

Template for production of information and evidence for the Plan Document	Theme:	Access
	Subject:	Cycleways

Neighbourhood Plan Vision:

For the next 20 years Higham Ferrers will be:

A sustainable, vibrant, thriving community:

Strongly based on its history with an emphasis on its individuality, which encourages growth that supports its market town heritage.

A community which encourages attractive, high quality development:

Including new housing, commercial property and community facilities within a compact market town environment.

A community that is inclusive:

With safe access to its town centre and excellent links to adjacent housing estates, the surrounding countryside and the regional transportation network.

An attractive town centre:

With increased vitality and activity that attracts variety of new businesses to create a thriving High Street and encourage tourism.

Neighbourhood Plan Objectives:

SERVICES: To enhance residents' quality of life by improving leisure, educational, health and environmental services

DEVELOPMENT: To promote some housing and commercial development to meet the needs of residents and to attract visitors, thereby providing a degree of growth and employment opportunity whilst retaining the historic character of the town

DESIGN: To conserve and enhance the town's heritage and environmental features and promote visually attractive and sustainable design in all new developments

ACCESS: To improve transport links within the town's boundary and to the surrounding countryside; provide better parking and safer access to the town centre for residents and visitors.

NOTE

The most relevant parts of the vision and objectives for the subject are shown in red above

The Plan aims to deliver the vision and objectives in partnership with residents, other stakeholders and all necessary statutory authorities

The Plan must be compatible with EU obligations, Strategic Environmental Assessment (SEA), human rights, etc

Sustainable solutions are required for all the subjects in order to satisfy the Vision and Objectives

Source documents:

Subject Name	Date	Originator/Author
East Northamptonshire Local Plan (saved policies only)	1996	East Northamptonshire Council (ENC)
Three Towns Plan	Sept 2006	ENC
Three Towns Preferred Options: Summary of Consultation	April 2007	ENC
North Northamptonshire Spatial Strategy	June 2008	North Northamptonshire Joint Planning Unit (NNJPU)
Planning Obligations Framework and Guidance	March 2011	Northamptonshire County Council (NCC)
National Planning Policy Framework	March 2012	Dept for Communities & Local Government
Rushden and Higham Ferrers Masterplan	2004	Atkins Consultants
Northamptonshire Transportation Plan – Fit for Purpose	March 2012	NCC
Higham Ferrers Neighbourhood Plan (HFNP) Issues Survey	June 2012	Higham Ferrers Town Council
HFNP Issues Survey - Results	Oct 2012	Higham Ferrers Town Council
Higham Ferrers Transport Study	Nov 2012	WYG Transport (Consultants)
HFNP - Community Plan	Aug 2013	HFNP Steering Group
HFNP - Public Consultation on Development Options	Sept 2013	HFNP Steering Group
HFNP - Public Consultation on Development Options - Results	Dec 2013	HFNP Steering Group

1. Brief background/history on the subject:

Describe briefly background and history of when things happened

Write the information/evidence here:

Formal / Designated cycle facilities within Higham Ferrers are relatively limited. Higham Ferrers is relatively compact and provides a suitable environment for shorter journeys to be undertaken by bicycle, apart from the road system and adjacent footpaths there is no completed network of dedicated pedestrian and cyclist routes to schools and town centre facilities. This was commented on in the residents questionnaire. Not all pedestrian and cyclist links are wheelchair, pushchair and bicycle friendly due to measures installed to prevent motor cycles and quad bikes from using them.

The Greenway project, of which the first phase was launched in March 2011, provides a segregated footway / cycle-way which runs from the South-East of the town along the disused rail track before passing the Higham Ferrers Academy. The cycle route then continues across the High Street via a controlled pedestrian crossing then continues along Saffron Road and on to Irthlingborough. The A45 and A6 bypasses have non-segregated cycle lanes but there are no formal designated cycle routes from the town to link into these.

2. Source evidence on the subject:

- National Planning Policy Framework view or Policy on the subject
- Local Plan Policy - Core Strategy view or comments on the subject
- Any available statistics that should be considered
- Any other authoritative source, view or comments on the subject i.e. best practice or leading practitioners view
- Sustainable solutions are required across all subjects and themes

Write the information/evidence here:

Para 14 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Para 17 The plan should support the transition to a low carbon future, contribute to conserving and enhancing the natural environment and reducing pollution, make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Para 29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Para 35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

: accommodate the efficient delivery of goods and supplies;

: give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

: create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

North Northamptonshire Core Spatial Strategy – Policy 5

Para 3.38 By adopting the green infrastructure approach, the layout of development schemes may be adapted or designed to provide improved connectivity through the provision of footpaths and cycle routes that are part of the strategic network.

Para 4.5 Building sustainable communities in North Northamptonshire is all about adopting an integrated approach to development and the way it relates to existing infrastructure and established built areas. The increased population, numbers of houses and jobs, and changes to travel patterns arising from growth and development, will impact upon existing roads, water supply, energy sources and public services in general. This impact can be minimised by more sustainable lifestyles. Examples of this are:

: More provision being made for walking and cycling and more use being made of public transport, to create modal shift and ease the pressure on the road space and therefore reduce the amount of new road building.

Policy 13: General Sustainable Development Principles

Raise standards

k) Allow for travel to home, shops, work and school on foot and by cycle and public transport

Sustainable Urban Extensions

4.33 Encouraging people to walk and cycle will contribute substantially towards achieving modal shift targets. Master planning for SUEs must provide for safe, overlooked legible pedestrian routes. Routes should be easy and practical to use and cycling

routes should be provided for both off and on road cycling solutions to access key areas within the site and connecting to the surrounding area.

3. View of relevant authorities:

- Recommendations from any commissioned studies or reports
- Comments or responses received from relevant authorities in relation to recommended development option or if the authorities have a preference for an alternative option.

Write the information /evidence here:

Northamptonshire Cycling Strategy

The Cycling Strategy will positively contribute to the overall objectives of the Northamptonshire Transport Plan whilst having the following specific objectives of its own:

Objective 1

Providing a quality environment for cyclists through enhancement of the existing on and off-road provision and the creation of new links to increase connectivity to retail, employment, education and leisure to support economic growth.

Objective 2

Encouraging more Northamptonshire residents to cycle by promoting and publishing the benefits of cycling for health, the economy, and the environment giving them the confidence, information, skills and incentives they need.

Objective 3

Increasing the accessibility of the cycle network to all by removing the barriers to movement to increase peoples transport options.

Objective 4

Reducing congestion and improving air quality by promoting cycling to work and to other key destinations through development of safe, convenient, efficient and attractive cycle routes which enhance quality of place and in doing so support the enhancement of town centres and residential areas, boosting property values and retail vitality.

Objective 5

Getting more people cycling, more safely, more often, to reduce the impact on the environment and increase health and wellbeing.

Objective 6

Prioritising investment in cycling schemes and supportive measures, delivering best value for money and making best use of the network working with partner authorities.

4. Community views about the subject:

- Original questionnaire view
- Community Plan action
- Feedback from latest questionnaire
- Any other comments, feedback or concerns received

Write the information/evidence here:

Template for the Highways and Traffic Project Team

The provision of cycleways/paths (cycleway links) in Higham received a mixed response from residents with a fairly large response of “don,t know”. This may reflect the number of residents who do not cycle rather than the level of cycleway provision.

Higham Community Plan Survey

Question 59 asked how important improved access to the Countryside around the town was considered to be, with 47.2% of those responding strongly supporting improved access with a further 32.2% supporting this.

Community Plan action plan

Town Centre access including signing

- g) Provide a cycle rack in Market Square and improve cycleway signing.
- i) Review existing traffic and cycle related signage.
- j) Complete pedestrian/cyclist links to enable safe segregated access to town centre facilities and schools from housing areas.

Kimbolton Road and Windmill Banks

- c) Link the Greenway to the northern and eastern access routes to the countryside.

Connections with Kings Meadow

- b) Upgrade the pedestrian/cyclist link to Riverside Park and Stanwick Lakes.
- c) Improve access across the A45 for wheelchair, pushchair and bicycle users.

Future Proofing for Town Development

- b) Ensure new developments include effective public transport and pedestrian/cyclist links.

5. **Draft Policies:** These should flow from the vision and relevant objectives to ensure that development will respond satisfactorily to them. They need to relate to both National and Local Planning Policy and take account of the latest views of relevant authorities and the views of the Community.

N.B. The Policies from other Neighbourhood Plans that have similar issues could be helpful.

James Wilson will write the policies but it would be good to indicate the policy area that you think should come out of the information/evidence that you have found.

Indicate the policy area here: Highways and Transport

To provide safe access for cyclist to the town centre, adjacent housing estates and the surrounding countryside from any new developments.