration of skills and knowledge in the freight and logistics sectors.

There has been a general upward trajectory in the scale of new residential development as shown in the figure below. It also shows that delivery is falling slightly short of Joint Core Strategy targets based on an 'average per annum' target of 1,750 new residential units across North Northamptonshire. During the period 2011/12 to 2022/23 there were 19,870 recorded housing completions, compared to a cumulative Joint Core Strategy target of 21,000.

The right infrastructure needs to be in place for this new population, and to support future growth including the right transport links, schools and health facilities, as well as activities for residents.

Figure 3, Housing delivery in North Northamptonshire relative to Joint Core Strategy Policy 28, 2011-2023
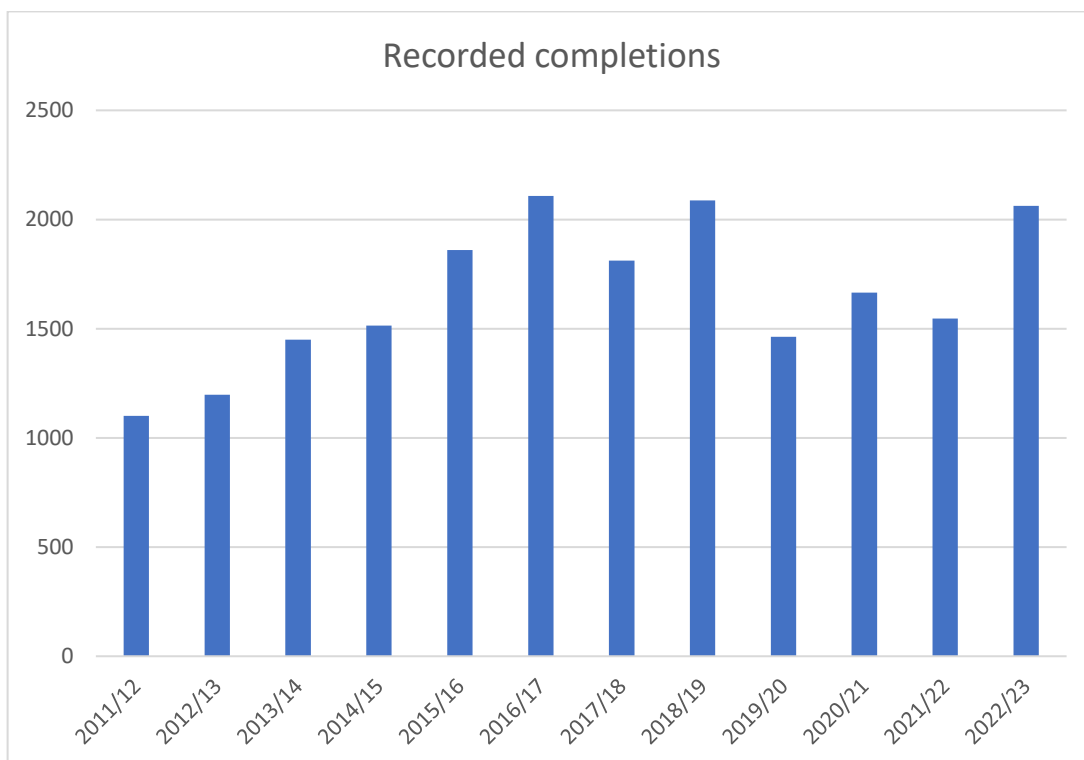
6.2   Transport in North Northamptonshire

North Northamptonshire is well connected to surrounding regions and beyond. We have excellent road connections with the rest of the UK, including London, Birmingham and Manchester, via the M1, M6 and A14.

The council has over 1,100 miles of roads to maintain, over 1,200 miles of foot and cycleways, and 700 miles of Public Rights of Way to manage. In addition to the roads, there are 724 highway structures and 557 Public Right of Way structures to maintain.

The Midland Main Line railway runs through Northamptonshire in a broadly north-south direction. North Northamptonshire has stations in Corby, Kettering and Wellingborough, these stations are owned by Network Rail and operated by East Midlands Railway.

While North Northamptonshire has excellent and fast transport links across the country, much of its rural areas lack suitable public transport which prevents residents from accessing jobs, education and services.

The commercial core of the North Northamptonshire's bus network is represented by the inter-urban routes, including services that cross local authority boundaries to Bedford, Northampton, Market Harborough and Peterborough. This reflects both the multi-centred nature of the area, and the heritage of urbanised small towns and villages along the A6 corridor, which were the historic home of the boot and shoe industry.

Current infrastructure priorities to deliver planned growth to 2031 are set out in the North Northamptonshire Investment Framework (NNIF). The NNIF identifies infrastructure pressures and pinch points as factors affecting delivery, most notably congestion and capacity issues along key strategic highways networks in North Northamptonshire such as the A14, A43 and A45 corridor.

Network management

The Traffic Management Act (2004) places a duty on the council as highway authority to reduce and manage congestion and to collaborate effectively with other traffic authorities to achieve this. North Northamptonshire Council is also responsible for ensuring a coordinated approach to maintaining public safety through approval of all works on the public highway. Our key network management objectives are to:

- Promote economic activity in and through the county.
- Enable access to employment, leisure and educational facilities for all.
- Reduce traffic congestion, air and noise pollution.
- Reduce accidents and promote public safety

We work in close partnership to ensure that policies and plans for the Highways Agency Network and the Local Authority Network complement each other.

6.3 Why people travel

The most common trip purpose in England in 2023 was for shopping (18% of all trips), followed by commuting (13% of all trips) with just walk trips the third most common trip purpose (9% of all trips). The changes in commuting levels since 2019 may suggest a shift towards working from home and hybrid working during this time.

Cars are the most popular mode of personal travel, comprising 58% of trips in 2022 and 78% of distance travelled in England. In 2019, the average car journey in England was 7-8 miles in urban areas, and about 10 miles in rural areas[19].

The 2021 census found that the majority of people drove or were a passenger in a car or van to work (63%) followed by working from home (23.6%), on foot (7.6%), by bike (1.6%), by bus (1.4%) and by train (0.9%).

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[19] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

There were similar trends observed in average miles travelled with commuting trips being the longest but still being less than pre-pandemic distances. Followed by day trips and then shopping trips.

Figure 4, Trips per person per year by selected purposes: England, 2002 to 2023 [20]
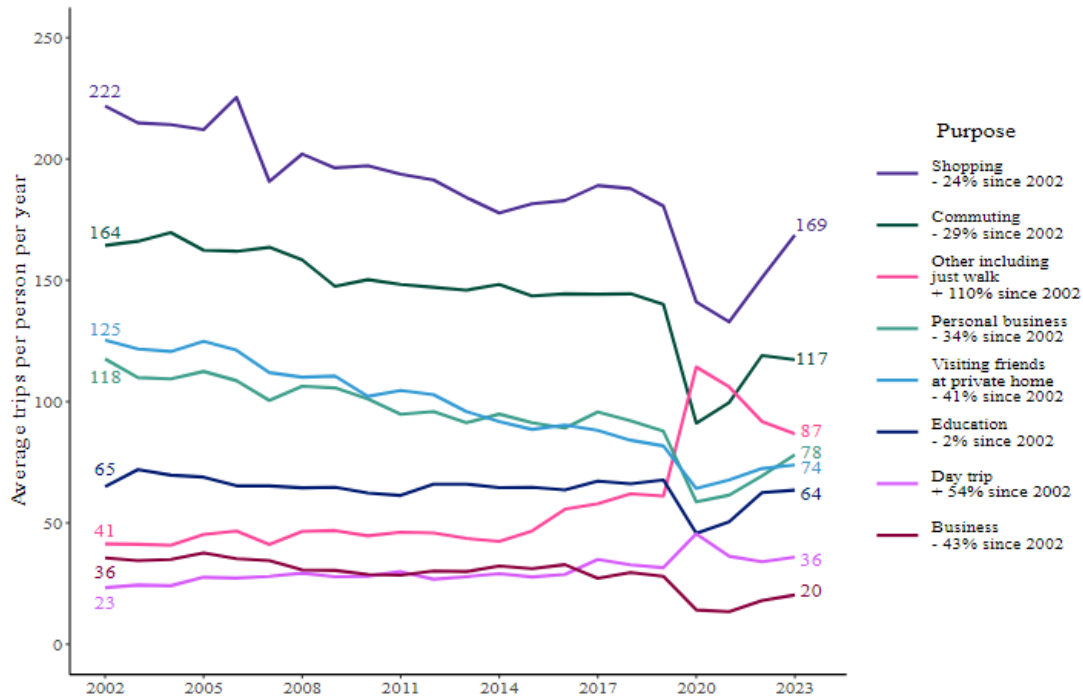
6.4 Active travel

Active travel, particularly walking, plays a key role in how people travel for all journey purposes. Whether it be walking to a bus stop or train station or walking to a destination from a parking spot.

In England, walking made up 29% of all trips whilst cycling made up just 2% of all trips. The number of walking trips and the reasons for walking differ between men and women (women on average made 13% more walking trips than men)[21].

16% of households in North Northamptonshire have no access to a car or van, 40.4% have one car or van, 32% have two and 11.6% of households have access to three or more cars or vans.

Census data on distance travelled to work shows that while there is a higher proportion of shorter commutes in larger towns such as Corby and Kettering, there is still a good proportion of commutes in the 0-5km range in the more rural parts of the North Northamptonshire that could be walked or cycled (approximately 30.6% in rural areas compared to 45.9% in urban areas).

Figure 5, Journey to work mode share by walking and cycling across North Northamptonshire
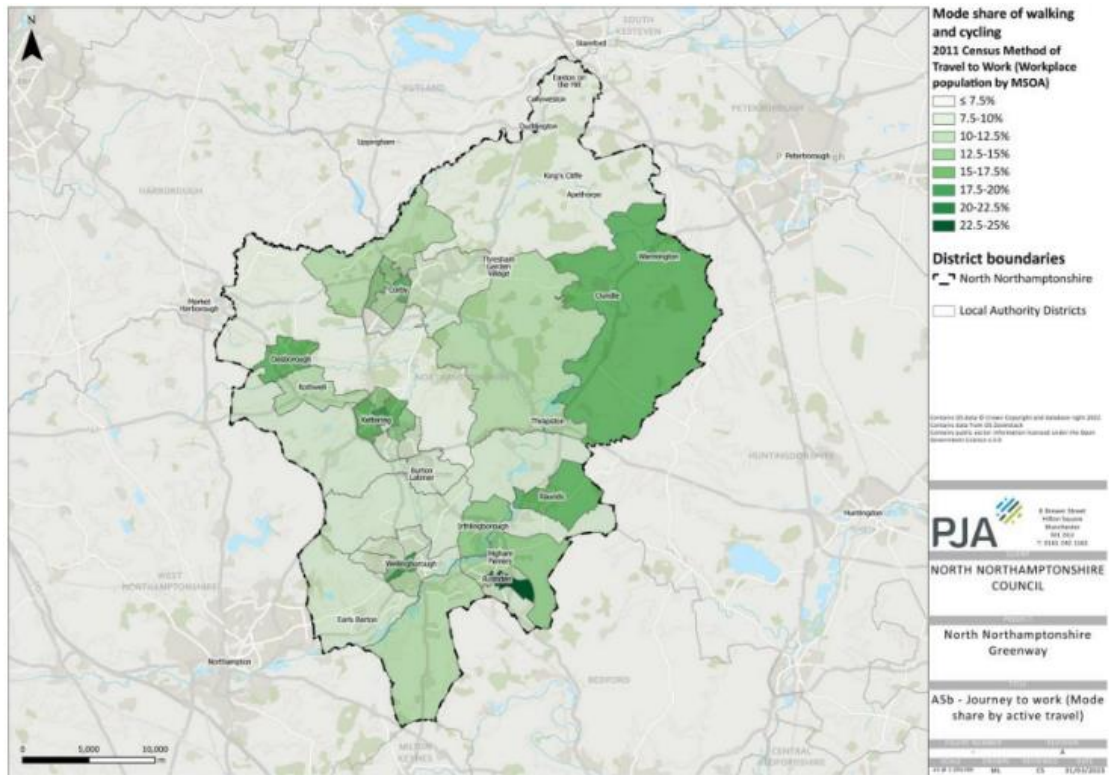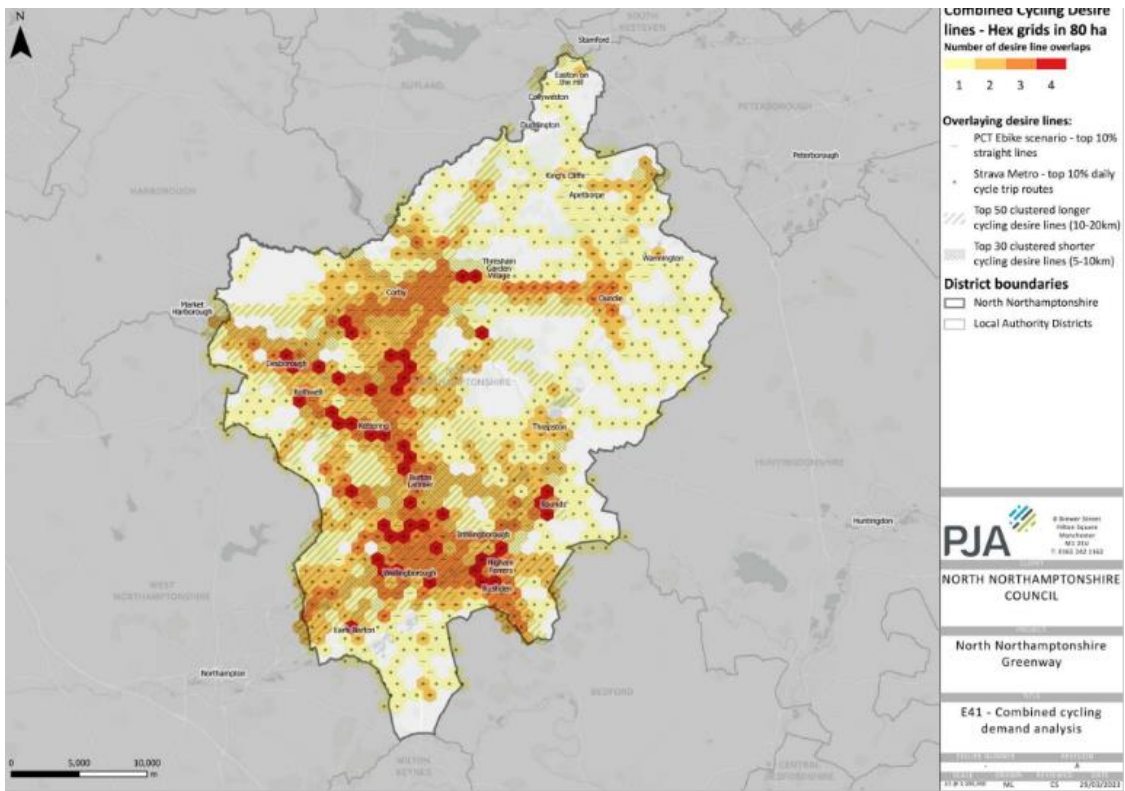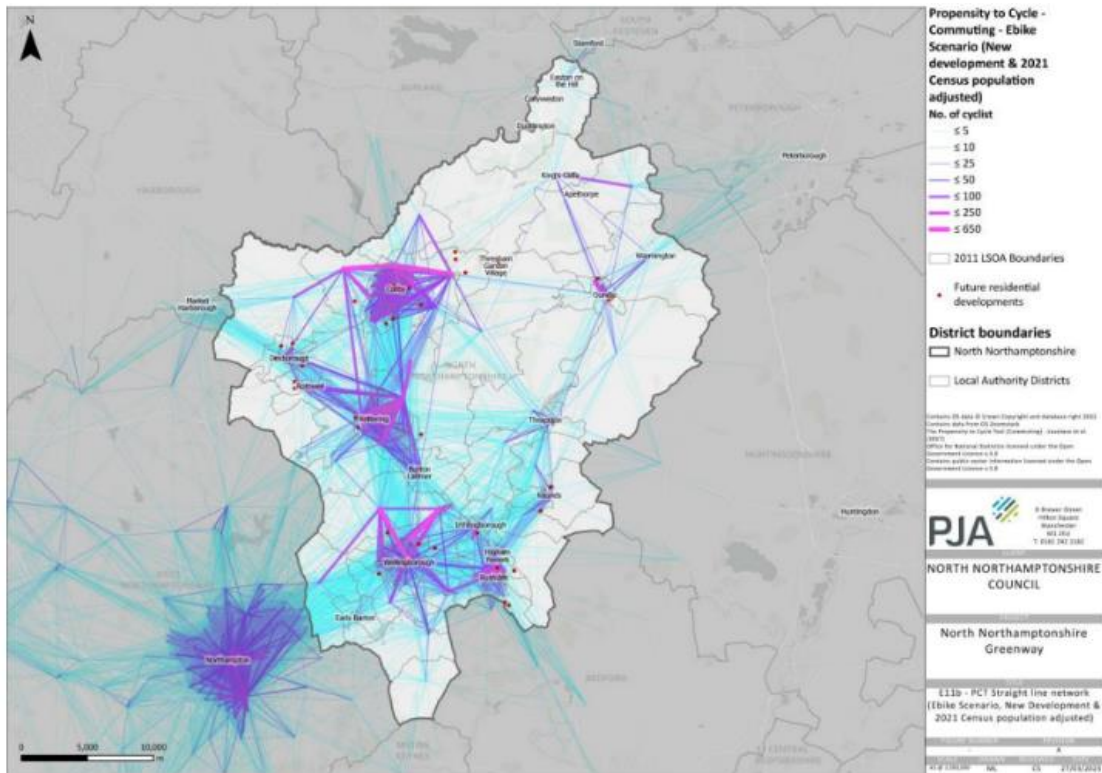

Figure 6, Cycling Demand

Figure 7, Propensity to Cycle, Journey to work

In 2020 North Northamptonshire Council launched the use of e-scooters. Between November 2021 and October 2022, the e-scooters were used for 517,472 trips, covering a totally distance of 661,669 miles. During the same period, there were a total of 15,484 trips made on the e-bikes, totalling 21,168 miles travelled.

6.5   Bus services

Many of the inter-urban bus links in North Northamptonshire have at least a half-hourly daytime service frequency, although this is often achieved by two inter-worked services which allow for variation in the villages served enroute. Many of these routes have a Sunday service, although evening services are more limited.

The following table shows bus patronage from 2003/04 to 2023/24. Over the early part of this period bus use saw a significant increase through to 2009/10, after which it remained fairly stable until 2016/17, before starting to decline. 2020/21 saw passenger numbers drop due to the movement restrictions introduced to reduce the spread of COVID-19. Since then, there has been a gradual increase, although the latest (2023-24) figures remain below pre-COVID levels. Note that data was only collected at Northamptonshire level before 2021/22.

Table 4, Northamptonshire Bus Patronage 2003/04 – 2023/24 [22]

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[22] Annual bus statistics: year ending March 2024 (revised) - GOV.UK and earlier editions of the same statistics

	Bus Patronage (million passenger journeys per annum)	
	North Northamptonshire	Northamptonshire
2003/04	-	15.5
2004/05	-	16.8
2005/06	-	17.7
2006/07	-	18.9
2007/08	-	19.2
2008/09	-	19.4
2009/10	-	19.7
2010/11	-	19.1
2011/12	-	19.8
2012/13	-	20.5
2013/14	-	19.5
2014/15	-	18.3
2015/16	-	18.5
2016/17	-	19.2
2017/18	-	18.5
2018/19	-	17.8
2019/20	-	17.2
2020/21	-	7.3
2021/22	2.7	12.3
2022/23	3.5	13.9
2023/24	3.9	15.9

The **Public Service Vehicle Accessibility Regulations 2000 (PSVAR)** set out standards for public service vehicles to ensure they would be accessible to disabled people from 1 January 2017 at the latest (depending on bus type). Buses that comply with the accessibility regulations are issued with an accessibility certificate. Some buses are suitable for wheelchair access through low floor designs.

In the financial year ending 2022, 99% of all buses in England had been issued with an accessibility certificate.

6.6 Rail services

The Midland Main Line runs through North Northamptonshire in a broadly north-south direction.

North Northamptonshire has stations in Corby, Kettering and Wellingborough, these stations are owned by Network Rail and operated by East Midlands Railway. For most of the day Corby and Wellingborough stations are served by two trains per hour, and Kettering is served by four trains per hour:

- London St Pancras – Luton Airport Parkway – Luton – Bedford – Wellingborough – Kettering – Corby

- London St Pancras – Kettering – Market Harborough – Leicester – Nottingham[23]

- London St Pancras – Kettering – Market Harborough – Leicester – Derby

There is one train a day that starts at Melton Mowbray direct to London St Pancras (08:15) and returns from London St Pancras direct to Melton Mowbray (18:35), both via Corby.

6.6.1   In 2023/24:[24]

Corby-Kettering was 22,383 journeys (4th most popular destination from Corby, for reference London St Pancras is the top destination at 106,977, Luton Airport Parkway is 2nd with 30,843 and Leicester 3rd with 25,289).

Corby-Wellingborough was 7,806 (6th most popular destination).

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[23] Two train per hour also serve East Midlands Parkway via Loughborough.

[24] 2023-24 annual figures from Office of Road and Rail

Kettering-Wellingborough was 33,980 (3rd most popular destination from Kettering, behind London St Pancras with 235,078 and Leicester at 79,568).

6.6.2 Corby Station

Corby Station is predominantly a terminating station albeit there is one service that runs through to Melton Mowbray. It also acts as a diversionary route for services running through to places outside of the North Northamptonshire area such as Leicester, or services that need to avoid Market Harborough during times of disruption for incidents, maintenance, or renewals of the rail network.

When comparing numbers of entry/exits to the station compared to pre-pandemic levels, the total number of entry/exits at the station for 2023/24 was 498,620, up from 301,588 – an increase of 65.3%[25].

6.6.3 Kettering Station

Kettering Station acts as the interchange to allow connection to other locations outside of North Northamptonshire on the rail network such as Leicester, Nottingham, Derby and Sheffield. It is the only station within North Northamptonshire that is also served by long-distance-high-speed services to/from London St Pancras.

The total number of entry/exits at the station for 2023/24 was 1,063,076, up from 1,032,982 – an increase of 2.9%[25] compared to the pandemic on services.

6.6.4 Wellingborough Station

A new east side station entrance is planned at Wellingborough Station, converting the main station entrance to that side, as well as the provision of a new taxi rank and drop off point, giving direct access to the station from the new Stanton Cross development. No date has been set for its completion.

The total number of entry/exits at the station for 2023/24 was 867,608, down from 917,400 – a decrease of 5.4%[25]. The main factor (aside from the pandemic impact) that have impacted the levels of patronage is the significant timetable change that removed the long-distance-high-speed services stops at Wellingborough which has happened since the pandemic.

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[25] Office for Rail and Road regional data: Table-1410-passenger-entries-and-exits-and-interchanges-by-station

East West Rail

The East West Rail project, upgrades the existing route between Oxford and Bicester, reinstate the route between Bicester and Bletchley, upgrade the existing route between Bletchley and Bedford, and a new alignment between Bedford and Cambridge. Whilst not directly in North Northamptonshire, will have a positive impact on the area by improved connectivity by changing at Bedford station to the likes of Oxford, Milton Keynes, Peterborough and Cambridge.

It is expected that East West Rail will also provide improved freight access between these conurbations as well as the port of Felixstowe and the Midlands freight terminals in the 'Golden Triangle'.

Oxford to Bicester was completed in 2016, and Bicester to Milton Keynes is expected to be completed by 2025. Stage 2 extends from Bletchley to Bedford, with the route through to Cambridge being Stage 3.

Traffic going north from Wellingborough shows that some Leicester and Nottingham traffic has transferred to Kettering, but on the smaller flows (Market Harborough, Derby and Sheffield), the reduction in journeys made seems to be a real loss to rail, implying that people are opting to use the car rather than the train to make the same journey.

Similarly, from Kettering and Wellingborough there seems to be a reduction in the overall journeys to London St Pancras in comparison to pre-pandemic levels. One possibility for the downturn in numbers could be that passengers are opting to travel by car to Bedford Midland station instead to take advantage of cheaper rail tickets. There has, however, been a significant increase in the number of journeys made to Luton Airport Parkway from all three stations within North Northamptonshire.

6.6.5   Rail freight services

There are a significant number of freight movements across the North Northamptonshire area, largely taking place at night, as there are a number of freight developments within North Northamptonshire. The most recent one to open is Midlands Logistics Park in Corby.

Corby has a single track connection off and on to a two-track railway at Corby Station South Jn which in turn has multiple freight connections.

Wellingborough Neilson's Sidings Depot has six sidings accessed from the Up Slow, which is owned and operated by GB Railfreight (GBRf)[26], and are regularly used to test technology before being put into public service, most recently testing electrification of freight trains, in addition to being an aggregate yard storing and transporting granite from a variety of quarries to building sites around the UK. There are an additional two sidings on the Down which can be accessed off the Down Goods Loop (574m).

[26] GB Railfreight - GBRf

6.7   Road network

There were approximately 2.25 billion vehicle miles travelled on the roads in Northamptonshire in 2023.

On most roads, heavy goods vehicles (HGVs) account for a relatively small proportion of the traffic flow (typically 10% or less), but their effect on the road network, people's lives and the environment is far greater than this statistic implies. In rural communities, this impact is exacerbated by vehicles using unsuitable routes for their size and weight.

There is a direct relationship between the number and type of lorries on the roads and the level of damage to the road surfaces, and therefore the amount and frequency in road maintenance that is required. The potential for wear and tear on roads by heavy goods vehicles, (HGVs), has been calculated as being 30,000 times greater than that of the average car[27].

The long-term trend of increasing motor vehicle miles within Northamptonshire is illustrated in Figure 9 below. This shows a steady growth in vehicle miles from 1993 up to the effect of the pandemic restrictions in 2020. Since the easing of those restrictions the motor vehicle miles in Northamptonshire have risen steadily and the figures for 2023 show that motor vehicle miles within Northamptonshire have almost returned to the pre-pandemic 2019 levels.

Figure 9, Annual traffic statistics [28]

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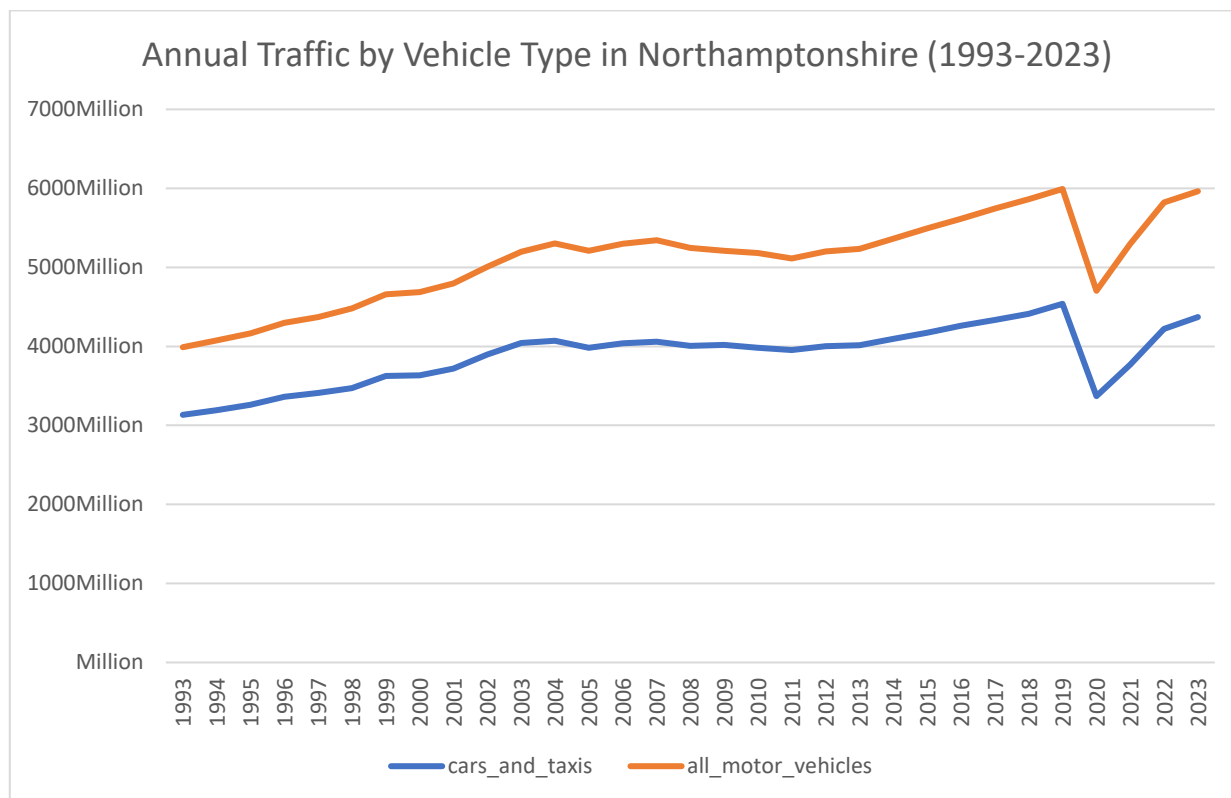
[27] Adopted road freight strategy 2012

[28] Road traffic statistics - Local authority: Northamptonshire

6.7.1 Safety on our roads

A total of 7,350 casualties were recorded in North Northamptonshire 2012 to 2023 – including 1,598 killed or serious injury (KSI) casualties. Of the total casualties, 9% injured were using a powered two-wheeler whilst 22% were a pedestrian, pedal cyclist or e-scooter user.

Figure 10, All collisions in North Northamptonshire 2012 – 2023
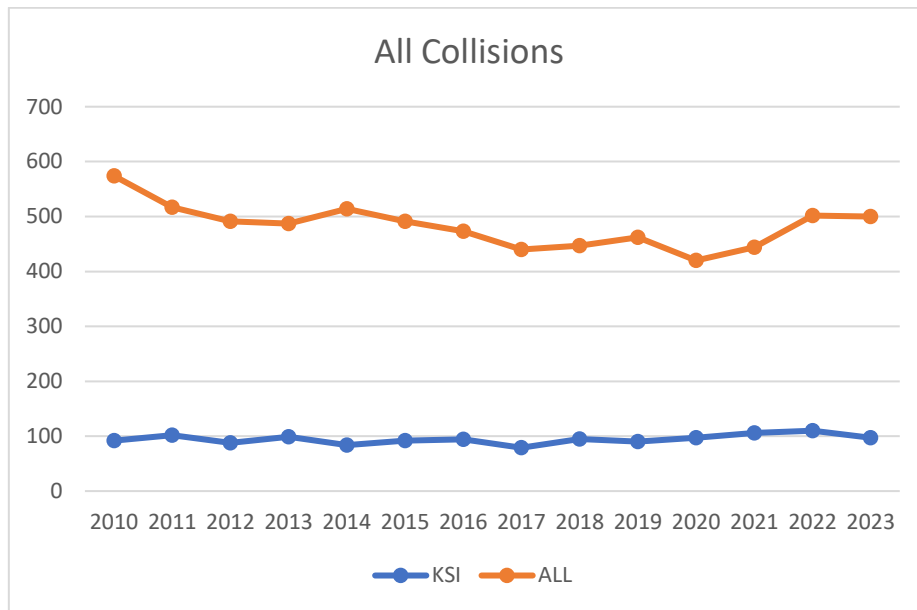
In 2023, 97 road traffic collisions resulting in serious injury or death occurred on North Northamptonshire roads, many caused by basic driving errors and excess speed.

Figure 11, All collisions with suggestions of excessive speed in North Northamptonshire 2012 – 2022
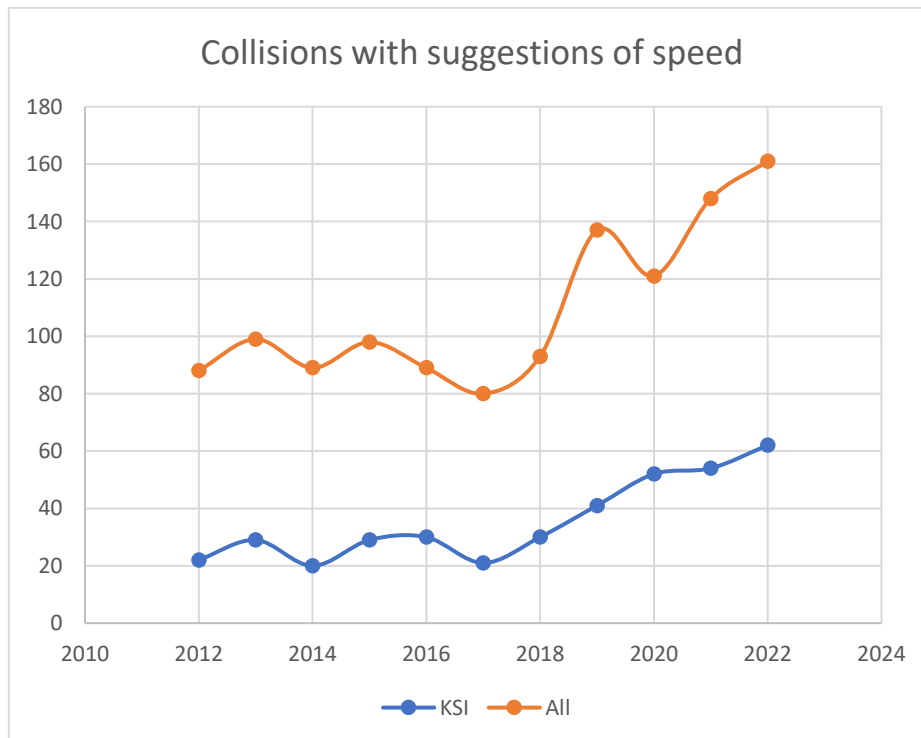
In 2020, under free-flowing traffic conditions, 56% of cars exceeded the speed limit on 30mph roads compared to 53% on motorways, and 12% on national speed limit single carriageway roads[29].

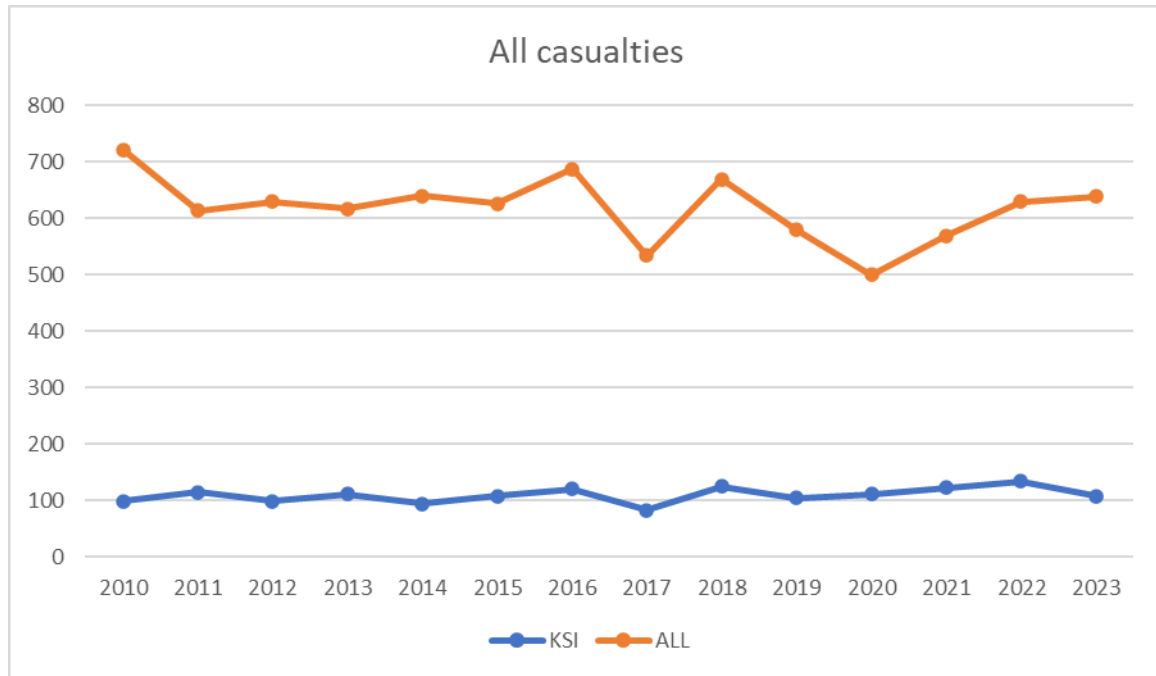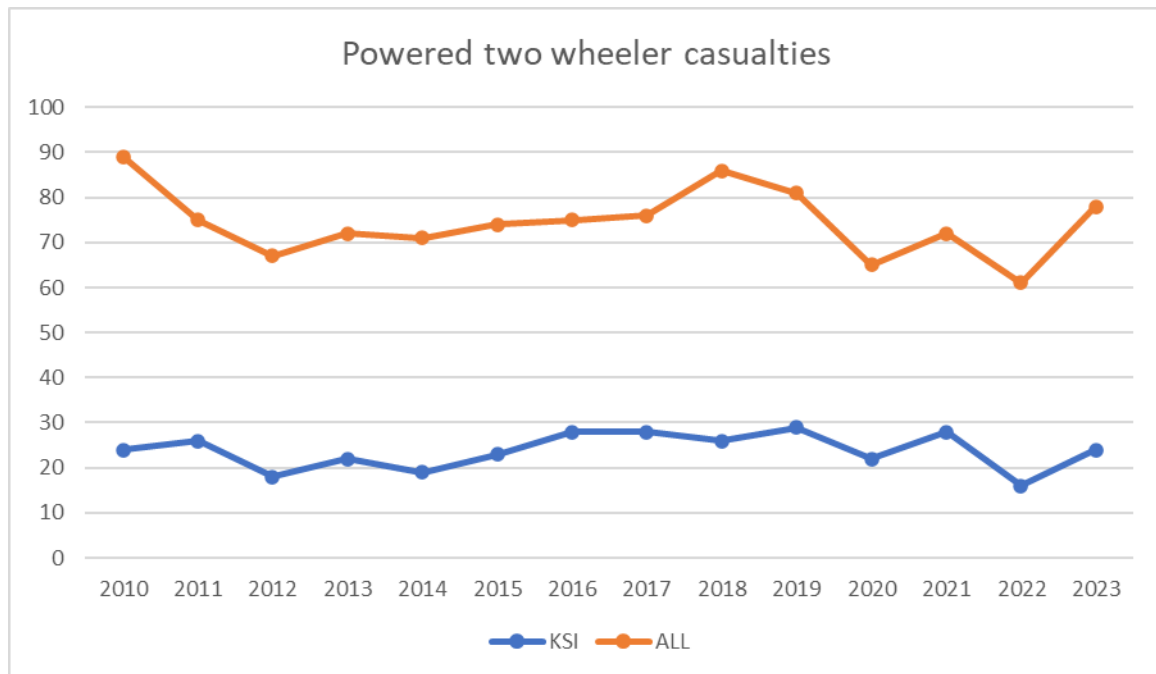*Figure 12, All casualties in North Northamptonshire 2010 – 2023*

Figure 13, Powered two-wheeler casualties in North Northamptonshire 2010 – 2023

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[29] Vehicle speed compliance statistics for Great Britain: 2020 - GOV.UK (www.gov.uk)

Road safety is a significant barrier to cycling. This has been highlighted in the National Travel Survey where road safety was cited by 24% of respondents as to why they do not cycle more and too much traffic was also cited by 16% of respondents[30].

Figure 14, Pedestrian, pedal cycle and scooter casualties 2010 – 2023
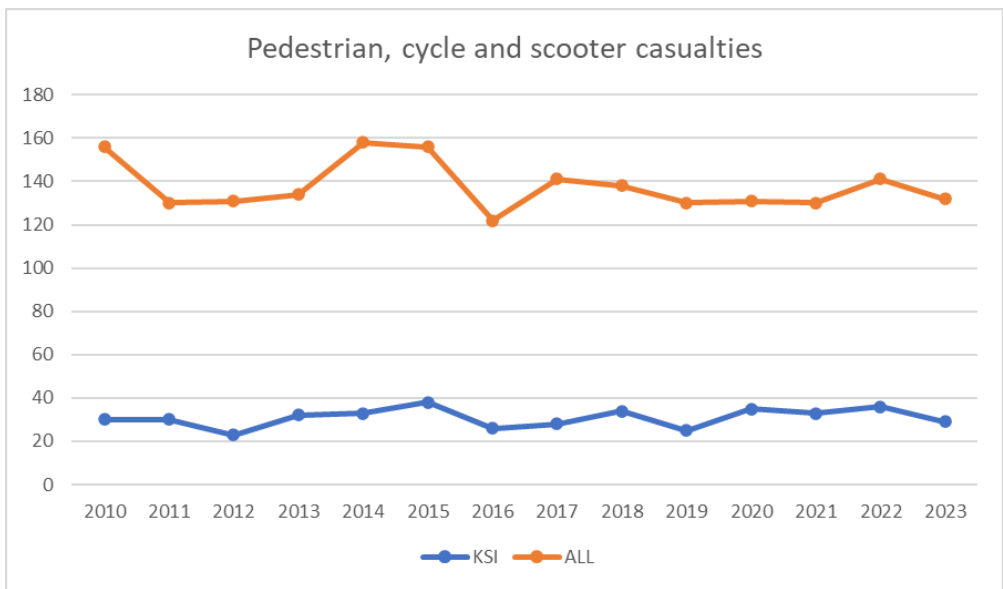
When looking at the location of collisions involving pedestrians and cyclists, we can see that these are focused in the urban areas, including Kettering, Corby, Wellingborough and Rushden.

Figure 15, Collisions involving pedestrians and cyclists 2017 to 2021

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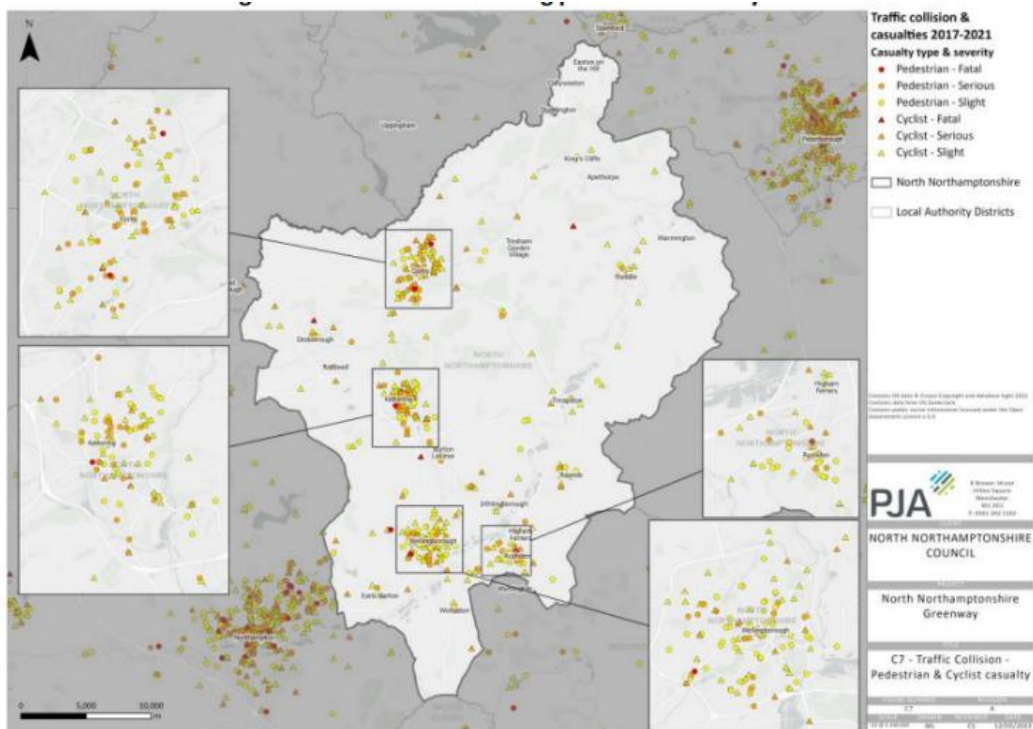
[30] Department for Transport: Walking and Cycling Statistics, England: 2019

6.7.2 Parking

Parking plays an important role in the safe, efficient and effective management of our market towns and road network. There are around 350,000 people living in 125,000 households, of which the majority (around 66%) already have off-street parking[31].

Like many local authorities, North Northamptonshire Council offers public car parks, resident permit parking, on-street parking management and specialist restrictions for disabled users, goods loading/unloading, school keep clear zones and measures to support public transport. The Council is responsible for 59 public car parks with a further five leased or managed by third parties. The Council has civil enforcement powers to be able to enforce restrictions which could previously only be enforced by the Police.

6.7.3 Electric Vehicle Charging Points

By 2030, it is estimated that North Northamptonshire will have 56,190 battery electric vehicles, rising to 165,200 by 2040. While ideally, two-thirds of these vehicles will charge off-street at home, approximately 55,000 will still rely on some form of public charging infrastructure[32].

As part of a recent Council-backed initiative, further charging points have been installed in:

- Corby: 8 sites
- Desborough: 1 site
- Higham Ferrers: 4 sites
- Kettering: 18 sites
- Raunds: 1 site
- Rushden: 3 sites
- Thrapston: 1 site
- Wellingborough: 9 sites

Each of these sites typically has two charge points so is capable of charging four electric vehicles (EVs) at any given time. Rapid chargers have been installed at six of these sites, which provide much faster speed of charging for two EVs at any time.

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[31] Road Traffic Statistics: Road traffic statistics - Local authority: North Northamptonshire (dft.gov.uk)

[32] North Northamptonshire Local Electric Vehicle Infrastructure Strategy 2024 - https://www.northnorth-ants.gov.uk/roadworks-major-projects-plans-and-strategies/highways-plans-and-strategies - https://cms.northnorth-ants.gov.uk/media/10210/download

7 People Data

7.1 Introduction

This section looks at some of the data relating to North Northamptonshire's people and communities that is relevant to the Local Transport Plan.

The Council's Corporate Plan priorities relating to People are:

1. Active, fulfilled lives

- Value and support our carers and volunteers

- Improve the accessibility and use of leisure, culture, art and sport

- Provide enhanced support to improve mental health and wellbeing

2. Better, brighter futures

- Ensure every child has equal access to a high standard of education

3. Safe and thriving places

- Working with local businesses and partners to support the creation of high-quality, better-skilled jobs

4. Green, sustainable environment

- Promote sustainable, active travel

5. Connected communities

- Inform and listen to our communities, giving them a greater say in their future

North Northamptonshire supports a unique and growing community, one which has grown by almost 43,000 people since the 2011 census– 13.5% with nearly 360,000 people calling it home in 2021[33].

There is a strong community with a wide range of neighbourhood, volunteer groups and charities operating locally. Over 100 languages are spoken, and at least 14 faiths and belief systems supported. English is spoken as the main language by 90.6% of people and spoken either well or very well by a further 7.7% of the population[34].

The average (median) age remained 40 years in line with the English average from the 2011 to 2021 census years. Underlying this was a rise in the number of people aged 50 to 64 years by around 11,500 (an increase of 19.1%) and a decrease in the number of residents aged four years and under of around 850 (4.0% decrease)[35].

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[33] How life has changed in North Northamptonshire: Census 2021

[34] North Northamptonshire Demographics | Age, Ethnicity, Religion, Wellbeing (varbes.com)

[35] How life has changed in North Northamptonshire: Census 2021

3,789 babies were born in North Northamptonshire in 2021[36].

Figure 16, North Northamptonshire population by age

Percentage of usual residents by age group, **North Northamptonshire**
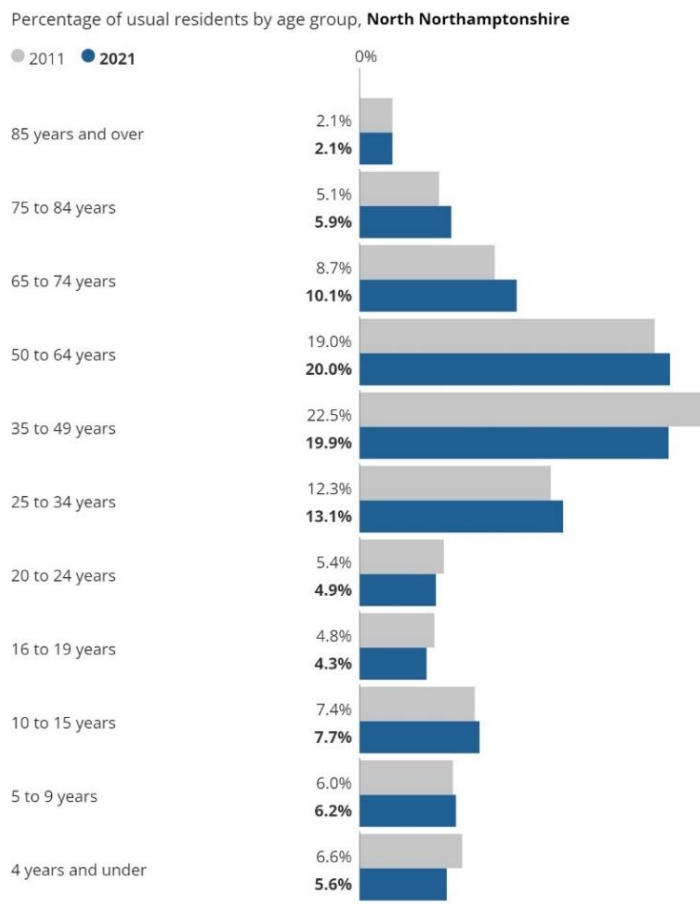
Source: Office for National Statistics – 2011 Census and Census 2021

The number of households has increased by 12.3% from 132,600 in 2011 to 148,900 in 2021, an increase of 16,300 households. This compares to an increase of 6.2% in England as a whole[37].

In total, 25,522 households (17.1%) were experiencing multiple deprivation (deprived on two or more dimensions), slightly under the England average of 18.1%[38].

The most deprived areas of North Northamptonshire were located around the three main urban centres of Corby, Kettering and Wellingborough, as well as in areas around Desborough, Rothwell, Pytchley, and Burton Latimer in the west, and Finedon, Irthlingborough, and Caldecott in the east[38].

The North Northamptonshire towns of Corby, Wellingborough and Kettering all fall within the top 20% most deprived areas in England. Three areas within the council boundaries - Kingswood and Hazel Leys in Corby, Queensway in Wellingborough and Avondale Grange in Kettering were identified by the previous government as 'left behind' areas.

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[36] DPH Report Final Health and Wellbeing Board.pdf (moderngov.co.uk)

[37] Appx A.pdf (moderngov.co.uk)

In North Northamptonshire, 37,400 households are experiencing some form of income deprivation, with 11,530 households in fuel poverty. In 2018/19, 2,600 adults were homeless, with 2,949 living in overcrowded housing conditions[38].

Figure 17, Indices of Multiple Deprivation
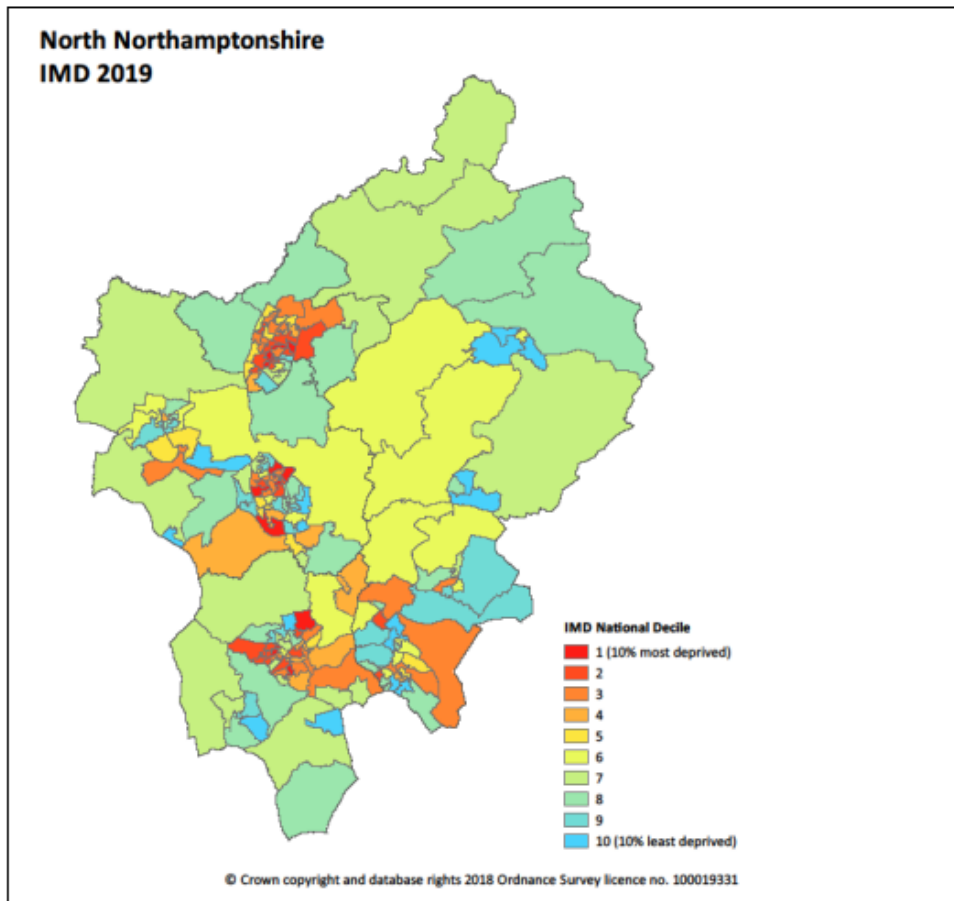
7.2 Health and wellbeing

In 2021, 83.1% of residents described their health as either 'good' or 'very good', up by 2.9% from 2011.
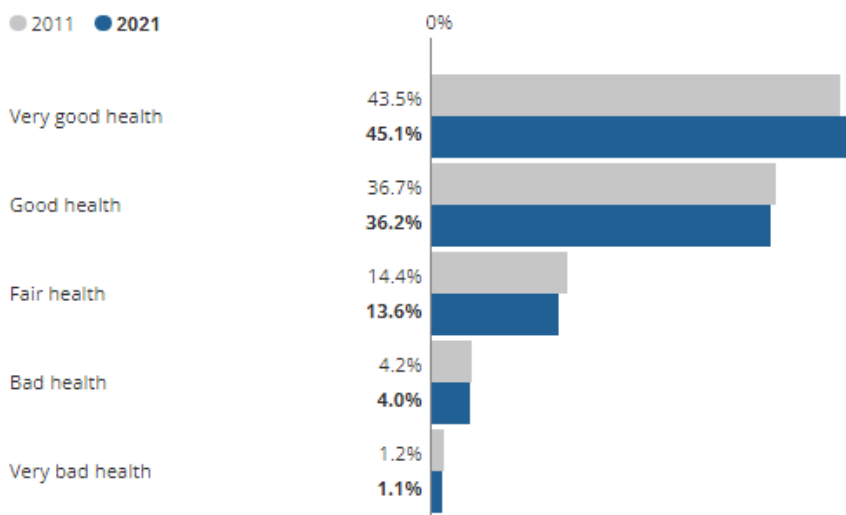
Figure 18, percentage of residents in good health

[38] Appx A.pdf (moderngov.co.uk)

The percentage of people in very good health in North Northamptonshire increased by 1.6 percentage points

Age-standardised proportion of usual residents by self-reported health, **North Northamptonshire** ∨

● 2011 ● **2021**

Health category	2011	2021
Very good health	43.5%	**45.1%**
Good health	36.7%	**36.2%**
Fair health	14.4%	**13.6%**
Bad health	4.2%	**4.0%**
Very bad health	1.2%	**1.1%**

Source: Office for National Statistics – 2011 Census and Census 2021

In 2021/22, 5.4% of adults aged 16 and over reported low levels of life satisfaction (England 5.0%), 2.6% reported low levels of self-worth (England 4.0%), 8.2% reported low levels of happiness (England 8.4%), and 18.2% reported high levels of anxiety (England 22.6%) – all wellbeing outcomes were similar to those for England as a whole[39].

There is a clear relationship between physical activity and improved health outcomes and quality of life. 62.6% of adults over 19 years of age were found to be physically active in 2020/21, lower than the England average of 65.9%; 26.4% were defined as inactive, higher than the England average of 23.4%. Research shows there are high levels of physical inactivity among certain populations. This includes disabled people, women and girls, older people and people from lower socioeconomic households[40].

In 2021 82.1% of residents were not limited in their day-to-day activity, with 10.5% being limited a little, and 7.4% limited a lot.

*Figure 19, Day to day activity limited [41]*

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[39] DPH Report Final Health and Wellbeing Board.pdf

[40] ONS Census 2011

[41] ONS Census 2011

The percentage of people who were identified as being disabled and limited a lot in North Northamptonshire decreased by 1.3 percentage points

Age-standardised proportion of usual residents by long-term health condition or illness, **North Northamptonshire** ∨

● 2011 ● **2021**   0%

Disabled and limited a lot	8.7% / **7.4%**
Disabled and limited a little	10.3% / **10.5%**
Not disabled	81.0% / **82.1%**
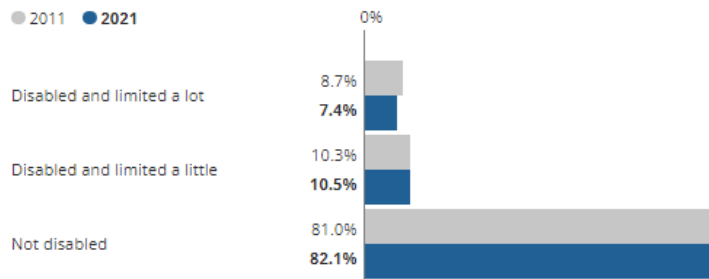
Source: Office for National Statistics – 2011 Census and Census 2021

Active travel can contribute towards the recommended 150 minutes of physical activity for adults each week. Being active has an important role in managing impairments, reducing risk of health conditions, improving fitness and strength – as well as improving mental health, loneliness, and independence[42].

Following the pandemic, North Northamptonshire saw a 7.6% increase, up to 48.5%, of children and young people getting at least 60 minutes of exercise and physical activity a day. Meanwhile, the percentage of children and young people in Northamptonshire in the less active bracket (30 minutes or less a day) has fallen by 3.8% since 2022 to 28.4% while the national figure is 31.2%[43].

Just under 1 in 4 (22%) of children in reception year (aged 4-5 years) were overweight or obese in 2021/22. Whilst 2 in 5 (39.1%) of children in Year 6 (aged 10- 11 years), were overweight or obese in 2021/22. Both are similar to the England average of 37.8%[44].

In 2020/21, 69.6% of adults aged 18 and over were classified as overweight or obese, higher than in England (63.5%); but only 9.6% of these adults were obese compared with 25.3% in England[45].

> We recognise that health and disability are two different aspects of life. Health is related to how well we feel, whereas disability is caused by barriers in society.

North Northamptonshire mirrors the national picture with the proportion of the population that are affected by a disability. Just over 1 in 10 people (10.5%) were identified as being disabled and limited a little, compared with 10.3% in 2011[46].

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[42] Public Health England, Health Matters (2020), Activity Alliance, 'Inclusive recovery' (2022)

[43] Northamptonshire Sport News (December 2022)

[44] DPH Report Final Health and Wellbeing Board.pdf

[45] How life has changed in North Northamptonshire: Census 2021

[46] How life has changed in North Northamptonshire: Census 2021

4.1% of residents provide 19 hours or less of unpaid care a week, 1.7% of residents providing 20 to 49 hours unpaid care a week and 2.6% of residents 50 or more hours unpaid care a week[46].

The health of people in our communities faces a range of complex and linked challenges, such as the increase in people living with chronic illness and long-term illness linked to our ageing society, and growing health inequalities.

We have an ageing population who are more likely to need care now or in the coming years. Between 2011 and 2021 the over 65 population increased by 30%, a rate 50% higher than the national average and one of the highest rates of older population increases in the country. In most rural areas over a quarter of the residents are aged over 65, which is particularly notable to the East of North Northamptonshire[47].

Poor and deteriorating general health has a variety of implications on transport. Principally the need to provide adequate public transport options for the elderly, patients and visitors to access healthcare facilities is vital. Poor health can limit travel horizons.

7.3   Safety and security

In the year June 2021 to May 2022 a total of 35,307 crimes were reported in North Northamptonshire. That is, 100.7 per 1,000 of population, compared with the national average for England of 94.3 per 1,000[48].

Figure 20, Crime levels

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[47] DPH Report Final Health and Wellbeing Board.pdf

[48] Community Insight profile report

Figure 21, Employment statistics
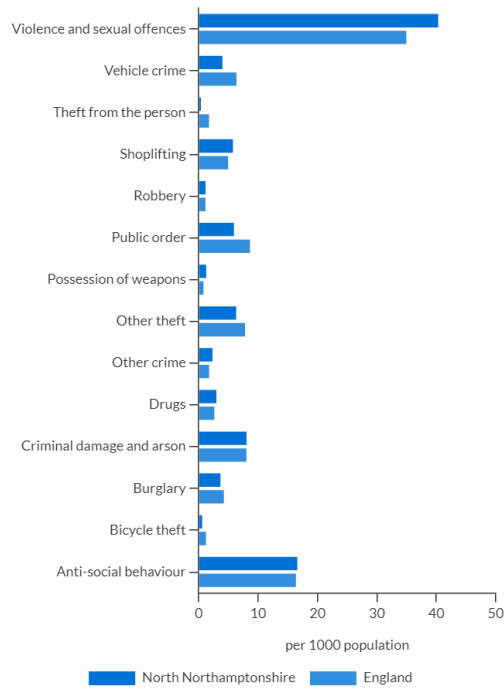
7.4   Employment

The percentage of people aged 16 years and over who were employed (excluding full-time students) stayed close to 60.4% between the last two censuses (2011 and 2021)[49]. Considering the wider workforce over 158,000 jobs[50] are undertaken in 16,700 businesses in North Northamptonshire, forming 6% of East Midlands total[51] delivering an economic output (GVA) £7.2bn[50].
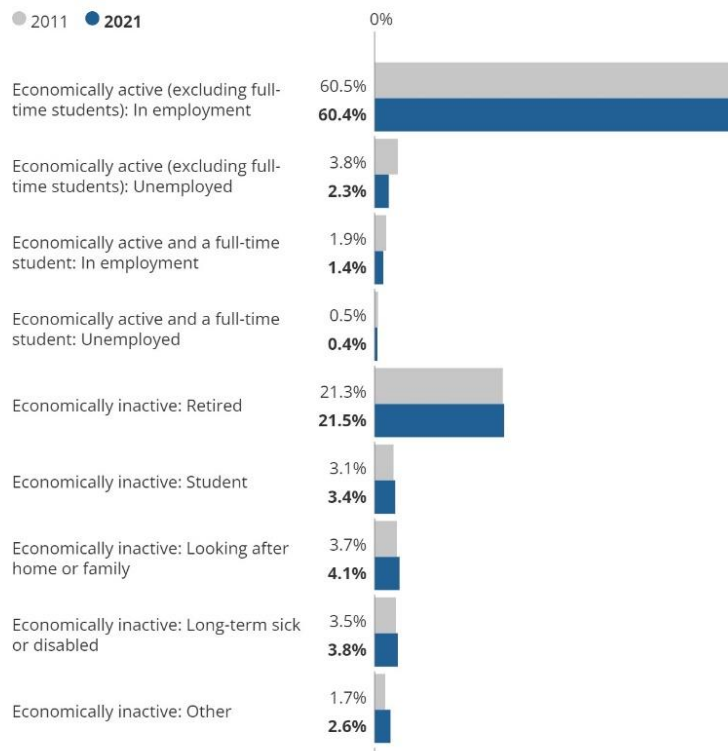
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[49] How life has changed in North Northamptonshire: Census 2021

[50] Experian 2019

[51] ONS 2018

Percentage of usual residents aged 16 years and over by economic activity status,
North Northamptonshire

2011 ● **2021**

	0%	
Economically active (excluding full-time students): In employment	60.5%	
	60.4%	
Economically active (excluding full-time students): Unemployed	3.8%	
	2.3%	
Economically active and a full-time student: In employment	1.9%	
	1.4%	
Economically active and a full-time student: Unemployed	0.5%	
	0.4%	
Economically inactive: Retired	21.3%	
	21.5%	
Economically inactive: Student	3.1%	
	3.4%	
Economically inactive: Looking after home or family	3.7%	
	4.1%	
Economically inactive: Long-term sick or disabled	3.5%	
	3.8%	
Economically inactive: Other	1.7%	
	2.6%	

Source: Office for National Statistics – 2011 Census and Census 2021

The charts at Figures 20 and 21 show the distances to work travelled by employees resident in North Northamptonshire from the 2021 census[52].

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[52] https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-53/

Proportion of total population of North Northamptonshire travelling or not travelling to work from 2021 census

Figure 23, Distance travelled to work omitting non-workers and those with no fixed workplace.
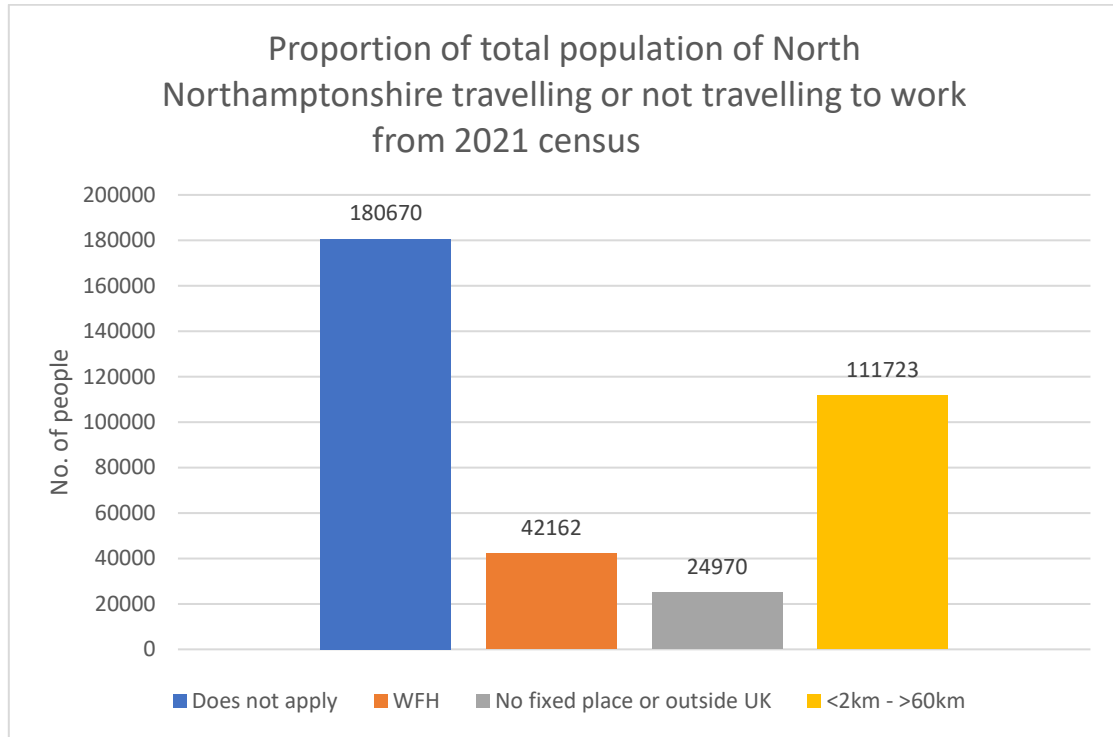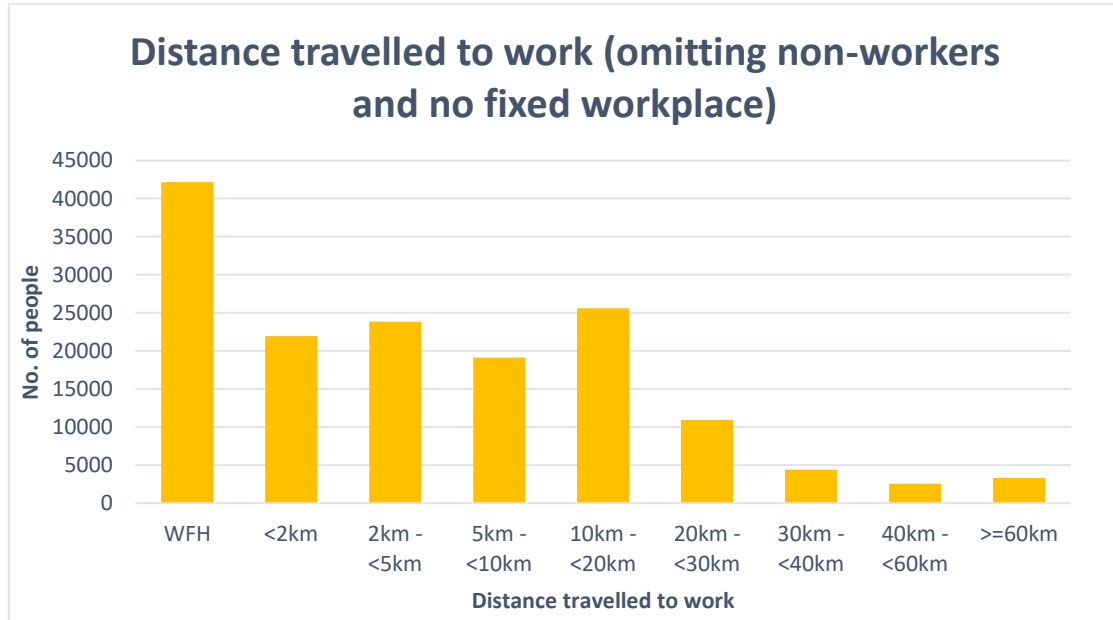

Distance travelled to work (omitting non-workers and no fixed workplace)

7.5 Education, Training and Skills

North Northamptonshire has four maintained nursery schools and many private nurseries, 119 primary schools, 34 secondary schools and eight special schools. There are currently approximately 117,000 children attending primary and secondary schools. There are plans for

additional schools across North Northamptonshire, especially places for those pupils with special educational needs and disabilities.

According to the latest performance data, 81% of schools in North Northamptonshire are rated as Good or Outstanding[53].

Most children and young people in North Northamptonshire live close to their school. With consideration to all primary schools in North Northamptonshire, around 75% of pupils lived within 1-mile of school, except in mainly rural areas where this reduced to 66%, still a significant proportion.

Traffic speeds have a direct relationship with the actual and perceived safety of a street. In North Northamptonshire, we have 51 schools that have 20mph limits in the immediate vicinity, 43% of all schools. Achieving slower speeds, through a mix of slower speed limits, engineering and enforcement is an important part of making the streets around our schools safer and more attractive places to walk.

In North Northamptonshire the majority of children and young people already use active (walking, wheeling and cycling) and sustainable (public transport) travel options to get to school. The 2011 school census from NNC schools shows that 61% of pupils walk to primary school. The next most common way to travel to primary school was being driven, with a small percentage (3%) taking public transport and/or accessing school transport.

For secondary schools, walking to school falls to 46%, with greater levels of public transport and or school transport followed by being driven to school. Cycling to school rises from 0% to 2% as pupils move through the education system.

Amongst those aged under 16, the highest proportion of trips was for education, at 34% for both males and females. For both males and females aged 17 to 20, 18% of trips were for education purposes[54].

With around 117,000 children and young people travelling to school and college, despite the majority walking and wheeling to school, there is a significant number of pupils taking sustainable travel, primarily buses to school.

Every day NNC provides transport for 4,254 mainstream students to and from 56 schools. 10 schools alone account for 3,771 of those pupils. In addition, there are a further 75 students where NNC have organised transport under the Post 16 Policy. The local bus network in North Northamptonshire also provides the journey to school for many pupils as part of the commercial bus network.

The infrastructure to support active travel such as shelters, cycle and scooter parking can impact on how people prefer to travel to school. It is important that this infrastructure is provided to support active travel to education.

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[53] Find out about schools, results and catchment areas in North Northamptonshire | AdmissionsDay.co.uk

[54] National Travel Survey 2021: Trips by purpose, age and sex - GOV.UK (www.gov.uk)

8 Environment Data

8.1 Introduction

This section outlines information on North Northamptonshire's environment that is relevant to the development of the Local Transport Plan.

The Council's Corporate Plan priorities relating to the Environment are:

1. Active, fulfilled lives

- Improve the accessibility and use of leisure, culture, art and sport

- Provide enhanced support to improve mental health and wellbeing

4. Green, sustainable environment

- Demonstrate clear leadership on tackling environmental sustainability

- Work with communities and businesses to tackle climate change and improve air quality

- Promote sustainable, active travel

- Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future

- Protect the countryside and open spaces, and enhance the natural environment and ecology

North Northamptonshire is home to a range of parks, open spaces and green infrastructure networks which all provide important accessible open greenspace. North Northamptonshire boasts five country parks at Barnwell, East Carlton, Fermyn Woods, Irchester and Sywell; it also features the unique Nene Valley Way and Greenway in addition to many nature reserves, such as Summer Leys in Wollaston[55].
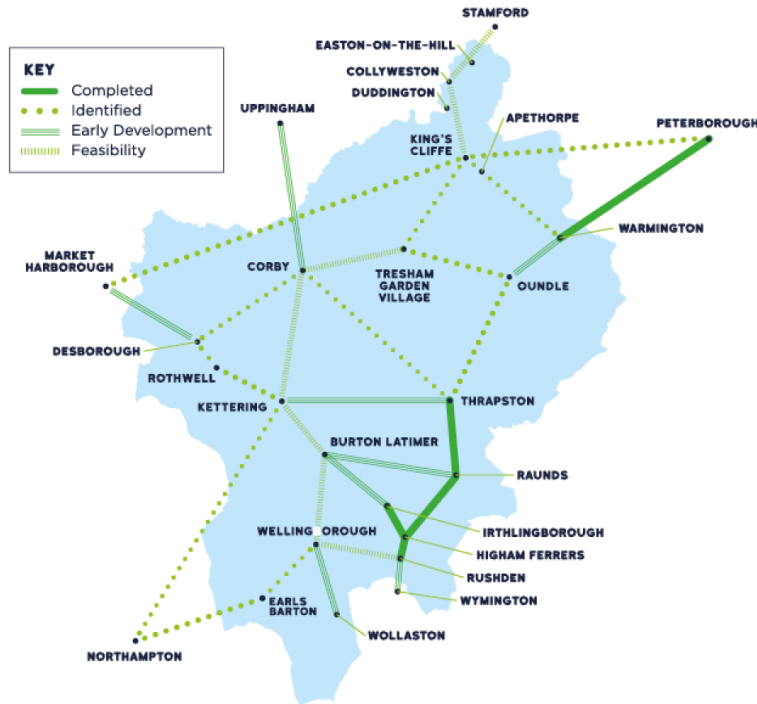
8.2 North Northamptonshire Greenway

The North Northamptonshire Greenway Strategic Masterplan comprises over 350km of routes connecting settlements within North Northamptonshire and in neighbouring authorities, with a combined population of 600,000.

Figure 24, Map of North Northamptonshire Greenway

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[55] north-northamptonshire-sa-scoping-report---accessible-version.pdf (citizenspace.com)

The above plans shows the composition of the route alignments within the North Northamptonshire Greenways (NNG) Strategic Masterplan[56] [57] [58].

The NNG network comprises a range of route categories and lengths at this time:

- Existing Greenway routes (green)

- Routes in existing LCWIPs (blue)

- Routes identified in feasibility studies (purple)

- Routes identified through the Strategic Masterplan (red)

- Existing NCN routes (pink)

- New routes (orange)

- New routes under construction (yellow)

- Total network: 350km

- Total network within North Northamptonshire: 275km

[56] https://www.northnorthants.gov.uk/walking-and-cycling/greenway

[57] https://cms.northnorthants.gov.uk/media/10533/download

[58] https://nncgis.maps.arcgis.com/apps/instant/basic/index.html?appid=7cf943ddca6546bea45bfd16654ea025

There are two short cycle routes on the National Cycle Network in North Northamptonshire; Route 552 that connects Kettering to Great Oakley[59] and Route 53, an on-road route that connects Cotterstock to Warmington[60].

An example of the aims of the greenways project is the East Northants Greenway, a mainly traffic-free walking and cycling route that currently links together Rushden and Higham Ferrers along the route of a closed rail line, with further links across the Nene Valley into Irthlingborough. The long-term vision for the Greenway is to create a high-quality walking and cycling route that will link Wellingborough to Peterborough.

In addition, the Public Rights of Way network offers accessible routes across the plan area, providing important connections in the rural areas.

8.3   Transport, Climate Change and Air Quality

Transport as a whole is now responsible for the largest proportion of total UK greenhouse gas emissions (just under 28%) following reductions in emissions from the electricity generation sector in recent years. Of those transport emissions, road transport forms 89%, with around 53% from Passenger Cars[61].

Figure 25, UK domestic greenhouse gas emissions by road and non-road transport modes, 2022 [62]
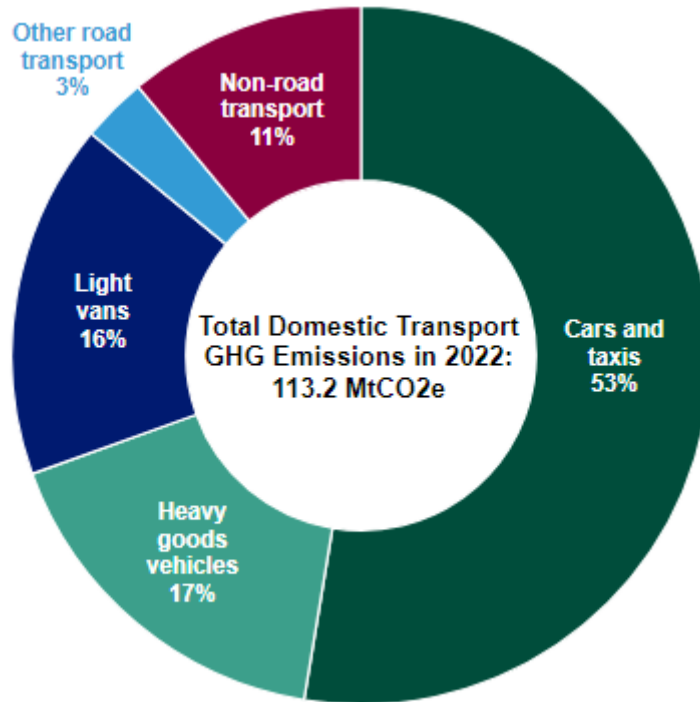
[59] https://explore.osmaps.com/?lat=52.439280&lon=-0.699252&zoom=13.2452&style=Standard&type=2d&over-lays=os-ncn-layer

[60] https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-53/

[61] https://www.gov.uk/government/collections/uk-territorial-greenhouse-gas-emissions-national-statistics

[62] https://www.gov.uk/government/statistics/transport-and-environment-statistics-2024/greenhouse-gas-emissions-from-transport-in-2022
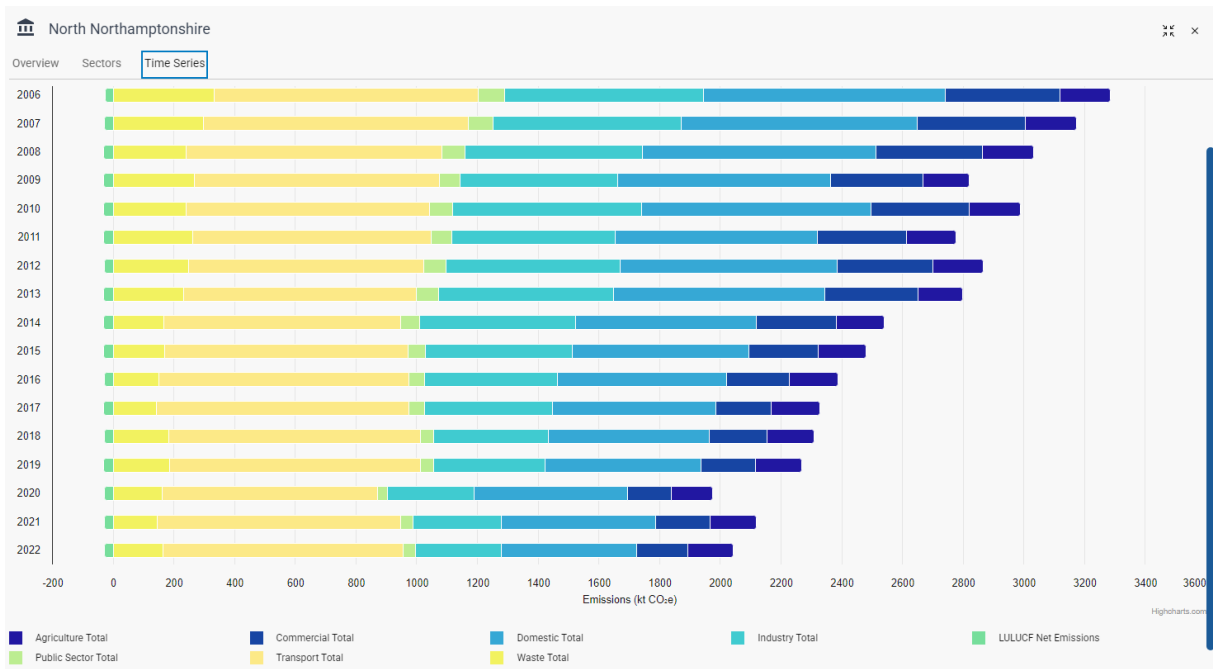
Between 2005 and 2022, Carbon Dioxide (CO_2) emissions in North Northamptonshire reduced by 37%. The largest reduction in CO_2 emissions in the area was 57% in the Industry category, with the Commercial and Public Sector categories seeing just under a 53% reduction. CO_2 emissions in the Domestic category were down 44%.

Figure 26, North Northamptonshire Emissions Trend by Sector © Crown 2024 copyright Defra & DESNZ via naei.energyse-curity.gov.uk licenced under the Open Government Licence (OGL). Open Government Licence (OGL).[63] [64]

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[63] http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/

[64] https://naei.energysecurity.gov.uk/greenhouse-gases / https://naei.energysecurity.gov.uk/laghgapp/ / https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022

However, CO$_2$ from transport only saw a reduction of just under 9%, although this needs to be considered in the context of motor vehicle traffic rising nationally in that time, the increasing use of light commercial vehicles seen with the rise of internet shopping (which will be offset by associated reductions in individuals' distance travelled for shopping purposes), and improved vehicle fuel efficiency.[65]

Figure 27, Quarterly motor vehicle traffic (Billion vehicle miles) by vehicle type, Great Britain, 2005-2024 (Department for Transport TRA2501b) [66]

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[65] https://www.data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/local_authority_carbon_dioxide_emissions

[66] Quarterly traffic estimates (TRA25) - GOV.UK - https://www.gov.uk/government/statistical-data-sets/tra25-quarterly-estimates
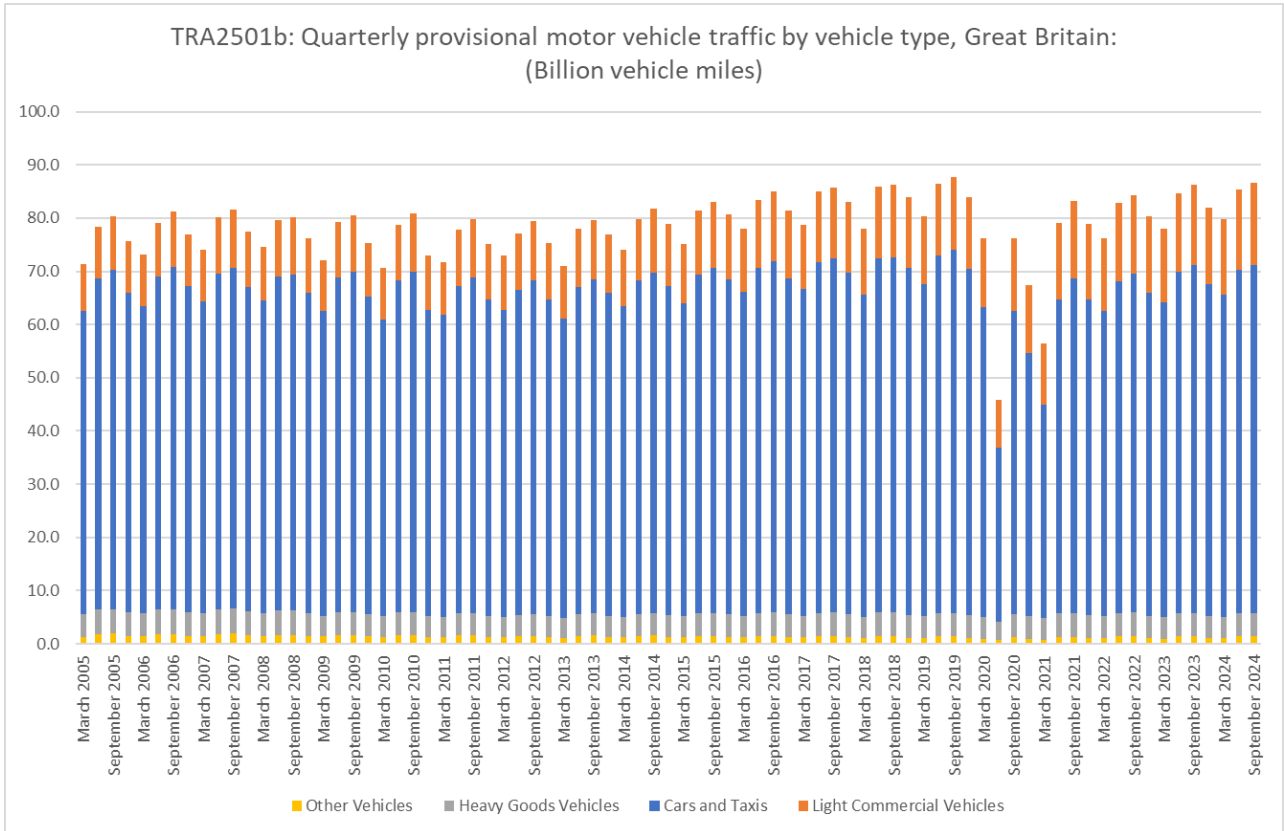
Figure 28, Motor vehicle traffic (in million vehicle miles) by Local Authority in Great Britain - Northamptonshire, North and West - 2005-2023 [67] [68]

[67] https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#local-authority-data

[68] https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89

Motor vehicle traffic (in million vehicle miles) by Local Authority in Great Britain - Northamptonshire, North and West - 2005-2023
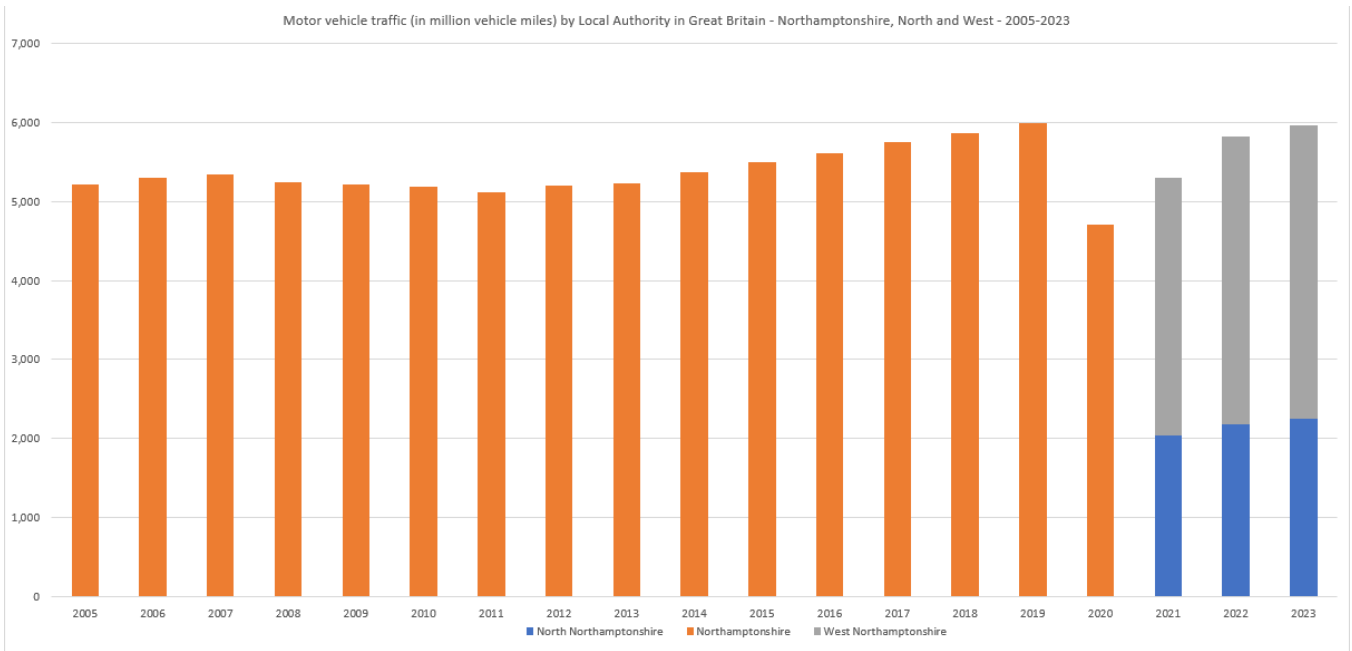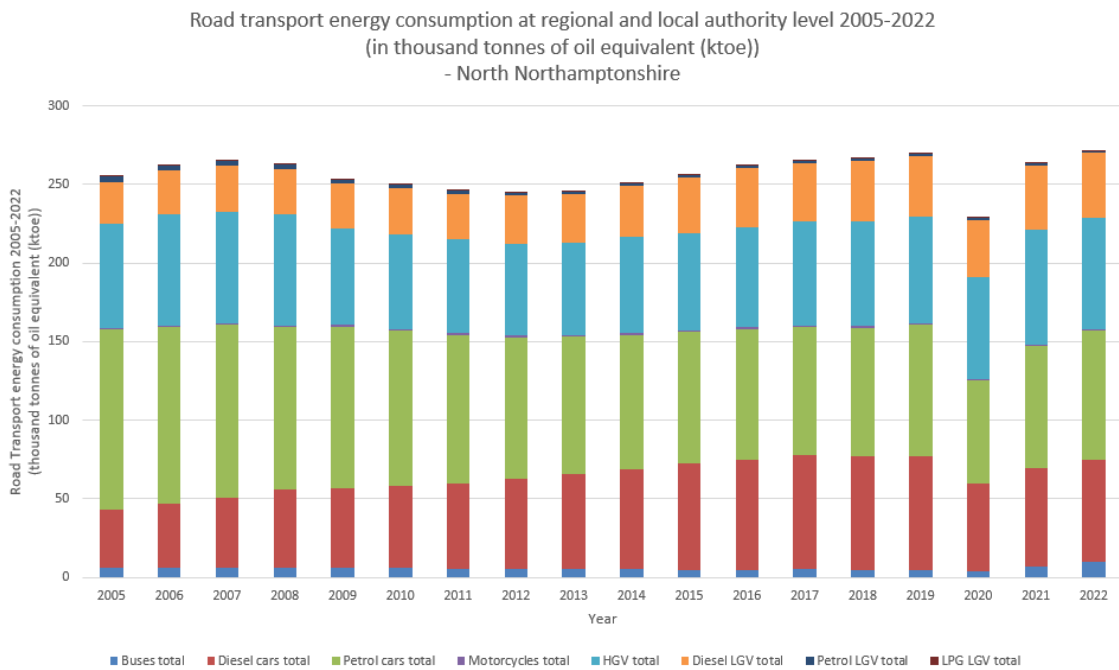
Figure 29, Road transport energy consumption at regional and local authority level 2005-2022 (in thousand tonnes of oil equivalent (ktoe)) - North Northamptonshire [69]

Road transport energy consumption at regional and local authority level 2005-2022
(in thousand tonnes of oil equivalent (ktoe))
- North Northamptonshire

The main pollutants of concern in North Northamptonshire, as in most areas of the UK, are associated with road traffic, in particular Nitrogen Dioxide (NO_2) and particulate matter (PM) at locations close to busy, congested roads where people may live, work or shop. Vehicle emissions are the main contributing factor, particularly diesel exhausts.

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[69] https://www.gov.uk/government/statistics/uk-road-transport-energy-consumption-at-regional-and-local-authority-level-2005-to-2022

Levels of NO_2 are monitored through diffusion tubes located at various sites across North Northamptonshire. In 2022, the council expanded its diffusion tube network to undertake monitoring at 122 non-automatic (diffusion tube) sites[70].
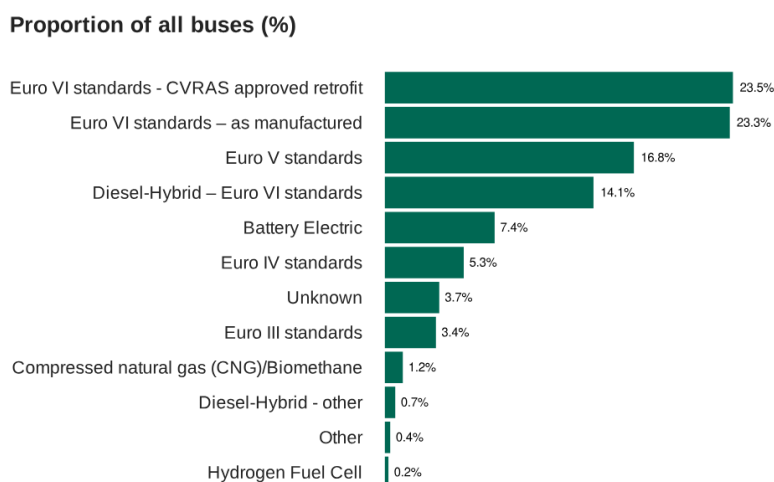
In 2023, the annual mean NO_2 concentrations at all monitoring sites in North Northamptonshire were below the NO_2 annual mean air quality objective of 40µg/m^3 [70] and the results of the monitoring highlight an overall decreasing trend over the past five years. As such, there are no plans to introduce an Air Quality Management Area (AQMA) in any of these areas, but further reductions will benefit air quality.

Levels of Particulate Matter (PM_{10} and $PM_{2.5}$) and Sulphur Dioxide (SO_2) are not currently monitored.

A Joint Strategic Needs Assessment was undertaken by the former Northamptonshire County Council, which concluded that air pollution is estimated to account for 3.9% of the 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 NO_2 in the health and social care system. This rises to £7,569 per person per year for PM[71].

Work has progressed in terms of decarbonising the railway in our region, but there is still much to be done to decarbonise buses and coaches. As of March 2024, 61% of buses in England met the latest Euro VI emissions standards, and 17% and 5% of buses met older Euro V and Euro IV standards, respectively.

Figure 30, Percentage of local buses by Emissions standards in England, as at March 2024 [72]

Proportion of all buses (%)

Category	%
Euro VI standards - CVRAS approved retrofit	23.5%
Euro VI standards – as manufactured	23.3%
Euro V standards	16.8%
Diesel-Hybrid – Euro VI standards	14.1%
Battery Electric	7.4%
Euro IV standards	5.3%
Unknown	3.7%
Euro III standards	3.4%
Compressed natural gas (CNG)/Biomethane	1.2%
Diesel-Hybrid - other	0.7%
Other	0.4%
Hydrogen Fuel Cell	0.2%

8.4 Emissions standards

The emission standards for trucks (lorries) and buses are defined by engine energy output in g/kWh. This is unlike the emission standards for passenger cars and light commercial vehicles,

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[70] 2024 Air Quality Annual Status Report (ASR) https://www.northnorthants.gov.uk/environment/air-quality

[71] North Northamptonshire Local Air Quality Strategy 2024 - https://www.northnorthants.gov.uk/environment/air-quality

[72] https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2024

which are defined by vehicle driving distance in g/km - a general comparison to passenger cars is therefore not possible.

Euro VI is currently the highest regulated emissions standard for trucks and buses. For more information and the levels of emissions for each category see the European emission standards European emission standards[73] [74] [75].

Although North Northamptonshire does not have any designated Air Quality Management Areas (AQMAs)[76] the encouragement of sustainable transport and the increased use of electric vehicles are seen as important to the achievement of overall climate change and decarbonisation objectives, as well as for improvements in air quality through reductions in emissions of Nitrogen Dioxide (NO_2) and Particulate Matter.

Official Department for Transport data indicates that over 9,000 'plug-in' vehicles were showing as registered to keepers within North Northamptonshire as of March 2024, including over 5,000 battery electric vehicles (BEVs). This is up from just under 2,600 (including 1,000 BEVs) in March 2021[77]. Forecasts produced by CENEX6 for NNC predict a surge in the number of electric vehicles with about 24,000 by the end of 2025, and 116,000 by 2030 which, assuming the number of vehicles registered in the area remains broadly constant, would represent about 40% of all cars[78].

8.5   Noise and Vibration

In 2011, the World Health Organisation published a report identifying environmental noise as the second largest environmental risk to public health in Western Europe, just after air pollution[79]. Populations exposed to high noise levels can exhibit stress reactions, sleep-stage changes, and clinical symptoms like hypertension and cardiovascular diseases. All of these impacts can contribute to premature mortality.

Within North Northamptonshire, road and rail traffic contribute to noise pollution[80].

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73 https://en.wikipedia.org/wiki/European_emission_standards

74 Euro 7: Deal on new EU rules to reduce road transport emissions - https://www.europarl.europa.eu/news/en/press-room/20231207IPR15740/euro-7-deal-on-new-eu-rules-to-reduce-road-transport-emissions

75 Euro 7: The new emission standard for light- and heavy-duty vehicles in the European Union - https://theicct.org/wp-content/uploads/2024/03/ID-116-%E2%80%93-Euro-7-standard_final.pdf

76 North Northamptonshire Local Air Quality Strategy 2024 - https://www.northnorthants.gov.uk/environment/air-quality

77 Table VEH0142: Licensed plug-in vehicles (PiVs) at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority: United Kingdom - https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables

78 North Northamptonshire Electric Vehicle Infrastructure Strategy 2023-2030 (citizenspace.com) - https://northnorthants.citizenspace.com/place-and-economy/nn-draft-ev-infrastructure-strategy/user_uploads/draft-nnevi-strategy-final-230822.pdf

79 https://www.gov.uk/guidance/noise-pollution-economic-analysis

80 Extrium > England Noise and Air Quality Viewer - http://www.extrium.co.uk/noiseviewer.html

8.6   Biodiversity[81]

North Northamptonshire has diverse wildlife, with a range of habitats and species of local, regional, national, and international importance, including several designated sites. This includes the Upper Nene Gravel Pits which dissect the area and are designated as a Special Protection Area.

Natural assets are situated alongside the urban settings, including parks, woodlands, private gardens, and green corridors, which are all important elements for ecological systems to thrive.

Biodiversity in Northamptonshire is under severe pressure. Most of the countryside in Northamptonshire consists of arable fields with little biodiversity value.

In addition, North Northamptonshire is a growth area that is expecting a significant rise in the delivery of homes and employment land, along with the relevant infrastructure to support the growth. Local wildlife is also under threat due to increasing pressure from agricultural intensification and climate change, which are causing habitats to be reduced, fragmented, or lost.
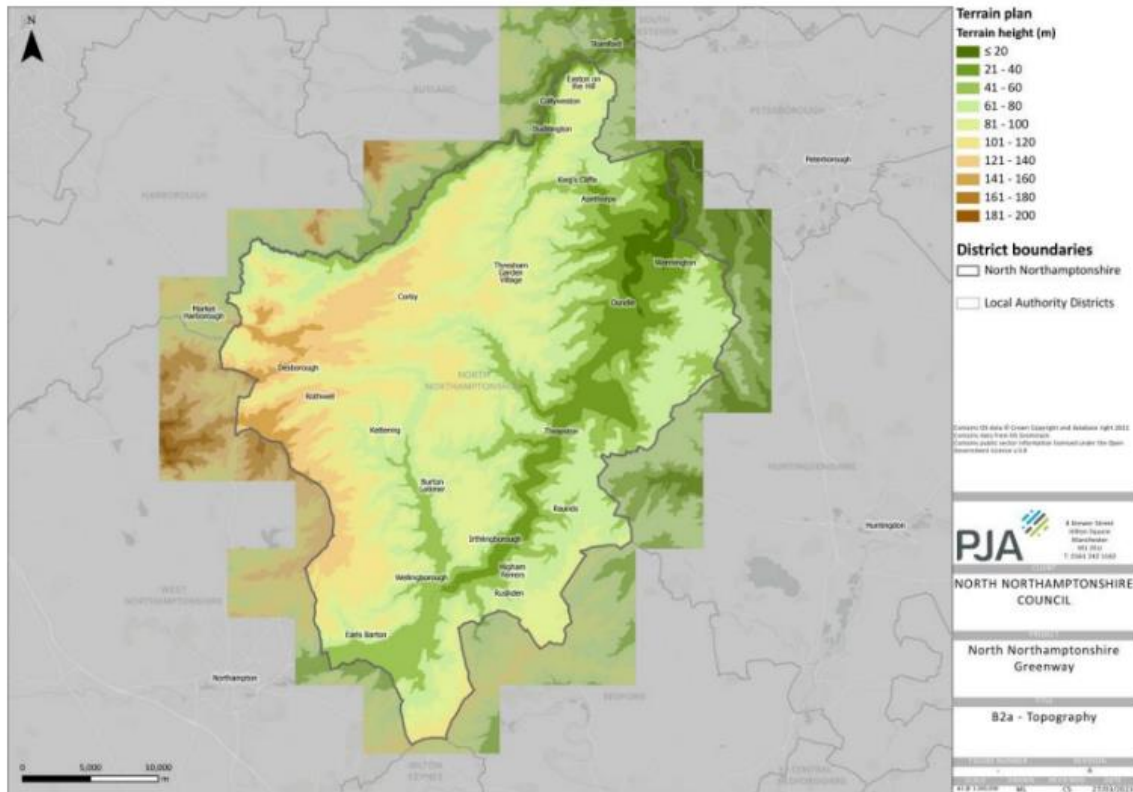
8.7   Flooding

Flood risk is a significant concern for North Northamptonshire. There has been a history of flooding in the River Nene catchment area within North Northamptonshire. Climate change is expected to further exacerbate the current flood risk trends in the future, creating more significant local vulnerabilities to fluvial flooding from more pressure on waterways, in addition to an increased risk of surface water flooding following periods of heavy rainfall, more intense storms and/or where wastewater drainage is ineffective. An increased area of land could be at risk of flooding due to an increase in the intensity of rainfall, particularly in the winter months.

Figure 31, Terrain plan of North Northamptonshire Topography [82]

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[81] Northamptonshire Biodiversity Action Plan 2015-2020 - https://www.northnorthants.gov.uk/conservation-and-protection/biodiversity / https://cms.northnorthants.gov.uk/media/3838/download

[82] North Northamptonshire Greenway Strategic Masterplan Draft Report - https://northnorthants.moderngov.co.uk/documents/s19491/Appendix%20A%20NNG%20Strategic%20Masterplan.pdf

The Anglian River Basin District Draft Flood Management Plan 2021 to 2027[83] sets out that around 62,000 people are at risk of flooding from rivers in the Nene management catchment, with around 3,800 non-residential properties and approximately 10% of the agricultural land at risk within the catchment. Approximately 56% of the Sites of Special Scientific Interest (SSSIs) and 88% of Ramsar sites of international importance are at risk of flooding from rivers and the sea.

Additionally, approximately 77,000 people are at risk of flooding from surface water within the Nene management catchment, representing almost 9% of the total population. Around 5,000 non-residential properties and approximately 10% of the agricultural land within the catchment are at risk of flooding from surface water. Approximately 15% of SSSIs and more than 11% of Ramsar sites are at risk of flooding from surface water.

The below map shows the flood risk to property in a 1% annual probability river flood in the Nene River catchment, considering current flood defences.

Figure 32, River Nene Catchment Flood Management Area and flood risk [84]

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[83] Anglian River Basin District Flood Risk Management Plan 2021 to 2027 - December 2022 - https://assets.publishing.service.gov.uk/media/6374f46ae90e07285214048f/Anglian-FRMP-2021-2027.pdf

[84] River Nene Catchment Flood Management Plan: Summary report - https://www.gov.uk/government/publications/river-nene-catchment-flood-management-plan / https://assets.publishing.service.gov.uk/media/5a7cdb0b40f0b65b3de0b92c/River_Nene_Catchment_Flood_Management_Plan.pdf
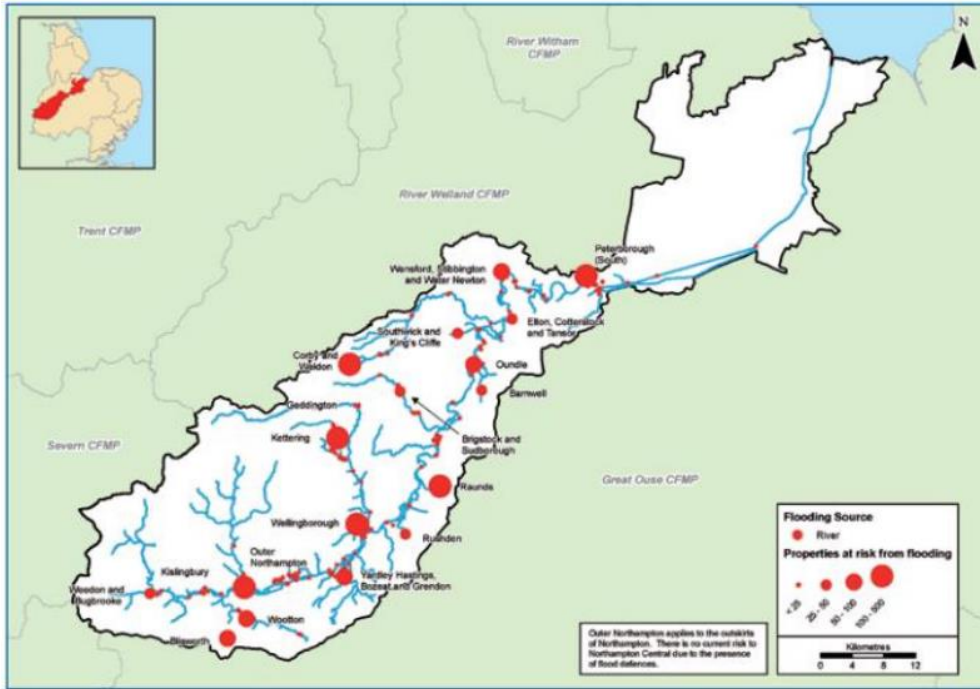
The Anglian River Basin District Draft Flood Risk Management Plan (2021)[85] sets out the likely impact of climate change and future flood risk in the Nene Catchment, including an increase in the severity and frequency of existing flooding issues, and communities that have not flooded previously have been impacted in recent years. The urban areas, including Wellingborough, Kettering and Corby, are likely to suffer an increase in the risk of surface water flooding caused by higher rainfall, and an increase in winter floods.

[85] Anglian River Basin District Flood Risk Management Plan 2021 to 2027 - December 2022 - https://assets.publishing.service.gov.uk/media/6374f46ae90e07285214048f/Anglian-FRMP-2021-2027.pdf