FOREWORD

I am delighted to present Northamptonshire's second Local Transport Plan. The plan builds upon the good progress we have made during the five years of our first Local Transport Plan. We have continued our progress in reducing the numbers of casualties on our roads and our quality bus schemes have been among the most successful in the country, with patronage doubling on some routes. We have also started to make good progress in reducing the backlog of maintenance on our roads.

This puts us in an excellent position to approach our second Local Transport Plan. We have taken the opportunity to thoroughly review the challenges ahead, and set out a plan which we believe best meets the needs of the local community while also recognising the challenges which we all face at the wider level. Tackling congestion is key to solving problems in our towns and on our major routes, but initiatives like our accessibility strategy are also vital to ensuring cohesion in our rural communities.

The Council is committed to recognising the key role that highways and transportation have to play in the lives of the people of Northamptonshire, and in the buoyancy of our economy. The Council has recognised this by making investment in both maintaining and improving our transport network one of our top priorities, and we are committed to ensuring that the area receives the funding it deserves.

Northamptonshire is central to the Deputy Prime Minister's Sustainable Communities Plan, which sets out proposals for the 100,000 new houses in the county up to 2031. Investment in new infrastructure and services will be vital to deliver that growth. In Northamptonshire, we have a proven track-record in securing contributions from developers to fund the transport needs of growth. But to deliver the level of growth proposed will also require substantial public funding and we look forward to working with partners in the Local Delivery Vehicles to deliver those schemes.

The level of growth proposed means that we will need to match some substantial investment in our road network with challenging increases in the number of people who walk, cycle and use public transport. The policies set out in this Local Transport Plan provide an excellent platform from which to start this work, but we recognise that we need to do much more work with partners over the coming years to define how we achieve this in more detail.

In summary, the Council is ready and willing to work alongside central government to meet the considerable challenges that lay ahead. We do not underestimate the scale of these challenges, but believe that it is vital to delivering a vibrant and prosperous Northamptonshire in the years ahead.

I commend this plan to you.

By Councillor Bob Seery

Cabinet Member for Highways and Transportation

INTRODUCTION

This is Northamptonshire County Council's second Local Transport Plan (LTP2). It covers the period 2006/07-2010/11 and follows on directly from our first local Transport Plan, published in July 2000. It was approved by a meeting of the County Council on 23rd February 2006. The document was submitted to the Department for Transport and the Government Office for the East Midlands in March 2006.

The final LTP2 has been developed from the Provisional Local Transport Plan, approved by council in June 2005, and submitted to the Department for Transport and the Government Office for the East Midlands in July 2005. In developing the plan, we have particularly drawn on comments received from three sources:

- An extensive public consultation during September and October 2005;

- Examination of the plan by a working group of the council's Environment and Transport Scrutiny Committee; and

- Comments received from the Department for Transport and the Government Office for the East Midlands.

BUS STRATEGY

The Council's Bus Strategy forms an integral part of the Local Transport Plan. As well as forming part of the LTP, the relevant sections will also be drawn together to form a separate free-standing Bus Strategy. This list of the LTP sections which make up the Bus Strategy is included as Appendix E.

FURTHER DETAILS

Further details of the Local Transport Plan process can be found on the Department for Transport's website:

www.dft.gov.uk

Further details of Northamptonshire's Local Transport Plan can be found on the county council's website:

http://www.northamptonshire.gov.uk/Transport/TP/LTP/LTP2006-2011.htm

For further information please contact:

Chris Wragg
Transport Planning Manager
Sustainable Transport
Northamptonshire County Council
Riverside House
Riverside Way
Bedford Road
Northampton
NN1 5NX

E-mail: localtransportplan@northamptonshire.gov.uk

Telephone: 01604 654411

Fax: 01604 654455

BACKGROUND TO THE SECOND LOCAL TRANSPORT PLAN

A Local Transport Plan (LTP) is prepared by the local transport authority for an area. Northamptonshire County Council is the local transport authority for the whole of Northamptonshire. It is responsible for all the adopted roads in the county except Motorways and Trunk Roads which are the responsibility of the Highways Agency.

An LTP is a set of integrated transport strategies which serves two main purposes:

• It acts as a strategic plan for transport in the authority's area, embracing all types of transport.

• It sets out the authority's plans for spending transport capital investment which they hope to secure from the Department for Transport.

A Local Transport Plan is monitored by a series of Annual Progress Reports.

Northamptonshire's first Local Transport Plan was published in July 2000, covering the period 2001/02-2005/06. Since the publication of that first plan there have been a number of developments which impact on this second Local Transport Plan:

• The Transport Act 2000 made the Local Transport Plan a statutory document and required transport authorities (such as the county council) to publish their second Local Transport Plan not later than 31 March 2006.

• The Department for Transport have placed an increased emphasis on outcomes (achievement of targets) rather than outputs (delivery of schemes).

• The introduction of the Single Capital Pot, which gives local authorities greater local discretion about how they spend the capital funding they receive from individual central government departments.

• The designation of Northamptonshire as part of the Milton Keynes and South Midlands growth area, aimed at addressing the housing problems of the wider south-east of England. This represents a major set of challenges, risks and opportunities for sustainable growth in the county, the management of which will be very much dependent on delivering the transport infrastructure the county needs to meet present and future needs.

INDEX

EXECUTIVE SUMMARY

LONG TERM STRATEGY

We have developed a long term strategy based on central and local government's four shared priorities of reducing **congestion**, improving **accessibility**, improving **safety** and improving the **environment**. To these we have added three local priorities: encouraging **healthier travel**, improving **maintenance** and accommodating **growth**.

The plan contributes to the following goals and priorities for 2006/07 onwards:

- A safer, freer and more prosperous county.
  - Roads and footpaths are better maintained and a modernised strategic road network is developed (one of the Council's two "top priorities");
- A cleaner and greener county
  - ¨ The built, natural and public environment is better developed and maintained.
- Maximising influence and resources
- Sustaining an excellent organisation.
- A smaller and more enabling Council
  - The Council lives within its means, providing services at a cost to the local taxpayer that increases by no more than inflation, provided that changes in central government funding do not prevent this.

In developing the strategy we considered a number of possible options. These options were:

1. Maintaining the existing situation – a "without plan" scenario
2. Demand restraint – additional measures to restrict demand for car travel
3. Encouragement of walking, cycling and public transport – a programme of radical improvements for these modes
4. Increasing car use – additional measures to provide for increasing demand
5. Targeted improvements – to create more sustainable transport whilst accommodating growth

Analysis of the options showed that option 5 was the most beneficial and this has been developed into the long-term strategy shown in this document.

CONGESTION

The council has developed a Congestion Strategy based upon four key principles:

- **Firstly,** we will improve our management of the existing highway network to optimise the utilisation of existing capacity;

- **Secondly,** there will be high quality alternatives to car travel available for those who wish to use them;
- **Thirdly,** within the county's settlements there will be measures in place to manage the demand for travel by private vehicles; and
- **Fourthly,** there will be high quality roads between and around major settlements.

Under the Traffic Management Act 2004 the Council now has a network management duty to ensure the efficient day to day running of the network. This includes:

- Management of activities on the road including our own and other peoples works.
- Contingency plans for accidents and emergencies.
- Plans for regular events and seasonal weather conditions.

We have defined a core network of roads essential to the county's prosperity. Improvements to these roads will form the basis of the Congestion Strategy in non-urban areas.

Particularly within towns, we will use the technology in our NetCoM system to manage our road network. We will also undertake measures to improve conditions at the most congested junctions.

Alongside these improvements, we will continue to improve the alternatives to car travel. We will improve bus services in the urban areas, on the key inter-urban routes and in rural areas. We will develop park and ride services in Northampton. We will introduce measures to encourage walking and cycling in the main towns.

We will use school and workplace travel plans as a means of bringing many of these strands together. In combination they will help to achieve demand management, as will our parking strategy.

ACCESSIBILITY

We have developed an accessibility strategy in line with government guidance. The strategy sets out eight action plans to be implemented over the live of the Local Transport Plan:

Pilot Action Plan

1. Kettering Health

Thematic Action Plans

2. Land Use Planning and Integration of Services
3. Information, Advice and Training
4. Public Bus and Community Transport Review

Geographic Action Plans

5. East Northamptonshire Rural Priority Area
6. Welford, Clipston and Welland Rural Priority Area
7. South Northamptonshire Rural Priority Area
8. Detailed Identification of Urban Accessibility Issues

Building successful partnerships will be key to delivery of the strategy.

In developing our Accessibility Action Plans, we will draw on a toolkit which includes:

- The role of the bus;
- The role of community and voluntary transport;
- The role of concessionary fares;
- The role of walking and cycling;
- The role of rights of way;
- The role of taxis and private hire vehicles;
- The role of travel planning;
- The role of good information; and
- The role of the private car.

As a key part of our Accessibility Strategy we will consider the needs of the mobility impaired.

SAFETY

We will work to bring community safety into the mainstream of our transport activity, particularly where it can encourage walking, cycling and public transport use.

We will continue our success in road safety, with a second Casualty Reduction Strategy which includes a new, stretched target for 2010: for a 50% reduction in the number of people Killed and Seriously Injured from the 1994-98 baseline.

In targeting our activity we will focus on:

- Where accidents happen
- Who accidents happen to
- Why accidents happen

Through analysing our casualty figures, we have identified a number of different factors which contribute towards the casualties on our roads. Tackling these areas will be key to our Casualty Reduction Strategy:

- Disadvantage
- Children
- Urban Areas
- Rural Areas
- Speed Management
- Road Safety at Work
- Motor Cyclists
- Young Drivers

ENVIRONMENT

In partnership with Northampton Borough Council we will work to develop and implement Action Plans to tackle the two Air Quality Management Areas designated in December 2004. These are at Victoria Promenade and St. James Road / Weedon Road in Northampton. We will also work with South Northamptonshire Council and the Highways Agency to tackle the Air Quality Management Area on the A5 in Towcester.

We will also work to try and prevent air quality problems developing in other areas.

Our strategy will focus on:

- Examining whether we can mitigate the problems with better management of the existing network;
- Considering whether there is an engineering solution;

- Examining whether to develop less-polluting forms of transport along the corridor; and
- Considering restricting the supply of road space.

HEALTHIER TRAVEL

Our strategy for promoting healthier travel is closely linked to our strategies for promoting cycling and walking as part of the four shared priorities.

In addition, we will promote cycling and walking generally and encourage walking and cycling for leisure purposes.

We will also promote the health advantages of public transport for longer trips.

MAINTENANCE

We will continue to prioritise available resources on eliminating the backlog of road maintenance.

During the course of LTP2, we will develop a Transport Asset Management Plan. This will guide our future spending priorities and help us to take a holistic view of prioritising the amounts we should spend on other aspects of the highway system such as:

- Structures
- Drainage systems
- Street lighting
- Traffic signals
- Traffic signs
- Bus stops and shelters

GROWTH

Our priority for growth concentrates on providing the infrastructure and other transport services necessary to ensure that growth can take place in the county, In particular, the growth outlined in the Milton Keynes and South Midlands Sub-Regional Strategy.

This priority does not exist in isolation, but draws on strands from all our other priority areas.

We are currently undertaking work to define the impact of the growth proposals. This will be key to avoiding future problems.

We will need to work closely with the local planning authorities and local delivery vehicles to ensure that the constraints of the current and future transport systems are taken into account when planning future development. This will include:

- Ensuring that public transport, walking and cycling facilities can provide attractive and (for public transport) commercially viable alternatives to the car.
- Ensuring that we receive adequate developer contributions.
- Ensuring that the provision of jobs and other services is adequate and easily accessible.

In order to encourage more people to walk, cycle and use public transport it is important that there are viable networks in place to provide the basis for growth. It is also important that road links are in place to give access to the development areas. We will then build on these networks to provide the increased capacity necessary to accommodate growth.

FIVE-YEAR PROGRAMME

The Department for Transport provide the County Council with funding to implement the Local Transport Plan. Over the five years, we currently expect to receive the following amounts:

Indicative Funding Allocation (£million)					
	2006/07	2007/08	2008/09	2009/10	2010/11
Integrated Transport Block	6.265	6.947	7.904	8.909	9.994
Maintenance Block	9.342	9.529	10.005	10.506	11.031
TOTAL	**15.607**	**16.476**	**17.909**	**19.415**	**21.025**

Section 4 of the draft LTP sets out spending programmes for these two blocks, which are summarised as follows:

Integrated Transport Block

Annual Allocation (£000s)						
	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Congestion: Network Management	550	640	900	909	1025	4024
Demand Management	350	60	85	85	150	730
Public Transport	1000	1000	1244	1350	1656	6250
Walking, Cycling & Travel Plans	450	450	450	460	540	2350
Major Schemes	1031	485				1516
Accessibility:	115	365	365	370	200	1415
Road Safety: Casualty Reduction	1215	1212	1300	1400	1650	6777
Safer Routes to School	375	375	750	765	893	3158
Air Quality:	354	1100	500	500	550	3004
Healthier Travel:	60	60	60	70	80	330
Growth:		700	1500	2250	3000	7450
Misc:	15					15
TOTAL	**5515**	**6197**	**7154**	**8159**	**9994**	**37019**

Maintenance Block

Annual Allocation (£000s)						
	2006/07	**2007/08**	**2008/09**	**2009/10**	**2010/11**	**Total**
Principal Road Maintenance	1900	1940	2035	2135	2240	10250
Non-Principal Road Maintenance	5927	6045	6350	6670	7000	31992
Bridges	800	815	855	900	950	4320
Rights of Way	120	124	130	135	143	652
Culverts / Drainage	250	255	270	285	300	1360
Traffic Signs	220	225	235	245	255	1180
Traffic Signals	125	125	130	136	143	659
TOTAL	**9342**	**9529**	**10005**	**10506**	**11031**	**50413**

TARGETS AND INDICATORS

In section 5 we set a number of targets against which our performance will be monitored. These comprise:

- Best Value Performance Indicators
- LTP mandatory indicators
- Local indicators

Our future funding will be heavily influenced by:

- How stretching these targets are
- How well we do in meeting them

Ref	Indicator	Baseline / Actual			Target / Trajectory				
		03/04	**04/05**	**05/06**	**06/07**	**07/08**	**08/09**	**09/10**	**10/11**
BVPI 99a	All KSI casualties	539	495	492	459	441	423	405	387
BVPI 99b	Child KSI casualties	70	58	57	56	55	54	53	52
BVPI 99c	Slight casualties	N/A	2276	N/A	2276	2276	2276	2276	2276
BVPI 102	Bus Patronage	16.5m	17.9m	N/A	18.8m	19.5m	20.0m	20.4m	20.8m
BVPI 103	Public transport information satisfaction	33%	N/A	N/A	36%	40%	43%	47%	50%
BVPI 104	Bus Satisfaction	42%	N/A	N/A	49%	51%	53%	55%	57%
BVPI 104u	Bus Satisfaction - Users	47%	N/A	N/A	53%	55%	57%	59%	61%
BVPI 165	Pedestrian Crossing Accessibility	N/A	95%	N/A	97%	100%	100%	100%	100%
BVPI 178	Rights of Way	N/A	70%	N/A	76%	79%	82%	85%	N/A
BVPI 187	Footway Condition	6%	26%	N/A	26%	25%	23%	21%	20%
BVPI 223 (BVPI 96)	Principal Road Condition (Indicative)	9%	N/A	N/A	9%	8%	8%	7%	7%
BVPI 224a (BVPI 97a)	Non-Principal Road Condition	33%	27%	N/A	N/A	N/A	N/A	N/A	N/A
BVPI 97b	Unclassified Road Condition	31%	20%	N/A	29%	28%	26%	24%	23%

Ref	Indicator	Baseline / Actual			Target / Trajectory				
		03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
LTP1a	% of settlements with more than 3000 population – bus service within each hour (7am – 6pm)	N/A	N/A	88%	88%	88%	92%	96%	100%
LTP1b	% of settlements with less than 3000 population – at least daily bus service	N/A	N/A	66%	66%	68%	72%	76%	80%
LTP2	Countywide Traffic Flow (million-vkm)	8318	8453	N/A	9089	9362	9643	9932	10230
LTP3	Cycling Index	100	N/A	N/A	100	100	100	100	100
LTP4a	Primary School								
	Car	N/A	32%	N/A	30%	29%	28%	26%	24%
	Car Share	N/A	16%	N/A	16%	17%	17%	18%	18%
	Bus	N/A	3%	N/A	3%	3%	3%	3%	3%
	Walk	N/A	48%	N/A	50%	50%	51%	52%	54%
	Cycle	N/A	1%	N/A	1%	1%	1%	1%	1%
LTP 4b	Secondary School								
	Car	N/A	14%	N/A	13%	12%	12%	11%	10%
	Car Share	N/A	11%	N/A	12%	12%	12%	13%	13%
	Bus	N/A	33%	N/A	34%	34%	34%	34%	34%
	Walk	N/A	38%	N/A	38%	39%	39%	39%	39%
	Cycle	N/A	3%	N/A	3%	3%	3%	3%	4%
LTP5	Bus Reliability – Northampton Starting on Time	N/A	N/A	97.7%	97.7%	97.7%	97.7%	97.7%	97.7%
	On time during journey	N/A	N/A	82.3%	82.3%	82.3%	82.3%	82.3%	82.3%
	Avg excess waiting time	N/A	N/A	1m1s	1m1s	1m1s	1m1s	1m1s	1m1s
LTP6a	Peak Traffic Flow in Northampton (all major roads)	N/A	N/A	11315	11315	11315	11315	11315	11315
LTP6b	Peak Traffic Flow in Northampton (all roads)	N/A	N/A	12117	12117	12117	12117	12117	12117
LTP7a	Northampton Congestion am	N/A	N/A	10	9	8	7	6	5
LTP7b	Northampton Congestion pm	N/A	N/A	12	11	9	8	7	6
LTP7c	Kettering Congestion am	N/A	N/A	0	0	0	0	0	0
LTP7d	Kettering Congestion pm	N/A	N/A	1	1	1	1	0	0
LTP7e	Wellingborough Congestion am	N/A	N/A	0	0	0	0	0	0

Ref	Indicator	Baseline / Actual			Target / Trajectory				
		03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
LTP7f	Wellingborough Congestion pm	N/A	N/A	0	0	0	0	0	0
LTP8	AQMA on NCC roads	N/A	N/A	2	4	4	2	2	0
Local 1	Motorcycle Casualties	122	87	76	<107	<102	<98	<94	90
Local 2	Corby KSI Casualties	2002-04 average:34		N/A	32	30	28	26	25
Local 3	Kettering Bus Patronage	1.04m	1.03m	N/A	1.26m	1.51m	1.54m	1.57m	1.60m
Local 4	Wellingborough Bus Patronage	0.45m	0.50m	N/A	0.52m	0.62m	0.75m	0.76m	0.78m
Local 5a	NO2 – St James	28.9	N/A	N/A	26.0	23.0	21.0	<21.0	<21.0
Local 5b	NO2 – Victoria Prom	30.2	N/A	N/A	27.0	24.0	21.0	<21.0	<21.0
Local 6	Walking & Cycling Trip Rate (pppw)	N/A	N/A	0.47	0.49	0.52	0.55	0.58	0.62
Local 7	Total number of School Travel Plans	N/A	142	N/A	205	237	269	302	335
Local 8	Young Driver KSI Casualties	N/A	48	63	58	53	48	44	40