



**North
Northamptonshire
Council**

Local Transport Plan

Integrated Sustainability Appraisal Scoping Report

March 2026

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Non-technical summary

What is an Integrated Sustainability Appraisal?

An Integrated Sustainability Appraisal (ISA) is being carried out to inform the preparation of the emerging North Northamptonshire Local Transport Plan (LTP).

ISA is a process that transport authorities such as North Northamptonshire Council undertake to inform their transport plans and other similar strategic plans. ISA fulfils the statutory requirements for:

- Strategic Environmental Assessment (SEA)¹
- Discharges the duties for Equalities Impact Assessment (EqIA)
- Health Impact Assessment (HIA)
- Community Safety Assessment (CSA)
- Habitats Regulations Assessment (HRA).

Transport authorities use ISA to assess transport plans against a set of sustainability objectives and the baseline developed in consultation with interested parties.

The purpose of the appraisal, through the Local Transport Plan (LTP), is:

- To help identify (and so be in a better position to avoid) negative environmental and socio-economic effects
- To identify opportunities to improve the quality of the environment in North Northamptonshire
- To help increase the prosperity and quality for residents
- It also helps ensure that equalities and health considerations are considered appropriately throughout the development of the plan.

Purpose and content of this ISA Scoping report

ISA is a systematic process by which the emerging LTP is assessed to see how well it meets above objectives and needs of the area's current and future population. A Scoping Report has been prepared as part of the combined Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA), together comprising an Integrated Sustainability Appraisal (ISA). The ISA procedure is at the heart of the plan-making process and is mandatory for all local transport authorities to undertake as part of the preparation of its Local Transport Plan. SEA focusses on the environmental elements of the plan, whilst the SA process is broader, covering the social, economic, health and habitat impact of the plan, in addition to the environmental impacts. Government guidance suggests that SA and SEA requirements can be met through a single integrated appraisal process².

The first part of a sustainability appraisal is the Scoping Report. The Scoping Report contains five steps which constitute the process for producing a Scoping Report, with reference to the government's guidance flowchart on production of SAs:

- **Stage A1** – identifying other relevant plans, programmes and environmental protection objectives. Policies within the emerging LTP will be influenced by other relevant international and national legislation. Therefore, the Scoping Report lists relevant plans and policies, their key objectives and details how future local transport policies take these objectives into account during the preparation.
- **Stage A2** – baseline information detailing a range of social, economic and environmental data is obtained from a number of sources. Collectively this data will be used as the baseline for identifying issues and determining priority objectives for the Local Transport Plan review.
- **Stage A3** – use the baseline information to draw out key sustainability issues, and from these issues identify transport-related problems stemming wholly or partially from these issues.
- **Stage A4** – Developing ISA framework of priority objectives and indicators from the identified issues and problems and against which the compatibility of various policy options may be appraised as the emerging LTP progresses.
- **Stage A5** – Consultation on every element of the ISA is fundamental and required by national regulations. The Scoping Report will be informed through consultation with statutory bodies and other relevant stakeholders across North Northamptonshire.

What is the Local Transport Plan

North Northamptonshire Council is currently working on producing a Local Transport Plan which will outline its overarching ambitions for transport in its area and how these will be achieved between now and the next few years.

The LTP will set strategic transport planning policy for North Northamptonshire over the next 5 to 10 years. In this context the LTP outlines North Northamptonshire's medium-term vision for transport and the policies required to deliver this. The LTP vision and policies will be used to influence and inform how North Northamptonshire Council manages transport and the types of schemes we implement and promote.

What is our current position?

Stage A1: Identify relevant policies, plans and programmes

The LTP Baseline report (March 2025) contains detailed explanations of the nature and applicability of the identified policies, plans and programmes which will influence the development of the Local Transport Plan. It breaks these down into those of national application, regional application and those which are of purely local application. This policy context will be a summary of the more detailed exposition given in the baseline report.

The national context

- Local Transport Act 2008
- Everybody Active, Every Day (Public Health England, 2014)
- Industrial Strategy (2014)
- Transport Investment Strategy (2017)
- Government's 25-year Environment Plan (2018)
- Inclusive Transport Strategy (2018)
- Putting Health into Place (NHS, 2019)
- Future of Mobility: Urban Strategy (2019)
- A Lifetime of Road Safety (2019)
- Gear Change (2020)
- Cycle Infrastructure Design, Local Transport Note 1/20 (LTN 1/20) (2020)
- Transport Decarbonisation Plan (2021)
- UK Carbon Budget 6 (2021)
- Great British Railways and the Integrated Rail Plan (DfT, 2021)
- National Disability Strategy (2021)
- Bus Back Better: National Bus Strategy for England (2022)
- Highway Code (updated 2022)

- Active Travel England (2022)
- Taking Charge: The Electric Vehicle Charging Strategy (2022)
- Zero Emission Vehicle Mandate
- Future of Transport
- Plan for Drivers (2023)

The regional background

- England's Economic Heartland Transport Strategy (2021)
- England's Economic Heartland Regional Bus Strategy (2022)
- Northamptonshire Road Safety Alliance (NRSA), Strategic Road Safety Plan (2021)

The local background

- North Northamptonshire Strategic Plan (2021)
- Local Plans
- North Northamptonshire Economic Prospectus (2021)
- North Northamptonshire Corporate Plan (2025)
- North Northamptonshire Equality Strategy (2021)
- Pollinator Strategy (2022)
- Health and Wellbeing Strategy (2024 - 2029)
- Community Safety Plan (2022)
- Carbon Management Plan (2023)
- Big50: North Northamptonshire Vision (2023)
- Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) (2024)
- Corby Local Cycling and Walking Infrastructure Plan (LCWIP) (2024)
- Wellingborough and Rushden Local Cycling and Walking Infrastructure Plan (LCWIP) (2025)
- Greenway Strategy (2023)
- Integrated Care Northamptonshire Strategy (2023)
- North Northamptonshire Bus Service Improvement Plan (2024)
- Active Communities Strategy (2025)
- Economic Growth Strategy (2025 – 2030)

Stage A2: Collect baseline information

Stage A2 of the ISA process is the collection of data to provide a baseline from which issues and problems may be identified and a sustainability framework against which emerging policies and proposals may be appraised.

Section 3 of this report summarises baseline position in the areas to be covered by the Integrated Sustainability Appraisal process, the baseline has been established with reference to the following criteria:

Social baseline

- Population
- Employment
- Health
- Equalities
 - Age
 - Disability
 - Gender re-assignment
 - Marriage and civil partnerships
 - Pregnancy and maternity
 - Race (including colour, nationality or ethnic or national origins)
 - Religion or belief
 - Sex
 - Sexual orientation
 - Care Leavers

Environmental baseline

- Community Safety
- Air quality and climate change
- Cultural heritage and historic landscape and built environment
- Fauna, flora and biodiversity
- Water and soil

Economic baseline

- Economy

Habitats baseline

- European sites

Stage A3: Identify sustainability issues and problems

The table at section 4 below identifies key issues and problems raised by and stemming from the baseline data gathered for section 3. The issues are listed with reference to the headline categories listed above along with an appreciation of the problem(s) potentially raised by those issues in a transport planning context. These key issues and potential problems have each been assessed in terms of their significance (issues) and the extent to which the LTP is likely to be able to influence improvements in terms of these issues (problems). Each issue has been colour-coded as red (high significance), amber (medium significance) or green (low significance). Similarly, the potential problems have been colour-coded as being of high potential for beneficial influence (red) via amber to green (low potential influence). The result is to highlight those sustainability areas of high significance upon which the LTP is most likely to be able to have most substantial impact.

What alternatives have been considered.

Consideration was given to the assessment of the Environmental Impacts of the developing LTP separately from the wider sustainability issues of the social, economic and well-being impacts and of the impacts on habitats and biodiversity, as reflected in the distinct legislation and regulations covering these areas.

The wide-ranging nature of the LTP, however, lends itself more effectively to a wide-ranging but integrated impact appraisal as envisaged by the Integrated Sustainability Appraisal (ISA) process

Stage A4: Develop sustainability appraisal framework

The table at section 4 below represents the emergent sustainability framework which seeks to translate the prioritised key issues and problems identified in section 3 into a workable objective/indicator framework to facilitate practical, focussed proposals and steps to contribute towards meeting the council's wider economic, social and environmental aspirations within the transport strategy area.

Next steps

Stage A5: Consult on the scope of the Integrated Sustainability Appraisal

This draft Scoping report will be subject to a period of consultation with key stakeholders, after which relevant comments received will be incorporated into a revised Scoping Report and republished.

The ISA framework within the scoping report will be used to inform the initial work that is being carried out on the LTP and this framework will continue to be used and revised as part of the ongoing sustainability appraisal work the council will be undertaking

1.0 Introduction

- 1.1 This scoping document relates to an Integrated Sustainability Appraisal (ISA) that incorporates the requirement of a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) of North Northamptonshire's emerging LTP.
- 1.2 The SEA/SA process is carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
- 1.3 SEA is used to describe the application of environmental assessment to plans and programmes and is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, **transport**, waste or water management, telecommunications, tourism, town and country planning or land use.
- 1.4 SEA only considers the environmental effects of a plan, whilst ISAs consider a plan's wider economic and social effects in addition to its potential environmental impacts, however, it is obligatory that SAs meet all the requirements of the SEA Regulations.

The North Northamptonshire Local Transport Plan

The current North Northamptonshire Local Transport Plan (LTP) is that produced by Northamptonshire County Council in 2012. North Northamptonshire Council (NNC) is now working on producing a new LTP to cover the new unitary authority area established on 1st April 2021.

The Transport Act 2000 requires all Local Authorities to publish statutory plans, known as Local Transport Plans (LTPs), 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.

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

The purpose of a 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 'bids' for funding from the DfT.

2.0 Methodology

- Identify other relevant policies, plans, programmes and sustainability objectives
- Establish a baseline description of the current situation in North Northamptonshire about Social, Environmental and Economic factors and how these are set to evolve over the life of the plan
- Identify sustainability issues and problems
- Establish a sustainability framework.
- ISA Scoping Report consultation
- ISA objectives and assess their suitability for appraising the policy options as the Local Transport Review progresses

3.0 Baseline Data

3.1 Social Baseline

3.1.1 Population

3.1.1.1 Northamptonshire has a total population of around 363,000 as of 2022. This is an increase of 13.5% on the 2011 figure of 316,900 and is significantly greater rate of increase than that for England as a whole over the same period, of 6.6%. In North Northamptonshire, 37,400 households are experiencing some form of income deprivation, with 11,530 households in fuel poverty³. Parts of North Northamptonshire towns Corby, Wellingborough and Kettering all fall within the top 20% of the 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 Conservative government as 'left behind' areas as part of its Levelling Up agenda.⁴

3.1.2 Employment

3.1.2.1 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).⁵

3.1.2.2 At the 2021 census the proportion of those in employment commuting over 10km was approximately 42%, with those commuting between 10 and 20km being the single most numerous group; see figure 1 below.⁶

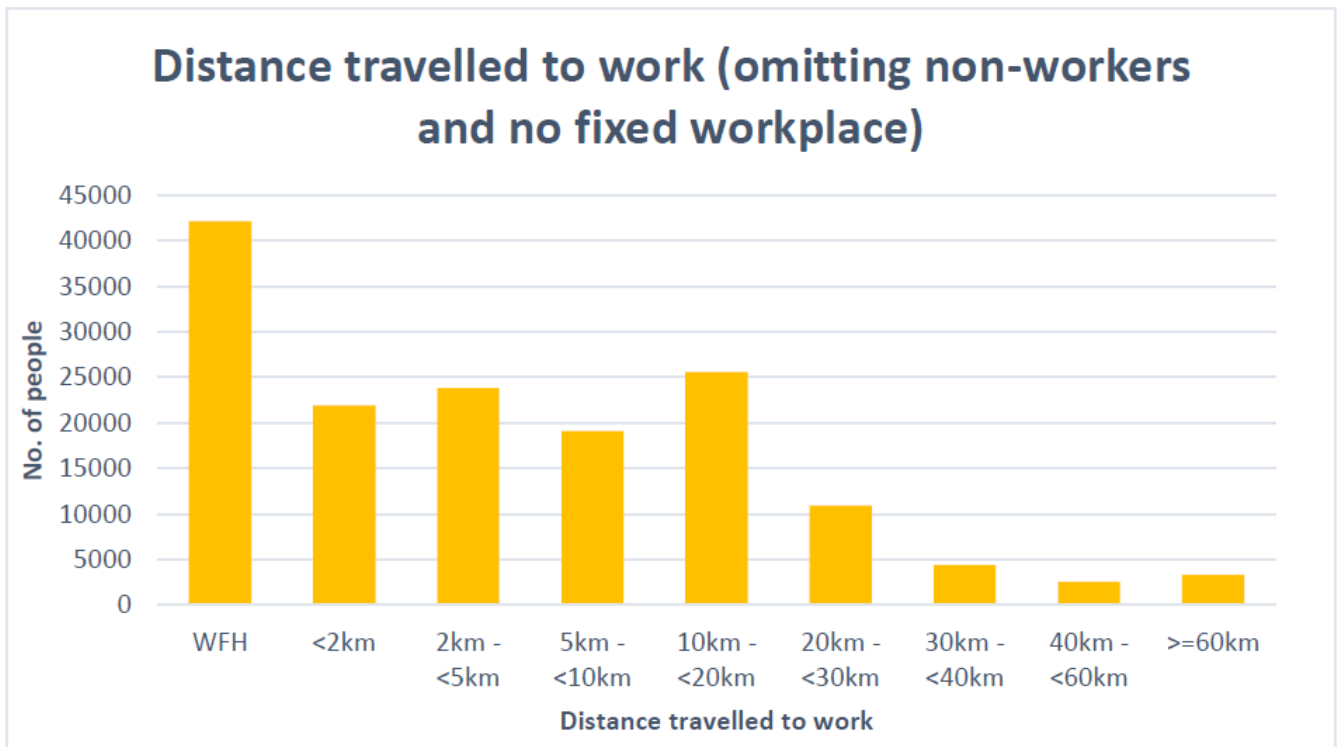
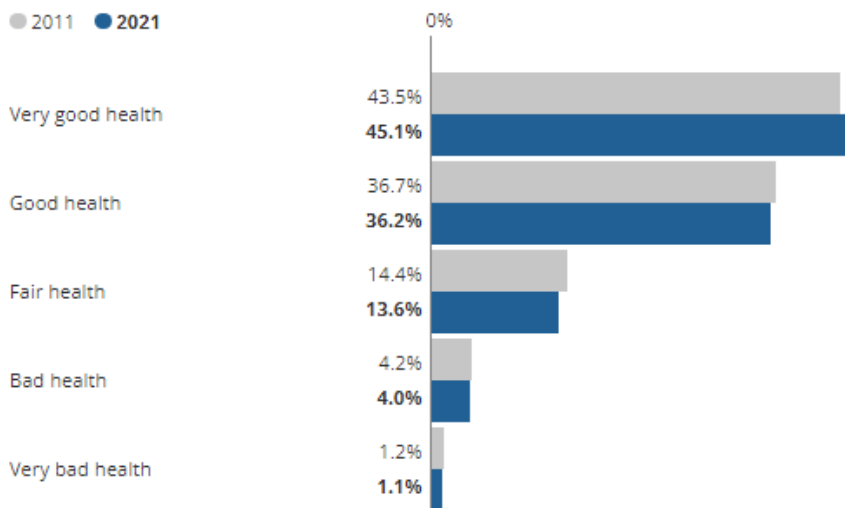


Figure 1 Distance travelled to work, 2021

3.1.3 Health

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

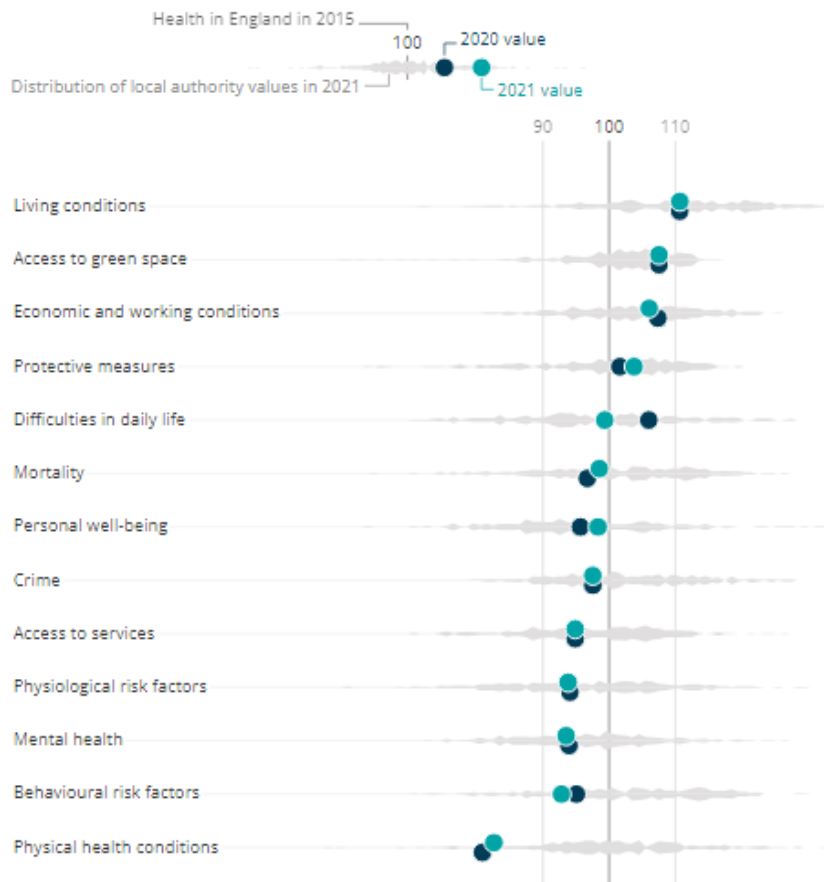


Source: Office for National Statistics – 2011 Census and Census 2021

Figure 2 Self-assessed perception of health status, 2011 and 2021

- 3.1.3.1 Over the ten years from 2011 to 2021 there has been a modest but generally upward trend in levels of (self-reported) good health across North Northamptonshire, with 43.5% of people assessing themselves as being in very good health in 2011 and 45.1% in 2021; an increase of 1.6%. This improvement is partially offset by a reduction of 0.5% of people assessing themselves as being in 'good health' and of 0.8% as being in 'fair health'⁸. Finally, an encouraging sign is that those reporting themselves as being in bad or very bad health have reduced over that same period by 0.2% and 0.1% respectively. What these figures show is that on the whole, people's perception of their own health has remained fairly static since 2011 with a minor perception of improvement. It may be that the 2021 census was too early fully to incorporate people's altered perspective on health post-pandemic.⁷
- 3.1.3.2 Figure 3 below illustrates the relationship over time between North Northamptonshire and England as a whole for a range of health indicators. The grey vertical line marked as 100 represents the national average for England in those indicators in 2016. The black dots and blue dots represent the performance for North Northamptonshire in each of these categories in 2020 and 2021 respectively. So, it can be seen, for example, that relative to the whole of England, North Northamptonshire scores highly in respect of living conditions, access to green space, economic and working conditions and protective measures. Equally, North Northamptonshire scores relatively badly in the areas of mortality, personal well-being, crime, access to services, psychological risk factors, mental health, behavioural risk factors and physical health conditions.⁸
- 3.1.3.3 Although in the areas of economic and working conditions, protective measures, difficulties in daily life, mortality, personal well-being, behavioural risk factors and physical health conditions are all getting worse within North Northamptonshire from 2020 to 2021, these figures need to be read with caution due to the onset and escalation of the COVID-19 pandemic and first lockdown over this same period which is likely to have distorted the figures making them less reliable than they may have been for other more typical years.
- 3.1.3.4 What is more significant are the relatively poor outcomes for North Northamptonshire when compared with those for England as a whole. Out of 13 indicators of health outcomes listed, North Northamptonshire exceeds the national average in four categories whilst performing less well than the national average in eight of the remaining nine indicators. Of particular concern is the extent to which North Northamptonshire's performance in terms of physical health condition outcomes is a noticeable outlier when compared with the average for the whole of England. See Figure 4, below.⁹

Health Index values for each subdomain, North Northamptonshire, 2021



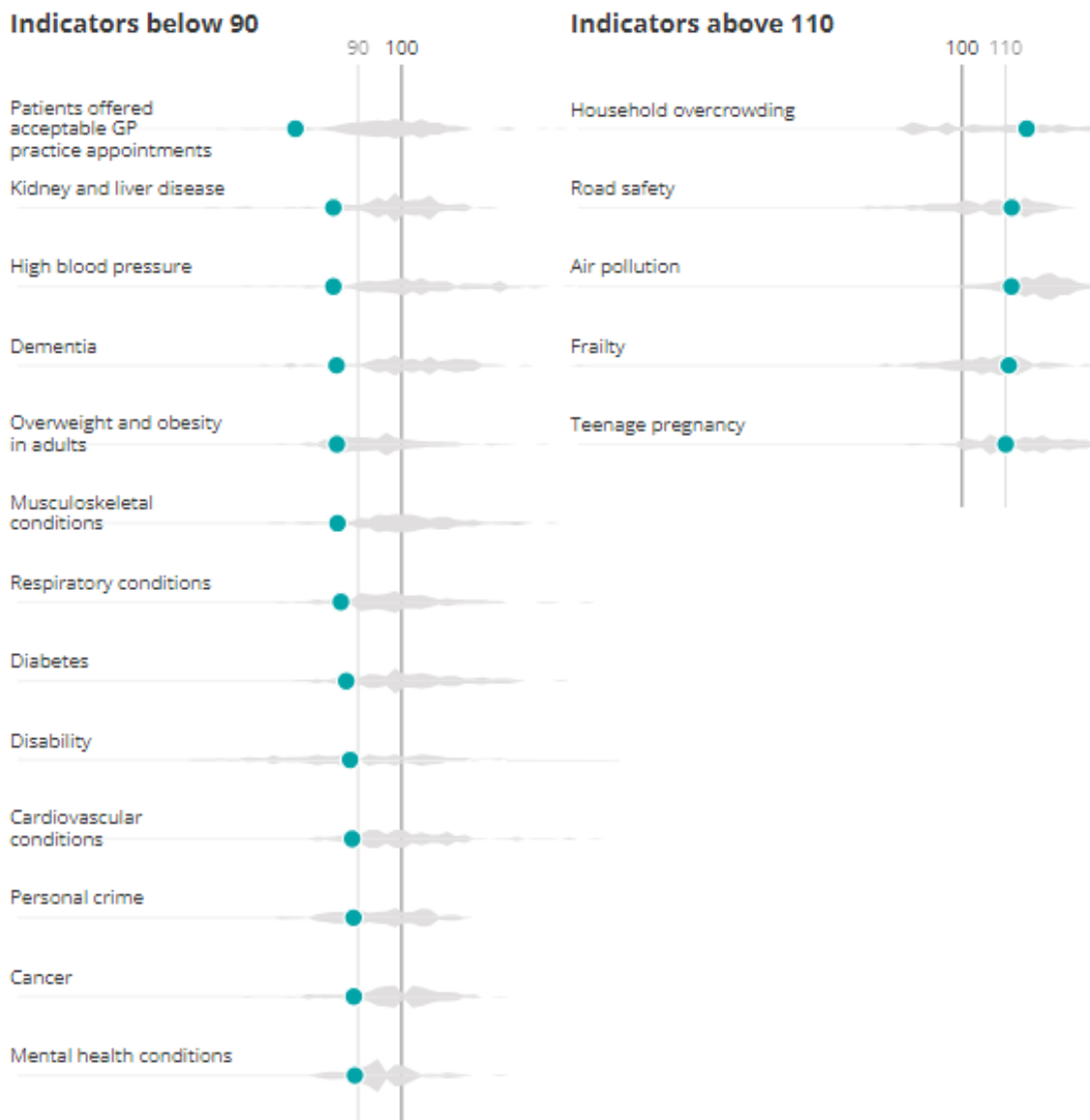
Source: Health Index for England from the Office for National Statistics

North Northamptonshire's best score across all subdomains is 110.7 for health relating to "living conditions".

"Living conditions" looks at air pollution, household overcrowding, noise complaints, road safety, and rough sleeping.

The second highest scoring subdomain is "access to green space", while North Northamptonshire's worst score is for "physical health conditions".

Figure 3 Health outcomes for North Northamptonshire between 2016 and 2020 relative to average for England as a whole.



Source: Health Index for England from the Office for National Statistics

Note: Scores of 90 and 110 are one standard deviation away from 100, the average score for England in 2015.

Figure 4 Relative health outcomes for North Northamptonshire 2015.

3.1.3.5 The people in our communities face a range of complex and linked health challenges, such as the increase in people living with chronic and/or long-term illness linked to our ageing society, and growing health inequalities affecting all age groups. Deteriorating and poor general health have a variety of implications for transport policy. Principally, the need to provide adequate public transport options for the elderly

and the less mobile, patients and visitors to access healthcare facilities is vital. Poor health can limit travel horizons which can in turn have a detrimental effect on health outcomes.

- 3.1.3.6 The health outcomes for North Northamptonshire, as compared with those for England as a whole are relatively poor in a wide variety of areas falling one standard deviation behind the national average, specifically for all those outcomes listed in Figure 4 above as being less than 90.
- 3.1.3.7 Active travel can contribute towards the recommended 150 minutes of physical activity for adults each week. Being active has an important role to play in managing impairments, reducing risk of adverse health conditions, improving fitness and strength – as well as improving mental health, loneliness, and independence.
- 3.1.3.8 North Northamptonshire saw an increase following the COVID-19 pandemic of children and young people getting at least 60 minutes of exercise and physical activity a day, up by 7.6% to 48.5%. Meanwhile, the percentage of children and young people in Northamptonshire in the less active bracket (30 minutes or less a day) had fallen by 3.8% since 2022 to 28.4% while the national figure was 31.2%.¹⁰
- 3.1.3.9 Just under 1 in 4 (24%) of North Northamptonshire children in reception class were overweight or obese in 2019/20. Whilst just over a third (34%) of children in Year 6 were overweight or obese in 2019/20. Both of these figures are similar to the average for England as a whole. 66.4% of adults were overweight or obese in 2020/21. This is worse than the England average.¹¹

3.1.4 Equalities

3.1.4.1 The Equality Act 2010 set out 9 attributes which are to be deemed ‘protected characteristics’ for the purposes of the Act. It is unlawful to discriminate directly or indirectly against anyone because they have one or more of these protected characteristics:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnerships
- Pregnancy and maternity
- Race (including colour, nationality or ethnic or national origins)
- Religion or belief
- Sex
- Sexual orientation

Local policy has also added a further protected characteristic, namely that of **care leaver**.

3.1.5 Age

3.1.5.1 We have an aging population who are more likely to need care now or in the coming years. Between 2011 and 2021 the over 65 population of North Northamptonshire 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 in the east of North Northamptonshire.

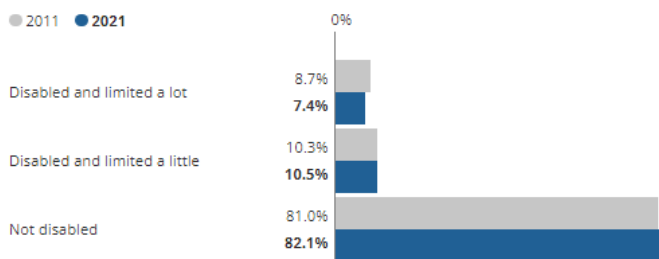
3.1.5.2 The average (median) age remained 40 years in line with the English average from the 2011 to 2021 census years¹². Underlying this was a rise in the number of people aged 50 to 64 years, which rose by around 11,500 (an increase of 19.1%), and a decrease in the number of residents aged 4 years and under which fell by around 850 (4.0% decrease). It is projected that by 2029, the number of people in North Northamptonshire aged 65 to 74 will have increased by 51% and there will be 91% more people aged 75 to 85.¹²

3.1.6 Disability

3.1.6.1 North Northamptonshire mirrors the national picture with the proportion of the population that are affected by disability. Just over 1 in 10 people (10.5%) were identified as being disabled and limited a little in 2021, compared with 10.3% in 2011. One in four households in North Northamptonshire have one person living with a long-term illness or disability and 7% of households have 2 or more people living with a long-term illness or disability. 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 week¹³.

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



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

Figure 5 Percentage of population of North Northamptonshire identified as disabled 2011 and 2021.

3.1.7 Gender Reassignment

3.1.7.1 As can be seen from the table at Figure 6 below, although gender reassignment is a protected characteristic in the Equalities Act 2010, relative to the size of the population as a whole, the number of North Northamptonshire residents over 16 who identified as having a gender differing from that registered at birth at the 2021 census was 635, or just 0.2% of the population.¹⁴

3.1.7.2 Relative to many of the other 2010 Act protected characteristics, the number of potentially affected individuals is small.

Gender Identity

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents aged 16 and over	289,186	100.0
Gender identity the same as sex registered at birth	271,271	93.8
Gender identity different from sex registered at birth but no specific identity given	635	0.2
Trans woman	265	0.1
Trans man	268	0.1
Non-binary	102	0.0
All other gender identities	87	0.0
Not answered	16,558	5.7

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected. Source: ONS - 2021 Census (TS070)

Figure 6 Gender identity in North Northamptonshire 2021

3.1.8 Marriage and Civil Partnerships

Legal partnership status

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents aged 16 and over	289,186	100.0
Never married and never registered a civil partnership	100,639	34.8
Married or in a registered civil partnership	133,554	46.2
Married	133,102	46.0
In a registered civil partnership	452	0.2
Separated, but still legally married or still legally in a civil partnership	7,747	2.7
Divorced or civil partnership dissolved	29,664	10.3
Widowed or surviving civil partnership partner	17,582	6.1

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected. Source: ONS - 2021 Census (TS002)

Figure 7 Legal Partnership Status in North Northamptonshire 2021

3.1.8.1 Of the North Northamptonshire residents over the age of 16, 46.2% are married, or in a registered civil partnership, whereas those who have never been married (or in a registered civil partnership) plus those who are separated, divorced or widowed

account for the remaining 53.8% of the eligible population. Although slightly less than half the eligible population are currently married or in civil partnerships, if we add to that the percentage of those who are separated, divorced or widowed, we can see that marriage is still a preferred option for a majority of adults in North Northamptonshire.¹⁵

3.1.9 Pregnancy and Maternity

3.1.9.1 There were 3,789 babies born in North Northamptonshire in 2021. 2.4% of those 2021 babies had a low birth weight, similar to the national average for England, and there were 45 infant deaths under one year of age in 2019-21. The infant mortality rate of 3.9 per 1,000 was the same as the rate for England as a whole.¹⁶

3.1.10 Race (including colour, nationality or ethnic or national origins) and Religion and Belief.

Ethnicity, Identity, Language and Religion

Ethnicity

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents	359,523	100.0
Asian, Asian British or Asian Welsh	12,726	3.5
Black, Black British, Black Welsh, Caribbean or African	11,017	3.1
Mixed or Multiple ethnic groups	8,175	2.3
White	324,664	90.3
Other ethnic group	2,941	0.8

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Source: ONS - 2021 Census (TS021)

Figure 8 Ethnic identity, language and religion in North Northamptonshire 2021

National identity

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents	359,523	100.0
British only identity	188,558	52.4
English only identity	66,852	18.6
English and British only identity	53,767	15.0
Welsh only identity	960	0.3
Welsh and British only identity	419	0.1
Any other combination of only UK identities	6,852	1.9
Non-UK identity only	36,626	10.2
UK identity and non-UK identity	5,489	1.5

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Source: ONS - 2021 Census (TS027)

Figure 9 National identity, in North Northamptonshire 2021

- 3.1.10.1 From the data in figures 8 and 9 above, it can be seen that at the 2021 census 88.3% of residents in North Northamptonshire had some form of exclusively UK identity, with a further 1.5% identifying as having both UK and no-UK identity.
- 3.1.10.2 In terms of ethnicity, some 90.3% of the population at the 2021 census were white. Data as given are not sufficiently nuanced to say what percentages of the ethnically white population have non-UK national identities or, conversely non-white residents who have a UK national identity.¹⁷
- 3.1.10.3 Over 100 languages are spoken in North Northamptonshire. English is spoken as the main language by 90.6% of people and spoken either well or very well by an additional 8% of the population.¹⁸

3.1.11 Religion

Religion

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents	359,525	100.0
No religion	152,998	42.6
Christian	172,329	47.9
Buddhist	1,095	0.3
Hindu	4,540	1.3
Jewish	291	0.1
Muslim	4,373	1.2
Sikh	1,787	0.5
Other religion	1,900	0.5
Not answered	20,212	5.6

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Source: ONS - 2021 Census (TS030)

Figure 10 **Professed religion and belief in North Northamptonshire 2021**

3.1.11.1 Fourteen faiths and belief systems are professed by residents of North Northamptonshire, including those of no faith. Although still a minority of the population as a whole, the proportion of residents who profess Christianity is the largest of these 14 groups at 47.9%, with those professing no faith close behind with 42.6%.¹⁹

3.1.1 Sex and Sexual Orientation

Sex

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents	359,522	100.0
Female	182,452	50.7
Male	177,070	49.3

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Source: ONS - 2021 Census (TS008)

Figure 11 Population by sex North Northamptonshire 2021

Sexual Orientation

	Persons	
	North Northamptonshire Local Authority	
	count	%
All usual residents aged 16 and over	289,186	100.0
Straight or Heterosexual	261,791	90.5
Gay or Lesbian	3,354	1.2
Bisexual	2,918	1.0
Pansexual	225	0.1
Asexual	143	0.0
Queer	17	0.0
All other sexual orientations	455	0.2
Not answered	20,283	7.0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Source: ONS - 2021 Census (TS079)

Figure 12 Population by sexual orientation North Northamptonshire 2021

3.1.12.1 As of the 2021 census, there were slightly more females (50.7%) than males (49.3%) in North Northamptonshire. Of those residents of 16 years and over, 90.5% identify as heterosexual and a further 7.0% did not answer that question. This means the proportion of those 20,283 people who declined to answer who would identify as LGTBQ+ is not known. This is a significant area of uncertainty when compared with the 7,112 (2.5%) who openly professed as non-heterosexual identity at the census.²⁰

3.1.13 Community Safety

3.1.13.1 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 1,000.²¹

3.1.12.2 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.²²

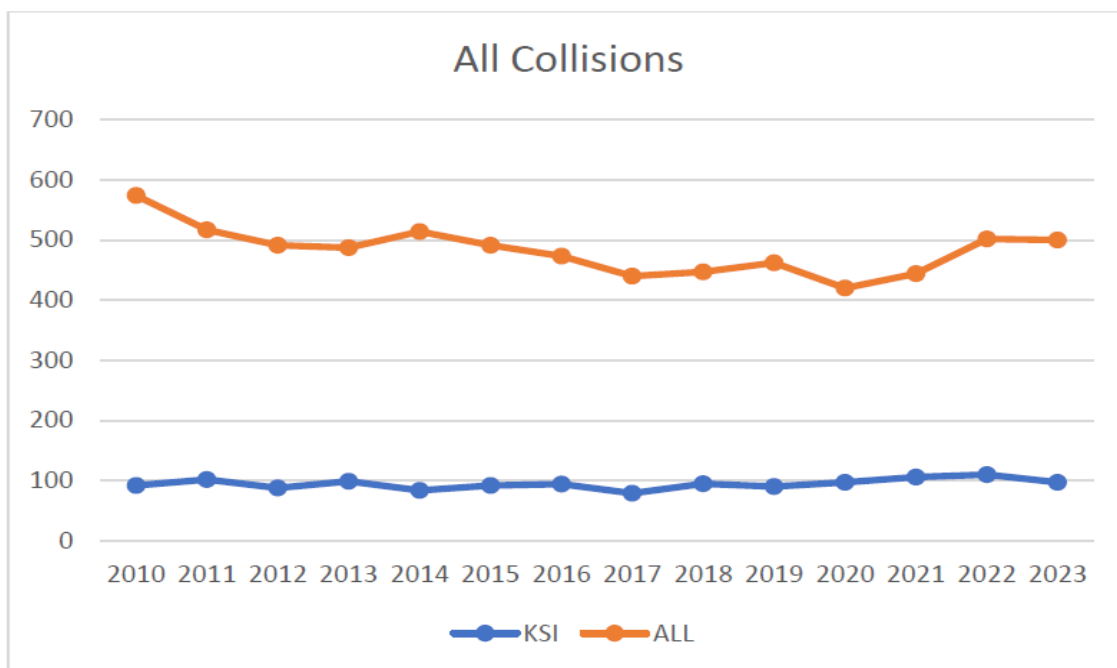


Figure 13, Road traffic collisions in North Northamptonshire 2010 – 2023

3.1.12.3 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.

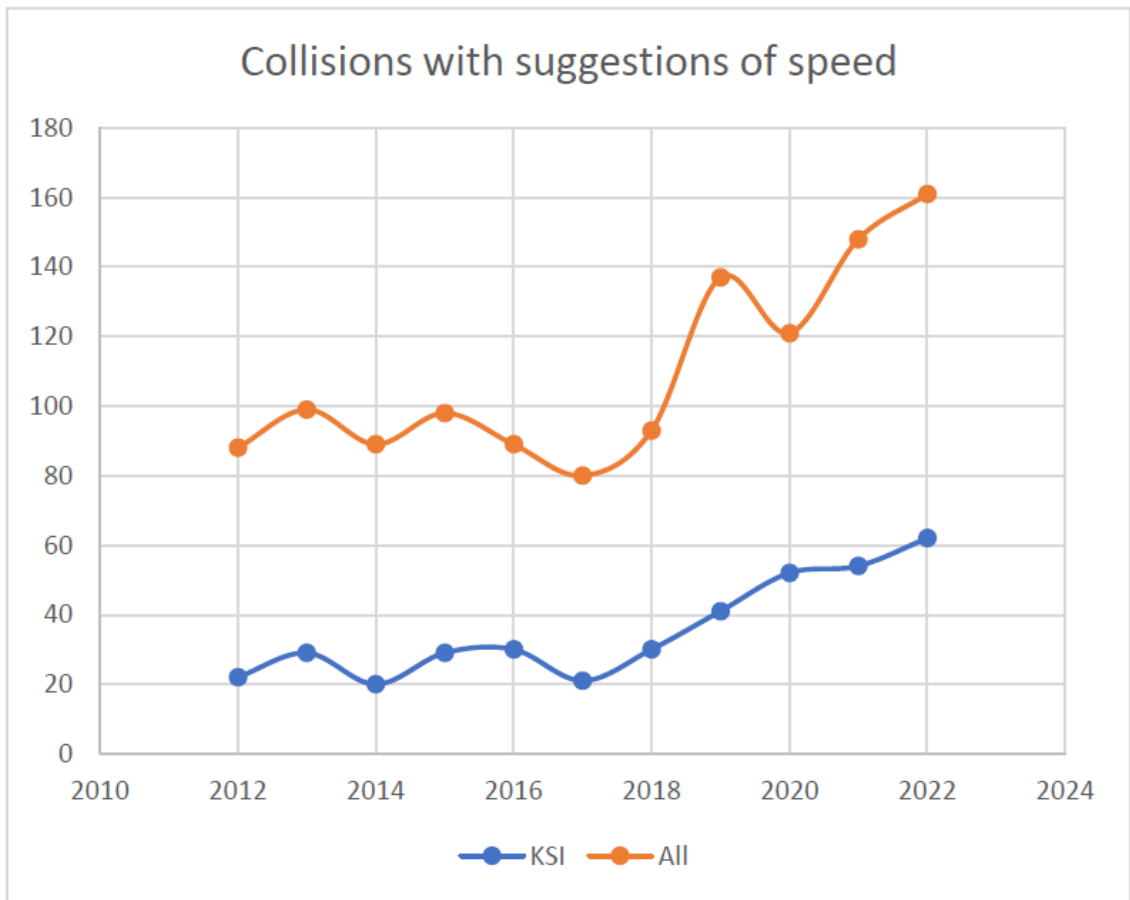


Figure 14, Road traffic collisions with suggestions of excessive speed in North Northamptonshire 2012 – 2022

3.1.13 Care Leavers

3.1.13.1 North Northamptonshire Council has adopted a further, non-statutory, protected characteristic of care leaver. This recognises the difficulties which face those leaving local authority care particularly in terms of securing suitable housing and jobs.

3.2 Environment Baseline

3.2.1 Air quality and climate change

3.2.1.1 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.²³

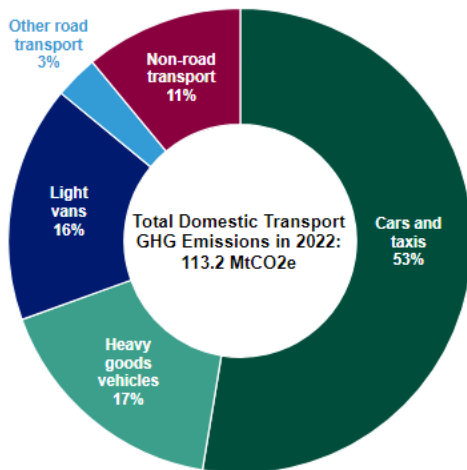


Figure 15, **UK domestic greenhouse gas emissions by road and non-road transport modes, 2022**

- 3.2.1.2 The main pollutants of concern in North Northamptonshire, as in most areas of the UK, are associated with road traffic, in particular Nitrogen Dioxide (NO₂) 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.²⁴
- 3.2.1.3 Levels of NO₂ 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. In 2023, the annual mean NO₂ concentrations at all monitoring sites in North Northamptonshire were below the NO₂ annual mean air quality objective of 40µg/m³ 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.²⁵
- 3.2.1.4 The levels of CO₂ in North Northamptonshire have decreased over the last two decades. Between 2005 and 2017, CO₂ emissions in North Northamptonshire reduced by 27%. The largest reduction in emissions in the area was 38% in industrial and commercial sectors (including agriculture), followed by domestic CO₂ emissions which saw a 34% decrease. However, CO₂ from transport only saw a 3% reduction. Locally, transport accounts for 19% of CO₂ emissions in the Corby area, 48% in Kettering, 43% in Wellingborough and 53% East Northamptonshire²⁶.
- 3.2.1.5 Levels of Particulate Matter (PM₁₀ and PM_{2.5}) and Sulphur Dioxide (SO₂) are not currently monitored.
- 3.2.1.6 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 NO₂ in the health and social care system. This rises to £7,569 per person per year for PM.²⁷

3.2.2 Emissions standards

- 3.2.2.1 The emission standards for 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, which are defined by vehicle driving distance in g/km - a general comparison to passenger cars is therefore not possible.
- 3.2.2.2 Although North Northamptonshire does not have any designated Air Quality Management Areas (AQMAs) 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 (NO₂) and Particulate Matter.²⁸

3.2.3 Noise and Vibration

- 3.2.3.1 The World Health Organisation identifies environmental noise as the second largest environmental risk to public health in Western Europe, just after air pollution. 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.²⁹

3.2.4 Cultural heritage, historic landscape and built environment

- 3.2.4.1 The 'Culture, Tourism, and Heritage' Service of the Council is a comprehensive and intricately linked network encompassing a multitude of departments, each serving a specific function in realising our overarching vision. This approach ensures the strategic and sustainable management of North Northamptonshire's cultural and historical assets. The Culture, Tourism and Heritage Service includes the following areas:
- The Chester House Estate (CHE)
 - Corby Heritage Centre
 - Cornerstone (Alfred East Art Gallery and Kettering Museum)
 - Northamptonshire Archaeological Resource Centre (ARC)
 - North Northamptonshire Council Events
 - Discover North Northamptonshire
 - Local Visitor Economy Partnership
 - Destination Nene Valley (DNV)
 - The Northamptonshire Greenway Project

- Theatre Contracts for the Corby Core Theatre, The Lighthouse Theatre (Kettering) and The Castle Theatre (Wellingborough).
- Visitor Attraction / Park contracts for Stanwick Lakes and Twywell Hills and Dales
- Cultural, Heritage and Tourism Partnerships

3.2.4.2 The management of all sectors will now be consolidated under a unified business plan, under the oversight of a Head of Service. This cohesive approach combines the business plan with operations, benefiting from an innovative strategy that optimises revenue generation and expenditure control, including the efficient sharing of resources across departments. Our primary objective is to optimise asset utilisation and space allocation, ensuring a varied range of offerings that cater to a diverse audience throughout the year, even during off-peak seasons.

The comprehensive service portfolio of the Culture, Tourism and Heritage Service (CTHS) encompasses both commercial and core components, listed below:

- 3.2.4.2.1 **Education and Learning:** Our commitment to education and learning extends across all venues, with programmes designed for schools, colleges, and life-long learners, fostering a deeper understanding and appreciation of North Northamptonshire's rich cultural heritage.
- 3.2.4.2.2 **Archaeological Stewardship:** As stewards of the County's Archaeological Depository at the Northamptonshire Archaeological Resource Centre (ARC), the CTHS manage and safeguard a diverse range of archaeological artefacts, some dating back thousands of years.
- 3.2.4.2.3 **Museums and Art Gallery:** Our free-to-enter museums and Art Gallery - the Chester House Estate, Corby Heritage Centre, Kettering Museum, Wellingborough Museum, Rushden Museum and Alfred East Art Gallery - serve as repositories of history and culture. CTHS prioritise preservation and employ state-of-the-art techniques to protect valuable artifacts and historical records.
- 3.2.4.2.4 **Tourism Promotion:** The Tourist Information Centre at Rushden Lakes, operated by Discover Northamptonshire, is a data-driven hub for tourism. It collects and analyses data on tourism trends and visitor preferences, allowing us to tailor marketing strategies and offers to evolving customer needs.
- 3.2.4.2.5 **Commercial Catering:** At the Chester House Estate, we will prioritise an authentic culinary experience that showcases locally sourced produce.
- 3.2.4.2.6 **Flexible Event Spaces:** Our venues are adaptable and multifunctional, serving as spaces for a wide range of events, from corporate conferences and weddings to art exhibitions and community gatherings. These events contribute to

the area's economic growth by attracting visitors and facilitating business activities.

- 3.2.4.2.7 **Year-Round Cultural Engagement:** Our year-round events programme is diverse and inclusive, offering something for everyone. Music and art festivals celebrate the region's cultural heritage, providing platforms for local talent and offering immersive experiences. These events serve not only as entertainment but also as educational opportunities, fostering an appreciation for the region's cultural heritage and contributing to the service's economic sustainability.
- 3.2.4.2.8 **Land Management:** free-to-enter country estate at The Chester House Estate offers educational programmes and guided nature walks providing insights into the diverse ecosystems of North Northamptonshire.
- 3.2.4.2.9 **Future Capital Projects:** In addition to our core initiatives, the CTHS is committed to managing several ongoing and upcoming capital projects, enhancing the region's appeal and infrastructure:
- The North Northamptonshire Greenway project.
 - The restoration of the Manor House at Kettering Museum.

3.2.5 Fauna, flora and biodiversity

- 3.2.5.1 North Northamptonshire has diverse wildlife with a range of habitats and species of local, regional, national, and international importance, including several designated sites of special scientific interest (SSSIs) and one Ramsar site the Upper Nene Valley Gravel Pits. In addition, the natural assets are situated alongside the urban setting, including parks, woodlands, private gardens, and green corridors which are all important elements for ecological systems to thrive.
- 3.2.5.2 However, biodiversity in North Northamptonshire is under severe pressure. Most of the local countryside consists of arable fields with little biodiversity value. In addition, North Northamptonshire is a growth area which is expecting a significant rise in the delivery of homes and employment land, along with the relevant infrastructure to support the planned 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.

3.2.6 Water and Soil

- 3.2.6.1 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 increase in land area could be at risk of flooding due to an increase in the intensity of rainfall, particularly in the winter months.

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

The map at Figure 15 below shows the flood risk to property in a 1% annual probability river flood in the Nene River catchment, considering current flood defences.³⁰

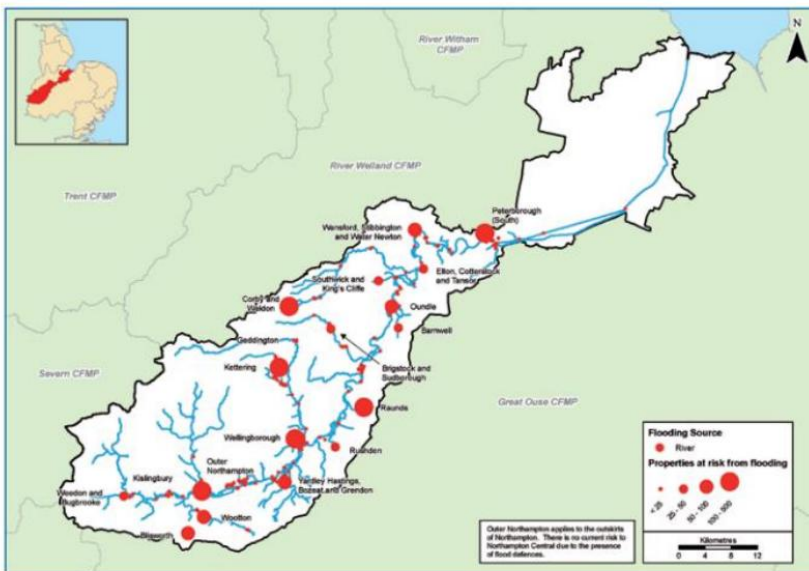


Figure 16, River Nene Catchment Flood Management Area

3.3 Economic Baseline

3.3.1 The area benefits from its central location and excellent strategic connections and is perfectly placed to access the UK's transport network and be the location of choice for business and residential development. The A14 provides links to the M1, M6 and A1 as well as the East Coast Ports, while the Midland Main Line provides connections from Corby, Kettering and Wellingborough to London (with onward Eurostar trains) and north to Leicester, Nottingham and beyond. A range of international airports are all within 70 miles of North Northamptonshire.

Sector Strengths

3.3.3 North Northamptonshire has a strong economy that is underpinned by both existing established sectors and innovative breakthrough sectors which offer high growth potential. The area's strengths in these sectors are supported by a thriving start-up culture and the presence of major national and global brands, such as Nike, Weetabix and Greggs:

- **Logistics**

The sector is supported by strong availability and growth potential of warehousing space such as Midlands Logistics Park in Corby and sites along the A14 corridor. Major occupiers such as Tesco, Primark, Sainsbury's, Amazon and a number of third-party logistics operators are already located in the area.

- **Manufacturing**

North Northamptonshire has a long manufacturing tradition and is now home to a range of innovative and advanced manufacturing sectors and food production ranging from household names such as Weetabix to start-up rural businesses. The area also performs a critical role in the supply chains for wider industries including those with real growth potential.

- **Retail & Leisure**

The town centres in North Northamptonshire are the focus of retail, leisure and cultural facilities and provide significant employment. They act as the heart of their communities and serve the surrounding rural areas, whilst also offering opportunities for regeneration over the coming years. As shopping patterns have changed, cultural led regeneration is evolving the way these centres connect with people in North Northamptonshire, so they continue to act as the heart of the community. Beyond town centres, the Rushden Lakes shopping and leisure development brings together the very best in contemporary retail, leisure and dining; set beside a 200-acre nature reserve and lakes with visitors able to enjoy shopping, walking, alfresco dining and a range of other leisure activities including cycling and canoeing.

- **Visitor Economy**

North Northamptonshire offers iconic landscapes and outdoor activities that support a growing visitor economy. The area is home to beautiful unspoilt countryside, historic market towns and attractive villages, together with a unique collection of historic houses and diverse range of arts festivals and other cultural events. Particular highlights include the Nene Valley corridor which provides opportunities for outdoor recreational activities whilst protecting the internationally designated environment and wildlife, Stanwick Lakes country park and Rockingham Forest and Wicksteed Park in Kettering. Wicksteed Park remains free to enter and provides a range of leisure and recreation provision including a playground and rides set within a heritage landscape of national significance that extends to 147 Acres. The park operates

throughout the year and is a significant employer with up to 500 employees working during the peak season and contributes to not only the visitor economy but the wider economic sustainability of the area.

Sector Opportunities and Growth Potential

3.3.4 Renewable and low carbon energy

North Northamptonshire has major potential in terms of renewable energy provision, notably at Chelveston Renewable Energy Park and Kettering Energy Park which together provide 750 ha of capacity for de-centralised energy production. Growth projects across the area give potential for establishing testbeds and mainstreaming technology in support of a circular economy approach. For example, Electric Corby is seeking to become the UK's leading community-scale demonstrator location for future low carbon living, working and transportation, with pioneering Energy+ housing schemes such as Etopia Corby already underway at Priors Hall Park. Renewable and low carbon energy sits at the heart of proposals for Tresham Garden Village which will generate at least 80% of its energy requirements on site.

3.3.5 High performance technologies

North Northamptonshire is already well represented across a range of high-performance technologies. These include engineering, manufacturing, the application of lightweight materials and composites, testing, research and design, construction and electronics. These specialist sectors have significant potential for growth and scaling up in response to broader industry trends in terms of the future of mobility and automation.

3.3.6 Life sciences

The area's proximity to Cambridge and 'Bio Tech' cluster proposals in East Northants mean there is a significant opportunity for North Northamptonshire to expand opportunities by offering capacity for growth within the life sciences sector (broadly defined as the application of biology and technology to health improvement, including biopharmaceuticals, medical technology, genomics, diagnostics and digital health). The presence of world-leading companies such as Pharmaron within North Northamptonshire underlines the area's credentials and the scope for further investment and growth of the life sciences sector locally.

3.3.7 Construction

North Northamptonshire has nationally significant levels of planned growth in terms of housing, commercial space and an expanded infrastructure network. This presents opportunities to pioneer innovative methods of construction and trial the application of latest technologies as part of major development projects. For example, new eco homes are being built at Etopia Corby using innovative modern methods of construction, while the pioneering construction skills training programme is being

delivered alongside the recent Wellingborough Prison development and will equip the local workforce with much needed skills. From a national perspective, North Northamptonshire offers an ideal, central and accessible location for the manufacture of modular buildings for use on development sites across the country.

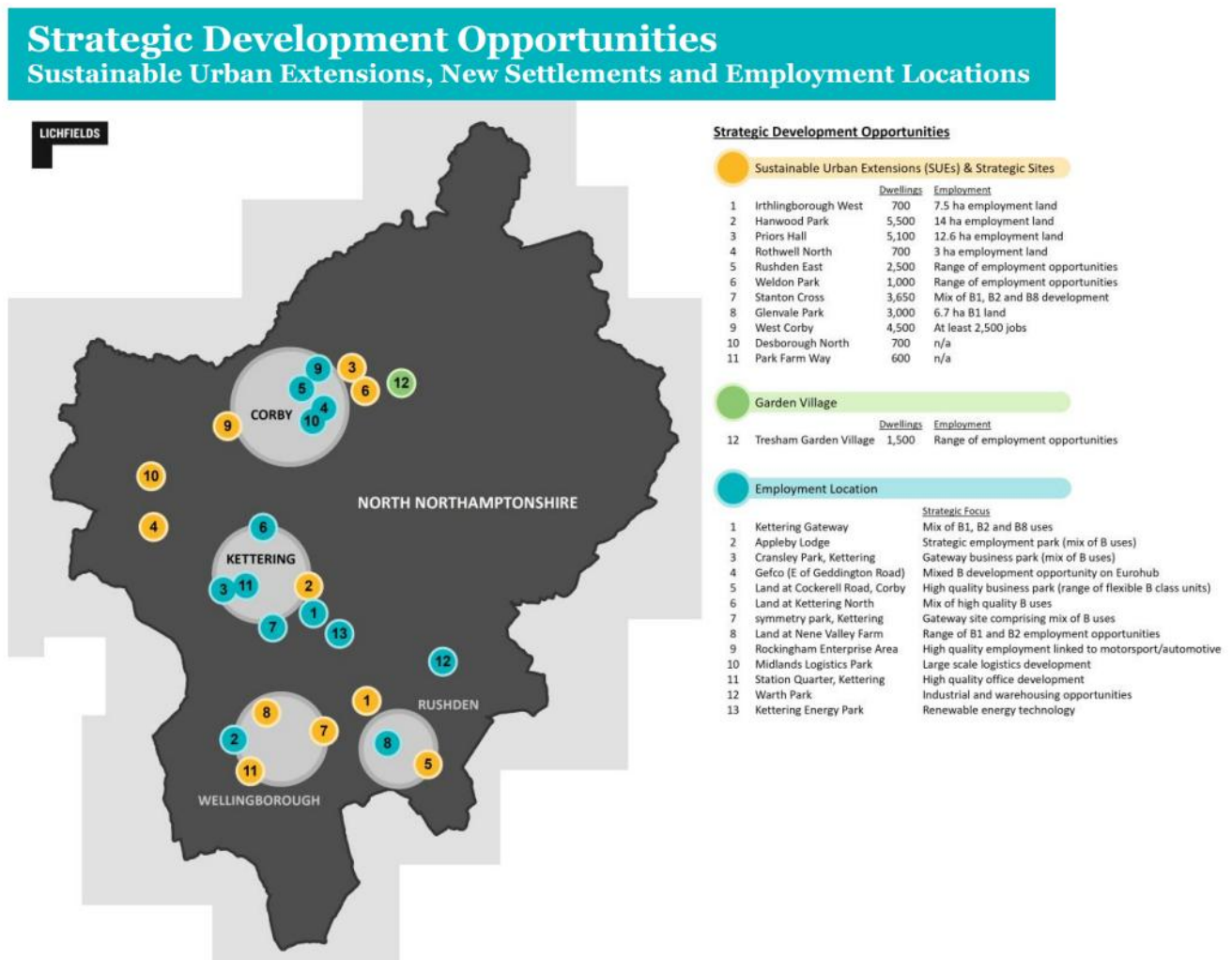


Figure 18 **North Northamptonshire Strategic Development Opportunities**

3.4 Habitats baseline

3.4.1 'European sites' are protected by the Conservation of Habitats and Species Regulations 2017 (henceforth the Habitats Regulations). An authority must carry out a habitats regulations assessment (HRA) to test if a plan or project proposal could significantly harm the designated features of a European site.

3.4.2 Protected European sites are

- Special Areas of Conservation (SACs)
- Special Protection Areas (SPAs)
- Ramsar sites

Ramsar sites are so-called as they are areas of wetland which have been designated as being of international importance under the Convention on Wetlands, an international treaty signed in Ramsar, Iran, in 1971 under the auspices of UNESCO.

3.4.3 There are no designated SACs or SPAs in North Northamptonshire. There is, however, a Ramsar site, the Upper Nene Valley Gravel Pits (UK11079).³¹

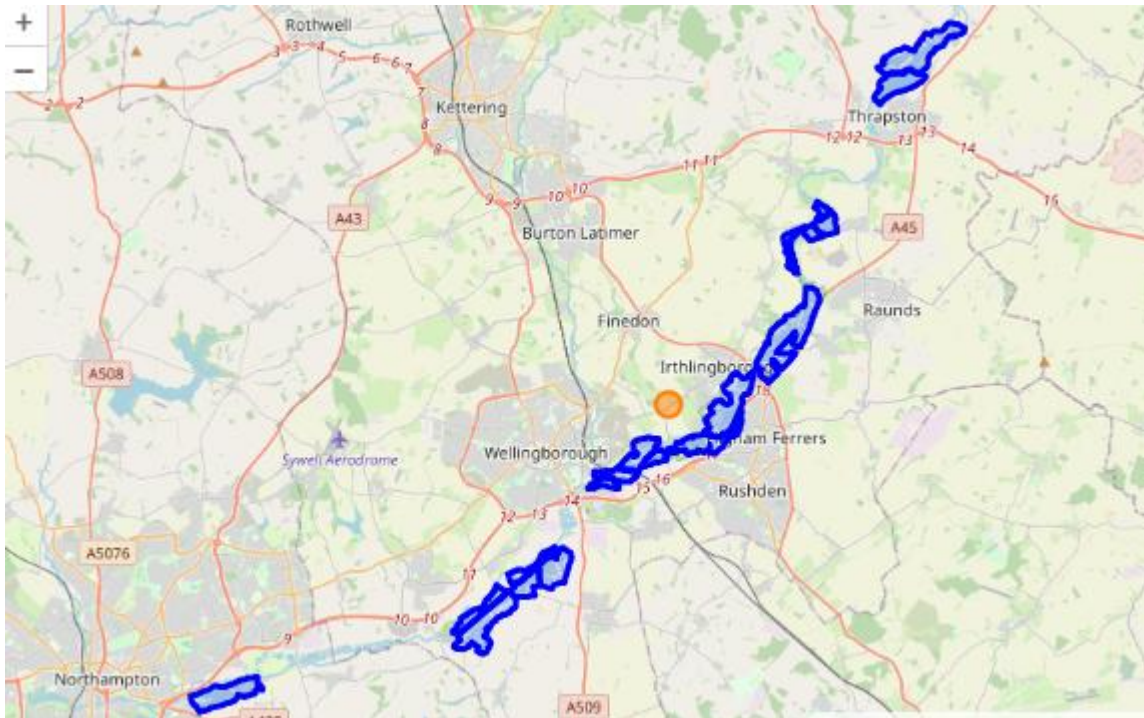


Figure 19 Upper Nene Valley Gravel Pits Ramsar site

3.4.4 The Upper Nene valley Gravel Pits Ramsar site is a chain of mostly disused sand and gravel pits including open water, reed swamps, marshes, pastures and grasslands. The range of habitats and the varied topography of the lagoons regularly provide valuable resting and feeding conditions for more than 20,000 wintering waterbirds, especially ducks and waders. The site is important for flood control and human leisure activities such as bird-watching, walking, fishing, sailing, canoeing, water-skiing, and cycling. Potential threats to the site include urban development, vegetation succession and invasive plants.

4.0 Sustainability Issues and Problems and Sustainability Framework

- 4.1 Stage 4 of the Integrated Sustainability Appraisal methodology, as outlined in the non-technical summary above, is to develop a 'sustainability framework' against which the compatibility of various policy options may be appraised as the emerging LTP progresses. This sustainability framework has been developed by initially identifying key issues arising from the baseline data set out in section 3. These key issues are non-transport related matters derived from the statistical data presented. From each of these key issues, we have identified one or more 'potential problem'.
- 4.2 Each potential problem will be a transport-related consequence of the key issue from which it is derived.
- 4.3 Having identified transport-related problems which derive from the key issues, the next stage is to propose one or more objective. This being an attempt to articulate a policy goal by which the LTP might seek to address the problems already identified. The framework also sets out any existing datasets, data sources or similar indicators which might usefully signpost success in addressing the recognised problems.
- 4.4 The framework sets out a priority scheme for the objectives listed. The final priority being expressed as a number between 1 (low) and 9 (high). These priorities are derived from multiplying the priority given for each key issue by that for its associated problem(s), with L=1, M=2 and H=3 in both cases. The key issues are prioritised according to how significant or impactful those key issues are judged to be in terms of the council's corporate core values and Corporate Plan. That is, not just as they relate to transport, but in over-arching, 'human' terms. This estimate of significance is shown by means of a colour-coded entry in the column following the key issues. This priority level is based on an appreciation of how many people are potentially impacted by the issue and the severity of that impact. An issue judged to be of high significance will be shown with the letter H in a red-shaded box. Those of medium priority are shown by an M in a yellow-shaded box, and those of least significance by means of a letter L in a green-shaded box. These priorities should not be taken to imply any partisan views on the relative value or worth of the affected people, areas or activities, but should reflect how widespread the impact and how severe its effect.
- 4.5 The potential problems have also been allocated a priority level. This time, however, the highest priority has been given to those problems which are judged to be most susceptible to positive influence by means of measures to be included in the LTP. This does mean, of course, that some key issues which are of undeniably high significance may well end up with a lower overall priority if they are not of a nature such that measures to be included in the LTP could have a significant effect on their improvement or resolution.

- 4.6 The sustainability framework should develop organically from the issues deriving from the baseline data. So, the issues have not been arbitrarily chosen but are based on the best evidence we have regarding the current state of North Northamptonshire in regard to the various categories of sustainability issues. The further development of the framework from issues to problems to objectives should, again, not be arbitrary, but should demonstrate a logical development from issue to problem to potential solution (objective).
- 4.7 Finally, the sustainability framework is intended to reflect the relative importance of sustainability issues as they relate to the local situation in North Northamptonshire. Clearly, then, other sustainability issues may be of significance regionally or nationally, but not so in North Northamptonshire. So, for example, in some areas of the country coastal erosion may be a very impactful sustainability issue but would obviously be of no significance at all in North Northamptonshire.

CATEGORY	KEY ISSUES	POTENTIAL PROBLEMS	OBJECTIVE	Agg. Priority	Indicator
Population	Significant pockets of high levels of deprivation and fuel poverty, especially in towns of Corby, Kettering and Wellingborough	H Reduced mobility and access to transport due to affordability issues.	H Seek opportunities to increase options for low-cost public transport; accessibility to free and/or subsidised travel for elderly and disabled people; work with partners to encourage the provision of dedicated free or low-cost transport to hospitals and other health venues.	9	Mode share, Active Lives Survey
		H	M Through the planning system encourage employers to provide bespoke transport solutions for their employees.	6	
	In most rural areas over a quarter of the residents are aged over 65, which is particularly notable in the east of North Northamptonshire.	H A significant proportion of the rural community will be money poor but time rich.	H Seek opportunities to improve the provision and connectivity of public transport in rural areas	9	Bus level of service to key destinations

		H	Rural bus services are infrequent and inflexible, meaning they cannot be relied upon other than for a small proportion of regular and planned journeys. Use of public transport usually involves walking to and from bus stops at either end of the journey, which can be considerable distances.	L	Work with colleagues in Taxi Licencing to investigate the feasibility of using subsidised taxi journeys in certain circumstances for the elderly and disabled.	3	
Employment	High percentage of residents of North Northamptonshire commute further than 10km to work.	H	Longer commutes are necessitated by the distance between population centres in small towns and the hinterland and the areas of employment. Longer commuting journeys exacerbate issues related to congestion, emissions and air quality, climate change and non-active travel.	H	Use the planning system to foster more and better connectivity between areas of housing and areas of employment within North Northamptonshire, including motorised traffic, non-motorised (Active Travel) and public transport.	9	LCWIP delivery, s.106 agreements, business travel plans. Work with Local Plan colleagues to influence work/living proximity policies.
Health	Just under 1 in 4 (24%) of North Northamptonshire children in reception class were		Childhood obesity leads to poorer health outcomes in later life. Low levels of activity amongst school pupils		Look for opportunities to provide training in cycling, improve walking and cycling infrastructure, provide support and raise		% of schools with a school travel plan Modeshift STARS* SMOTS*

	<p>overweight or obese in 2019/20. Whilst just over a third (34%) of children in Year 6 were overweight or obese in 2019/20. Both of these figures are similar to the average for England as a whole. 66.4% of adults were overweight or obese in 2020/21. This is worse than the England average.</p>	H	<p>contributes to higher levels of obesity and discourage use of active travel to and from school and outside of school.</p>	H	<p>awareness of the health benefits of active travel for the children concerned as well as positive impacts on congestion and air quality. Investigate implementing school streets to make the school environment more conducive to active travel.</p>	9	<p>Feedback from Bikeability Programme</p> <p>*see Glossary below.</p>
	<p>Levels of activity and obesity for adults are worse than the national average.</p>	H	<p>Higher levels of obesity lead to worse health outcomes and put pressure on health and social services as well as poorer quality of life for individuals.</p>	H	<p>Work to increase levels of active travel, e.g.</p> <ul style="list-style-type: none"> • Increase awareness • Increase level of cycle parking in town centres. • Promote the development and monitoring of travel plans for new developments and business sites • Work with schools to identify the barriers 	9	<p>Monitoring of Travel Plans</p>

				to increased active travel to and from school			
Equalities	North Northamptonshire Health Index of 99.1% shows average health of the population to be slightly below average for England as a whole	H	Rural and semi-rural nature of much of the area makes attendance at hospital (Kettering General) appointments and treatment hubs such as Nene Park, Irthlingborough and the Corby Urgent Care Centre difficult and expensive for those without access to a car.	M	Seek opportunities to increase accessibility of health care hubs via public transport and/or active travel modes, e.g. to Kettering General Hospital and treatment hubs such as Nene Park, Irthlingborough and the Corby Urgent Care and Diagnostic Centres.	6	Work with healthcare providers Travel Plans BSIP LCWIPs
Age	Between 2011 and 2021 the over 65 population of North Northamptonshire increased by 30%, a rate 50% higher than the national average and one of the highest rates of older population increases in the country	H	A higher proportion of elderly people means greater demand for health and social care. A disproportionately elderly population in an area exacerbates these pressures.	H	Look for opportunities to improve access by providing better, more frequent and more targeted bus routes, more accessible buses with better and more accessible route and timing information in particular for older people to and from healthcare hubs, shopping, visiting and leisure facilities.	9	TBD
			Carers for the elderly have to travel round		Look for opportunities for care givers within the towns		

		L	the clock and so are unlikely to be able to use active travel or public transport.	L	to consider initiatives to allow and encourage their staff to walk or cycle between clients.	1	
		H	Although people are living longer, this often means that they are spending longer subject to mobility difficulties, ill-health and disability.	M	Look for opportunities to extend interventions designed to increase accessibility for disabled people to those with age-related health and mobility issues which may not otherwise be classified as disabilities.	6	
	Very over-subscribed parking at Kettering General Hospital	H	Need to be at hospital at certain time makes use of scheduled bus service less attractive. Immense difficulty of finding a vacant parking space leads to people parking illegally, inconsiderately and/or missing their appointments	H	Consider feasibility of providing a park and ride facility for the hospital, perhaps with loop route taking in other destinations.	9	
Equalities Disability	A little over 10% of the population identified as being disabled.	H	People with physical disabilities and/or mobility impairment are likely to be impacted more than other groups of disabled people when	H	Seek opportunities to work with bus operators to improve physical access to buses for wheelchair users, mobility scooter users and those with other disabilities which affect their mobility.	9	Concessionary fares info? Map extent of wheelchair / mobility scooter accessible bus stops / bus routes.

			considering changes to public transport.	H	Seek opportunities to work with rail operators to improve access to stations, between platforms and to trains for wheelchair users, mobility scooter users and those with other disabilities which affect their mobility	9	Accessible railway stations? Blue badge scheme
				H	Encourage better management of pavement parking by cars and so remove much of the disadvantage experienced by those who use wheelchairs or mobility scooters to use pavements and choose walking as an option with more confidence.	9	TBD
					Seek opportunities to increase availability of demand responsive transport (DRT)		
		H	Visually impaired people could benefit from improved information delivery at bus stops, on buses and at railway stations and on trains.	M	Encourage partner organisations to provide talking timetables and spoken announcements of stops and help to remove some of the disadvantages affecting visually impaired people using buses and trains.	6	TBD

		H	Deaf or hard of hearing people could benefit from improved information at bus stops, on buses and at railway stations and on trains.	H	Encourage partner organisations to present information regarding stops on buses or trains visually.	9	TBD
		M	The presentation of timetable and route information for buses is presented in a format which is very unwelcoming and often difficult to understand. This provides a barrier to new and casual bus use by all but is a particular barrier to those people with learning difficulties or lacking in confidence.	H	Work with partners to encourage greater bus use by the provision of more readily understood and targeted timetable and route information.	6	TBD
		M	Vehicles parked wholly or partially on pavements constitutes significant barriers to those using wheelchairs and mobility scooters.	H	Consider more rigorous enforcement against pavement parking.	6	
			Bins left on pavements by residents and/or emptied bins		Encourage residents to be mindful of the needs of		

		M	carelessly left by the binmen may cause significant obstructions to the blind or partially sighted and those in wheelchairs or mobility scooters.	H	other road/pavement users in placing bins. Encourage waste collections operators to raise awareness amongst their operatives through training. Encourage more flexibility from waste operators in terms of using bin collection points which do not obstruct the highway.	6	
Equalities Gender re-assignment	0.2% of the adult population of North Northamptonshire identified as a gender different to that of their birth at the 2021 census.	L	There is a potential safety risk and/or perceived safety risk for trans-people travelling on public transport.	L	Look for ways to improve safety and perception of safety for trans-people on public transport.	1	
Equalities Marriage and civil partnerships	As of the 2021 census 46.2% of eligible adults in North Northamptonshire are married or in civil partnerships.	M	The development of the LTP should not have any impact on people with regard to their marital state.	L	No opportunities which suggest themselves as being relevant to the production of a strategic transport plan	2	TBD
Equalities Pregnancy and maternity	As of 2021 the rates of babies born with low birth weight and of infant deaths is similar to the national	M	People who are pregnant or have a baby of less than 6 months of age could benefit from improvements in bus rail infrastructure.	H	Seek opportunities to increase the provision of adequate seating at bus-stops which would allow pregnant women to be more	6	TBD

	average for England.			comfortable whilst waiting for a bus.		
				M Encourage partner organisations to provide areas at railway stations where nursing mothers could feed their babies could be encouraged.	4	TBD
				H Encourage better management of pavement parking by cars and so remove much of the disadvantage experienced by those with pushchairs to use pavements and allow them to choose walking as an option with more confidence. [See also Equalities – disability, above].	6	TBD
		M	Vehicles parked wholly or partially on pavements constitutes significant barriers to those using pushchairs and prams	H Consider more rigorous enforcement against pavement parking.	6	
Equalities Race (including colour,	For the 1.4% of the residents of North Northamptonshire who were		For various reasons, people from similar ethnic and nationality groups tend to be			

nationality or ethnic origins)	identified in the 2021 census as not speaking English well, or at all, accessing services, jobs, education etc. is challenging.	M	more numerous in some areas rather than others. Members of ethnic groups are more likely to be resident in towns than in the countryside.	H	train users and amongst cyclists and walkers to embrace these opportunities. There will be opportunities to collect more data and so be more informed.	6	TBD
				M	Encourage partner organisations to provide information on bus timetables and routes in languages other than English at bus stops in targeted locations.	4	TBD
Equalities Religion or belief	At the 2021 census 47.4% of the population expressed an adherence to a belief or religion. This is, therefore, obviously a significant part of the lives of many people.	M	Access to places of worship by sustainable transport	L	Look for opportunities to work with/encourage places of worship to provide/encourage facilities for cycling/walking/wheeling for their congregations and the provision of suitably timed and routed public transport.	2	TBD

<p>Equalities</p> <p>Sex</p>	<p>As we know from the ruling of the Supreme Court, 'Sex' in the Equalities Act refers to biological sex. As 100% of the population of North Northamptonshire have a sex, this is clearly a significant factor in the life of the community as a whole. There are, however, no key issues which arise from the baseline data for this protected characteristic.</p>	<p>H</p>	<p>Girls are statistically less likely to walk or cycle than boys.</p>	<p>H</p>	<p>Seek opportunities to direct targeted encouragement to female school children to adopt active travel options.</p>	<p>9</p>	<p>TBD</p>
<p>Equalities</p> <p>Sexual orientation</p>	<p>At the 2021 census 90.5% of adults in North Northamptonshire identified as heterosexual, 2.5% as a sexuality other than straight, and 7% declined to say.</p>	<p>L</p>	<p>There is a potential safety risk and/or perceived safety risk for people travelling on public transport. based on their sexual orientation or perceived sexual orientation.</p>	<p>L</p>	<p>Look for ways to improve safety and perception of safety on public transport.</p>	<p>1</p>	<p>TBD</p>

Equalities Care experience	Does the proposal impact someone who has been in care differently to someone who has not.	H	Many care leavers feel unsafe in the areas in which they live. Many care leavers have little or no experience of managing money and don't have family financial or other support.	M	Investigate the feasibility of extending the current facilities which allow people with disabilities to qualify for a bus pass which gives them free off-peak travel to care leavers that would help them to be more mobile and have access to a wider range of resources and support.	6	TBD
			Care leavers may have little or no experience of using public transport.		Look for opportunities to provide training to care leavers in using all forms of public transport.		
Equalities General	All those who fall within the protected characteristics have a legal right to equal treatment by public authorities.	H	Any services provided or facilitated by the Council should be both physically and intellectually accessible to all.	H	Ensure council services are accessible and inclusive	9	Accessible bus services, Community transport usage?
Community Safety	Ninety-seven road traffic collisions resulting in serious injury or death occurred on North Northamptonshire roads in 2023, many caused by basic	H	As well as the obvious human impact of these deaths and serious injuries, these collisions cause delays and congestion which have an impact on the economy.	H	Work with partners to reduce number of people killed or seriously injured on North Northamptonshire's roads Consider contribution of infrastructure maintenance. Visibility due to overgrowth; potholes etc.	9	KSI figures

	driving errors and excess speed.						
Air quality and climate change	There is a legally binding target to reduce transport emissions by 78% from their 1990 levels by 2035.	H	Delivering meaningful improvements in local air quality is challenging because many contributing factors, such as vehicle technology, national policy, and consumer behaviour are largely outside the council's direct control.	H	Promote sustainable Public Transport and Active Travel and support low-emission technologies within the council's influence.	9	Annual traffic flows (as reported by DfT), Nox monitors Central government monitoring for 2050 target
	Transport is the largest emitter of in-scope emissions in North Northamptonshire, accounting for 46% of total area emissions. Heavy Goods Vehicles (HGVs) are individually the highest greenhouse gas (GHG) emitters in the local area. Approximately 2.25 billion vehicle miles were	H	Carbon emissions and other greenhouse gases contribute adversely to climate change and the well-publicised adverse societal impacts which will increasingly occur as the average global temperatures rise.	H	To tackle our carbon reduction commitments there is a need to reduce the number of car journeys and encourage and facilitate the uptake of electric vehicles, which, as of 2024, has been slow with only 5% of the area's total registered vehicle stock classified as electric. Over 200 on-street electric vehicle charging points have been installed across North Northamptonshire with steps being taken to broaden coverage and	9	TBD

	travelled on the roads in North Northamptonshire in 2023.				increase the number of public charging points to over 500 by 2027. This is in recognition of the significant infrastructure roll out that will be needed to support residents in transitioning to electric vehicles over the coming years.		
	Levels of Particulate Matter (PM10 and PM2.5) and Sulphur Dioxide from are not currently monitored in North Northamptonshire. National policy does however set legally binding limits for concentrations of harmful major pollutants.	H	Inability to assess full pollution impact on public health. No baseline from which to set or monitor targets for improvement.	H	Begin to monitor levels of Particulate Matter (PM10 and PM2.5) and Sulphur Dioxide.	9	Annual air quality monitoring and reporting of all transport pollutants, including PM10 and PM2.5) and Sulphur Dioxide.
Cultural heritage and historic landscape and built environment	Anticipated population growth in the area along with significant growth in the built environment.	M	Land pressure for new homes, commercial space, employment locations and supporting infrastructure will put pressure on landscape and historical environment with potential	L	Safeguard existing heritage sites via the planning system, and look for opportunities to avoid increasing pressure through innovative development solutions and; land use; e.g. establish	2	Have regard to such issues in spatial planning, s.106 and scheme designs.

			loss or destruction of areas of archaeological and/or landscape significance.		wildlife corridors in highway verges and hedgerows etc.		
Fauna, flora and biodiversity	Lack of diversity in agricultural usage of land and heavy development burden.	M	Biodiversity in Northamptonshire is under severe pressure. Modern agricultural practices make large areas of the countryside poorly adapted for biodiversity.	L	Safeguard existing biodiversity via the planning system, and look for opportunities to avoid increasing pressure through innovative development solutions and land use; e.g. establish wildlife corridors in highway verges and hedgerows etc.	2	Greenway, public rights of way (BWs and BOATs) and roads – encourage biodiversity in verges and hedgerows. Have regard to invasive species and timing and impact of vegetation clearance, during scheme design/delivery and maintenance.

	Severance of biodiversity with roads or other elements of the built environment.	M	Biodiversity becomes isolated and green corridors and stepping stones don't exist, this will lead to a further decrease in biodiversity.	M	Encourage the provision of green/blue corridors that allow species to move, these can be incorporated into design of any new development. The Environment Act introduces the requirement for all public bodies to enhance and protect the natural environment.	4	Connection of the natural environment through schemes and enhancement to improve provision.
	Agricultural intensification and climate change	H	Habitats reducing, becoming fragmented and lost.	L	Have regard to severance and fragmentation issues when designing and implementing transport schemes.	3	Greenway, public rights of way (BWVs and BOATs) and roads – encourage biodiversity in verges and hedgerows. Have regard to invasive species and timing and impact of vegetation clearance, during scheme design/delivery and maintenance.
Water and soil	Climate change is expected to exacerbate existing flooding vulnerability in the River Nene catchment area.		By 2027 around 62,000 people will be at risk of flooding in Nene catchment, as well as around 3,800 non-residential		Have regard to potential flooding issues when designing and implementing transport schemes.	3	TBD

		H	properties and 10% of agricultural land Approximately 56% of Sites of Special Scientific Interest (SSSIs) and 88% of Ramsar sites at risk of flooding.	L			
Economy	Northamptonshire has nationally significant levels of planned growth in housing, commercial, and infrastructure network developments.	H	Growth in housing implies growth in population, increasing the need for local employment, school placements, access to NHS facilities, pressure on transport infrastructure and on council budgets.	H	Through development management use the s106 process and travel planning to ameliorate the effects of growth on the transport infrastructure of North Northamptonshire; e.g. <ul style="list-style-type: none"> • Provide employment opportunities in close proximity to new housing • Design layout of new developments to facilitate and encourage active travel and public transport • Provide range of transport options contemporaneously with development. 	9	Census, Development Travel Plans s.106 agreements Spatial planning Travel Planning
	Efforts to mitigate and adapt to climate change locally will continue at pace to enable		Achieving net zero by 2050 requires significant investment in low-carbon transport infrastructure, creating high		LTP policies will need to deliver a cost-effective, inclusive, and sustainable transport system that accelerates decarbonisation and		Spatial Planning Travel planning Modal Shift Active Travel Infrastructure

	North Northants to achieve net zero by 2050 in line with the UK government's statutory target.	H	upfront costs for local authorities and businesses. This poses an economic challenge in balancing environmental goals with affordability, social equity, and long-term economic growth.	H	supports North Northamptonshire's transition to net zero, while safeguarding affordability and promoting local economic growth.	9	
Habitats	Is there a risk that a designated European Site could be significantly affected as a result of the LTP?	L	Potential damage to the protected conservation and habitat wetland Ramsar site the Upper Nene Valley Gravel Pits.	M	Safeguard existing habitats via the planning system, and look for opportunities to offset increasing pressure through innovative development solutions, land use and other mitigation measures	2	Greenway routing and construction. Adjacent and nearby development.

5.0 Next Steps

- 5.1 This draft Scoping Report will be subject to a 6-week period of public consultation.
- 5.2 Following the 6-week period of public consultation a schedule of the responses received will be added as an appendix to this document. Comments received during the consultation period will be considered and, where relevant, the Scoping Report will be revised and republished to reflect these representations.
- 5.3 As the council progresses the Local Transport Plan Review, it will be essential that all aspects of Sustainability Appraisal work are undertaken alongside the formulation of policy options.
- 5.4 The SA Framework within the Scoping Report is being used to inform the initial work that is being carried out on the LTP, and this framework will continue to be used and revised as part of the ongoing Sustainability Appraisal work the council will be undertaking.

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Glossary

Term	Definition
AQMA	Air Quality Management Area
BOAT	Byway Open to All Traffic
BSIP	Bus Services Improvement Plan
BW	Public bridleway
CO ₂	Carbon dioxide
CTHS	Culture, Tourism and heritage Service of North Northamptonshire Council
DALYs	Years lost due to ill-health, disability or early death
European Sites	Special Conservation Areas, Special Protection Areas and Ramsar sites
g/km	Grams per kilometre
g/kWh	Grams per kilowatt hour
HRA	Habitats Regulations Assessment
ISA	Integrated Sustainability Appraisal - a process combining SEA and SA requirements.
KSI	Killed or seriously injured in road traffic accidents
LCWIP	Local Cycling and Walking Infrastructure Plan
Modeshift STARS	An online, membership database of travel plans providing graded levels of accreditation according to set criteria.
NO ₂	Nitrogen dioxide
PM _{2.5} and PM ₁₀	Particulate matter of diameter 2.5 micrometres and less and of 10 micrometres and less, respectively
RAMSAR site	Protected wetland site on register named after convention held in city of Ramsar in Iran in 1971
SMOTS	Sustainable Travel to Education Strategy (sic)
SEA	Strategic Environment Assessment
SO ₂	Sulphur dioxide
SSSI	Sight of Special Scientific Interest
S106	Agreement made between landowners, council and developers during planning process setting out obligations of each party; i.e. s.106 Town and country Planning Act 1990
µg/m ³	Micrograms per cubic metre

APPENDIX 1

Sustainability appraisal process

Local Transport Plan

