

## Response ID ANON-5ZNS-RHRC-Y

Submitted to Have your say on the draft West Northamptonshire Local Transport Plan  
Submitted on 2024-10-17 23:57:05

### Your details

1 In what capacity are you responding to this consultation? (please select one option that most closely represents how you will be responding to this consultation)

On behalf of a charity, voluntary or community sector organisation (VCS)

Other:

2 If you are completing this survey as a resident or a visitor, please let us know the first part of your postcode.

First part of your postcode::

NN11

3 If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please provide the following:

Organisation name::

Enroute Group CIC

Job title/role::

Joint Chief Executive

If you are based in West Northamptonshire, please provide the first part of the organisations postcode: :

NN11

### Have your say on the transport vision

1 To what extent do you agree or disagree with the Vision for the Local Transport Plan?

Strongly agree

Use the following space if you have any further comments on the vision: :

Enroute strongly agrees with the Transport Vision outlined in the West Northamptonshire Local Transport Plan. This vision aligns closely with our organisation's core objective, mission, and values in promoting sustainable transport.

The vision's emphasis on achieving a net zero emissions transport system by 2045 directly supports our commitment to sustainability and environmental responsibility. The focus on making active modes like walking and cycling the natural first choice for short trips, and improving public transport accessibility, reflects our goal of promoting investment in and usage of sustainable transport modes.

We particularly appreciate the vision's holistic approach, addressing not only environmental concerns but also safety, health, social inclusion, and economic vitality. This aligns with our core values of sustainability, people focus, and empowerment.

The vision's aim to reduce car dependency and create a cleaner, safer transport system supports our purpose of catalysing the adoption of sustainable transport alternatives and addressing environmental, economic, and social challenges.

Overall, this vision encapsulates the transformative change in transport systems that Enroute advocates for, promoting a greener, more accessible, and interconnected future. We believe this vision sets a strong foundation for developing a transport plan that will significantly benefit West Northamptonshire's residents, economy, and environment.

### Have your say on the draft objectives

1 To what extent do you agree or disagree with the six objectives?

Objectives Agree/disagree - Objective 1:

Agree

Objectives Agree/disagree - Objective 2:

Agree

Objectives Agree/disagree - Objective 3:

Neither agree nor disagree

Objectives Agree/disagree - Objective 4:  
Neither agree nor disagree

Objectives Agree/disagree - Objective 5:  
Agree

Objectives Agree/disagree - Objective 6:  
Agree

Use the following space if you would like to tell us why you answered this question in the way that you did::

Enroute supports most of the six objectives outlined in the West Northamptonshire Local Transport Plan. These objectives align with some of our organisation's core mission, vision, and values in promoting sustainable transport once again:

Objective 1 directly supports our core objective of promoting investment in and usage of sustainable forms of transport, including active and public transport modes. It aligns with our vision of creating accessible and interconnected transport networks.

Objective 2 resonates with our purpose of catalysing investment in sustainable transport alternatives and our value of fostering vibrant communities. It addresses both urban and rural needs, which is crucial for comprehensive sustainable development.

Objective 3 aligns somewhat with our focus on sustainability, health, and safety. It supports our mission to empower individuals to embrace sustainable transport forms and create healthier communities. However, it's important that road infrastructure improvement remains essential-only (such as safety enhancements), as not to attract more cars onto the road network.

Objective 4 somewhat reflects our commitment to environmental responsibility in transport solutions. While we support electric vehicle infrastructure expansion, this should also be balanced with improvements to public and active transport infrastructure. We agree that balancing the need for low-carbon transport while preserving local heritage is crucial for community acceptance.

Objective 5 aligns with our core value of empowerment and our purpose of addressing social challenges associated with conventional travel modes. It supports our vision of creating socially equitable transport networks.

Objective 6 supports our value of driving innovation and our purpose of encouraging research and development that enhances the sustainability and efficiency of transport systems.

## Have your say on the policies in Theme 1 - Connecting People Better

1 Do you agree or disagree with the following policies under the Connecting People Better theme?

Connecting people better policies - Agree/disagree - Policy 1:  
Agree

Connecting people better policies - Agree/disagree - Policy 2:  
Agree

Connecting people better policies - Agree/disagree - Policy 3:  
Agree

Connecting people better policies - Agree/disagree - Policy 4:  
Agree

Connecting people better policies - Agree/disagree - Policy 5:  
Agree

2 Please use the following space to set out why you have answered the above in the way that you have:

Reason for answer:

Policy 1 matches our ambitions at Enroute due to its prioritisation of the healthiest modes of travel, those being the various types of active travel. This is followed by public transport, which has a significant amount of capacity, leaving only those trips which really have no other options to use motorised vehicles, which is exactly what we should be aiming for.

Policy 2 also aligns with our vision for reaching all people, even the smallest of communities, with public and/or active travel routes of some description.

Policy 3 supports our vision of a national multi-modal network very well, with the suggestions to implement real-time information at bus stops and mobility enhancements at major interchanges, this is a very positive policy.

Policy 4 focuses on improving bus coverage, not only geographically but also by improving hours of service, both of which are extremely welcome suggestions.

Finally, Policy 5 is again very welcome, including a mention of Enroute's proposed railway station at Weedon Bec, and other notions to expand the railway

network within West Northamptonshire.

## Have your say on the policies in Theme 2 - Shaping Healthier Places

1 Do you agree or disagree with the following policies under the Shaping Healthier Places theme?

Policy 6 to 11 Agree/disagree - Policy 6:  
Agree

Policy 6 to 11 Agree/disagree - Policy 7:  
Neither agree nor disagree

Policy 6 to 11 Agree/disagree - Policy 8:  
Neither agree nor disagree

Policy 6 to 11 Agree/disagree - Policy 9:  
Agree

Policy 6 to 11 Agree/disagree - Policy 10:  
Agree

Policy 6 to 11 Agree/disagree - Policy 11:  
Agree

2 Please use the following space to set out why you have answered the above in the way that you have:

Reason for answer:

Policy 6 aligns well with Enroute's aim to see Britain's active travel network significantly improved. The notion that such routes should not just be for functional travel but also for leisure is welcome.

Enroute has maintained for its entire existence that expanding the road network should not be a priority, and that only the most critical of road projects should be undertaken. For that reason, while we do not oppose Policy 7, it doesn't truly match our vision for the region.

For Policy 8, while improving road safety is an admirable goal, there are many different means of achieving it, and Enroute's preferred route is to reduce the number of cars on the road, which is thankfully addressed in other policies.

Policy 9 is aimed at achieving a net-zero transport network, and while it does focus on electric cars rather than higher capacity modes, it is nonetheless a welcome policy.

Policy 10's focus on biodiversity is a welcome goal, as protecting our environment is key to our collective future.

Policy 11 is a welcome one, with projects to reduce transport's noise pollution efficiently minimising a transport solution's negative impact on the region it serves.

## Have your say on the policies in Theme 3 - Mobility Enabling Prosperity

1 Do you agree or disagree with the following policies under the Mobility Enabling Prosperity theme?

Policy 12 to 16 Agree/disagree - Policy 12:  
Agree

Policy 12 to 16 Agree/disagree - Policy 13:  
Neither agree nor disagree

Policy 12 to 16 Agree/disagree - Policy 14:  
Neither agree nor disagree

Policy 12 to 16 Agree/disagree - Policy 15:  
Agree

Policy 12 to 16 Agree/disagree - Policy 16:  
Agree

2 Please use the following space to set out why you have answered the above in the way that you have:

Reason for answer:

Policy 12's aim to reduce transport isolation is welcomed by Enroute, as our vision is to have even the smallest of communities connected to larger urban areas in some fashion.

Policy 13 is mixed, as we see positives in encouraging more sustainably commuting patterns, while we also see negatives in aiming to improve HGV haulage, which we believe should be steadily moved onto rail freight.

As mentioned previously, Enroute care more about active and public travel, and as such we neither agree or disagree with Policy 14's aims revolving around autonomous vehicles and new developments.

Enroute agrees with Policy 15's aims of plugging existing public transport gaps and shared mobility schemes.

Policy 16 is welcomed by Enroute with it's focus on education about travel patterns, and enabling local communities to better inform the development of transport proposals.

## Further comments

1 Use the following space to provide any further comments on the draft Local Transport Plan that you haven't told us about already:

Further comments:

N/A

## Integrated Impact Assessment and Carbon Assessment

1 Use the following area to provide your comments on the Carbon Assessment and Integrated Impact Assessment:

comments on the carbon assessment and Integrated Impact Assessment:

N/A

## About you - Optional questions for residents and visitors

1 Are you:

Prefer not to say

Other, please state:

2 Are you currently pregnant or have you had a baby in the last 6 months?

Prefer not to say

3 How old are you?

Prefer not to say

4 Do you have a disability?

Prefer not to say

5 If 'Yes', please tick the appropriate box(es) which best describes your disability?

6 What is your religion or belief?

Prefer not to say

Any other religion (please state):

7 How would you describe your ethnic origin?

Please select your answer::

Prefer not to say

Any other ethnic group (please state):

8 If you are 16 or over which of the following options best describes how you think of yourself?

Prefer not to say

9 Is your gender identity the same as the sex you were registered with at birth?

Prefer not to say

10 What would you describe your marital status as?

Prefer not to say