A large, thick, blue stylized letter 'R' that curves from the top left towards the bottom right, framing the central text.

Land North of Don White Road
Wellingborough
Employee Travel Plan

LAND NORTH OF DON WHITE ROAD

WELLINGBOROUGH

EMPLOYEE TRAVEL PLAN

For
Covanta

DATE: April 2022

REV: P03

P21-340

21340-RLL-22-XX-RP-D-5002

Document History

Prepared by : 

Jake Blay BA (Hons)

Position : Graduate Transport Planner

Date : 10/01/22

Authorised by : 

Andy Miles BA (Hons) MSc MTPS

Position : Principal Transport Planner

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1.0 Introduction

1.1. General

Rodgers Leask Ltd (RLL) have been appointed by Covanta to provide transport planning advice, as well as produce relevant reports, in support of a planning application for an aggregate processing plant and erection of a hydraulically bound mixtures plant (HBM) with parking provision, ancillary development and on-site biodiversity enhancements on Land North of Don White Road, Wellingborough.

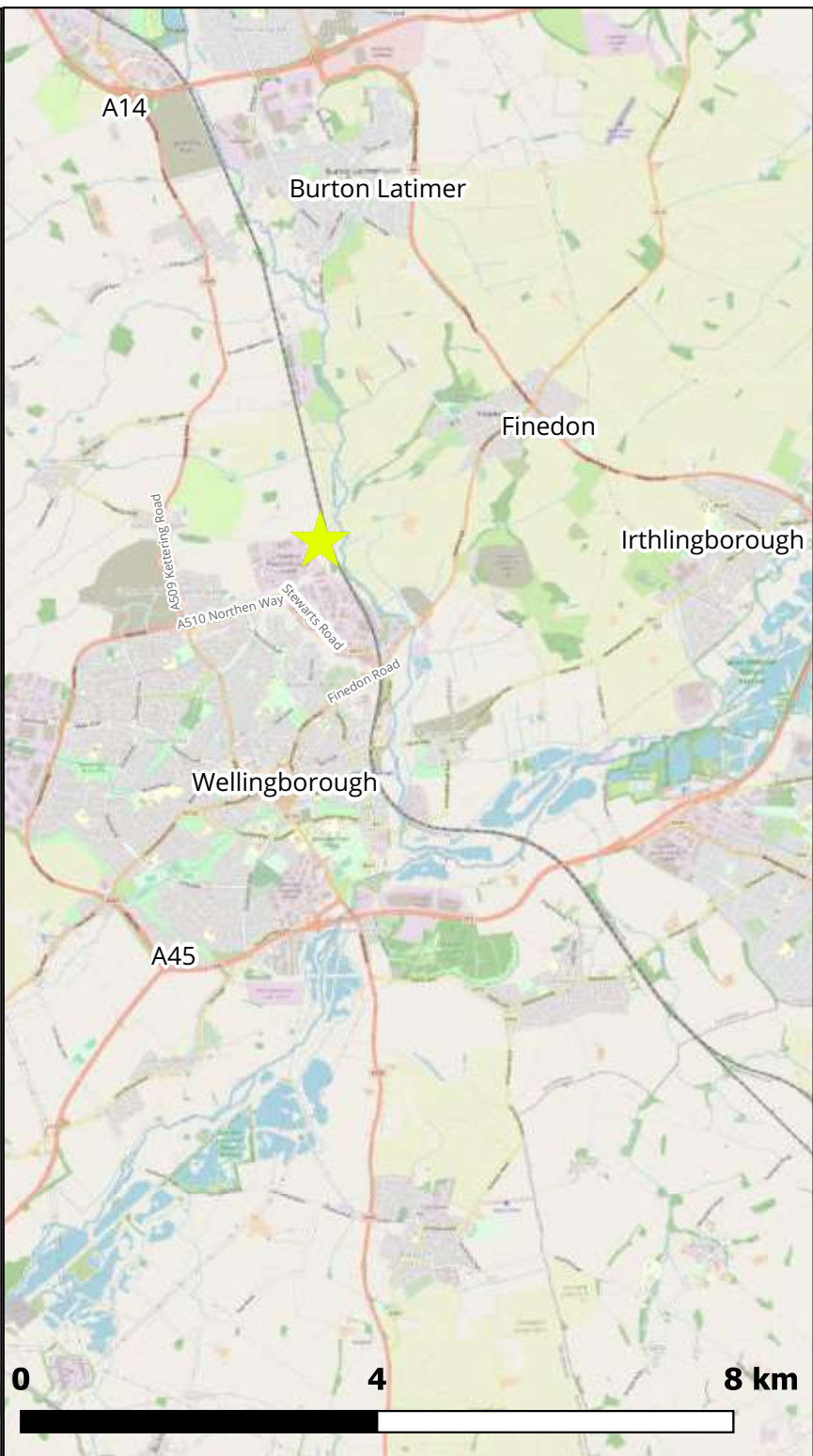
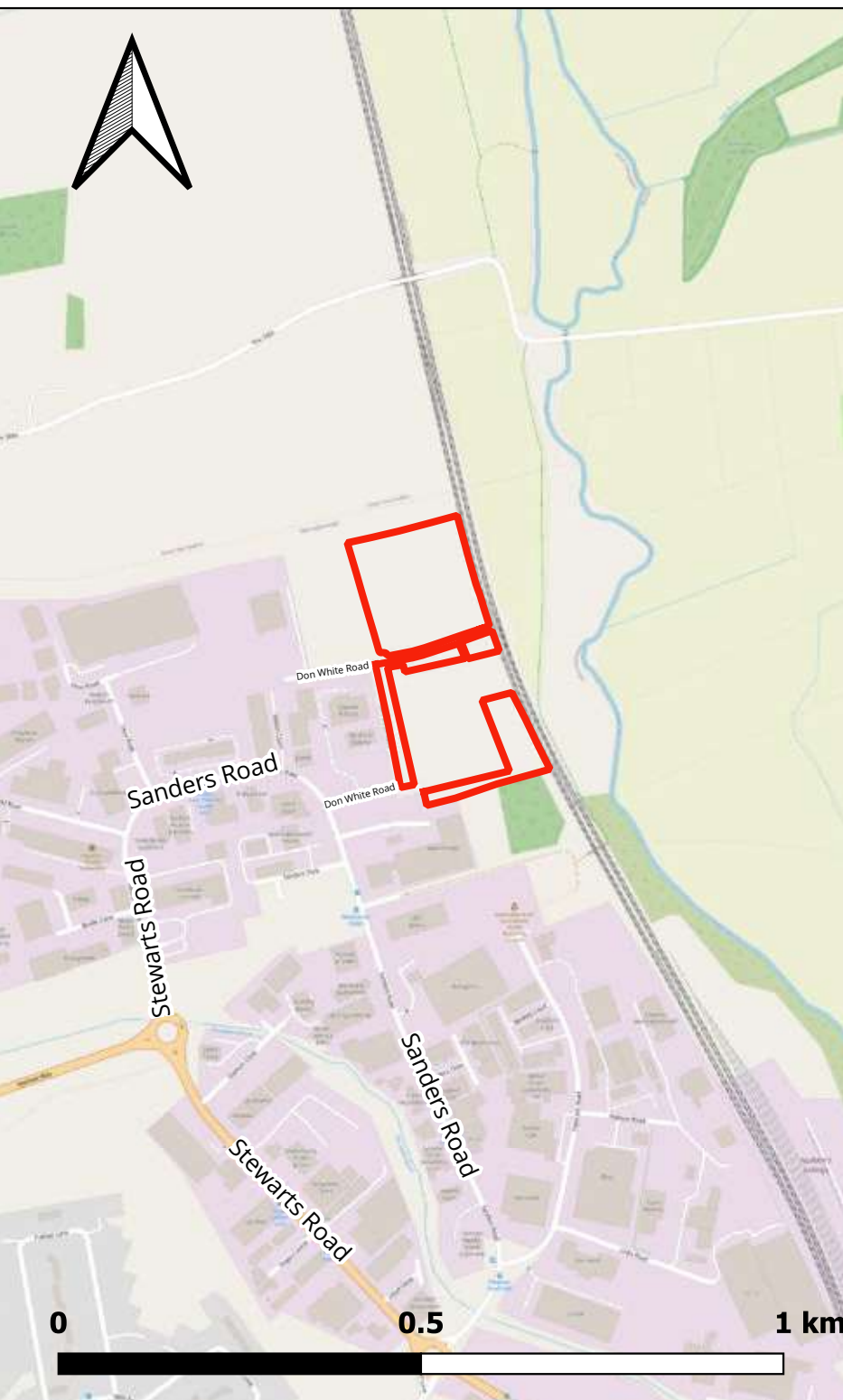
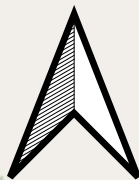
The proposed layout of the site is shown on the site layout included as **Appendix A**.



This Travel Plan (TP) document has been prepared as part of the planning application. The TP is a “live” document which is to be referred to and updated periodically throughout the life of the development.

1.2. Site Location

The site is approximately 2 miles from the centre of Wellingborough within the existing employment area of the Finedon Road Industrial Estate. The Industrial Estate itself contains a mixture of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) land uses.

The midlands mainline forms the eastern boundary of the site with Don White Road forming the southern boundary. An existing B8 use abuts the western boundary with existing agricultural land forming the northern boundary. The location of the site in the local context of the Finedon Road Industrial Estate and in the wider context of Wellingborough is shown in **Figure 1**.



- Legend**
-  Site Location
 -  Indicative Site Boundary

Source: © OpenStreetMap contributors, CC-BY-SA



Client:
Covanta

Project:
Land North of Don White Road, Wellingborough

Figure Title:
Site Location

Status:
FOR INFORMATION

Scale:
A4 @ 1:Varies

Drawn	Checked	Date
JWB	JWL	17/11/2021

Figure Number:
Figure 1

St James House, Mansfield Road, Derby, DE1 3TQ, Tel: 01332 285000, Fax 01332 291728, www.rdgersleak.co.uk

1.3. Relevant Transport Planning Policy

A review of the relevant transport policy and technical guidance, both at national and local levels, has been undertaken to consider the development proposals within this policy framework.

The following policy and technical guidance documents have been considered:

- The National Planning Policy Framework (July 2021)
- Department for Transport (DfT) Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March 2014)
- Northamptonshire Smarter Travel Choices Strategy (January 2013)

1.4. Report Structure

This TP is set out as follows:

- **Section 2.0** presents a site assessment, which includes a review of the existing local sustainable transport options and facilities.
- **Section 3.0** presents the proposed site operation
- **Section 4.0** sets out the Travel Plan Objectives and Targets.
- **Section 5.0** sets out details of the Travel Plan Management.
- **Section 6.0** presents the suggested Measures of the Travel Plan
- **Section 7.0** describes the TP monitoring requirements.

2.0 Existing Conditions

2.1. The Application Site

The site lies within the established Finedon Road Industrial Estate. The IBA processing plant will take access from Sanders Road off Don White Road, which subsequently takes access from the A510 Northen Way / Stewarts Road roundabout and the Rixon Road / Stewarts Road Roundabout.

2.2. Public Transport: Bus Services

The Northamptonshire Smarter Travel Choices Strategy (2013) says ‘when it comes to getting people to use buses there needs to be investment in marketing to make people see the bus as a realistic alternative to using their own car.’

The nearest bus stops to the site are situated on Nest Lane. This stop is approximately 1.5km to the south-west of the site on Nest Lane. Additional bus stop are approximately 1.9km to the south of the site on Finedon Road. All these stops can be accessed by existing footways The local bus services, routes and frequencies are listed below in **Table 1**. The local bus routes are shown in **Appendix B**.

Table 1: Local Bus Timetable in Wellingborough

Bus Service and Nearest Stop to the Site	Weekday			Weekend		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
W2						
Wellingborough Circular Route (Nest Lane)	07:40	30 mins	19:27	07:40	30 Mins (Saturday)	19:27
47/48						
Kettering – Wellingborough (The Locomotive Public House)	07:12	30 mins	20:12	07:27	Every 2 Hours Saturday Service Only	18:27
Wellingborough – Kettering (The Locomotive Public House)	06:50	30 mins	19:30	06:47	Every 2 Hours Saturday Service Only	19:47

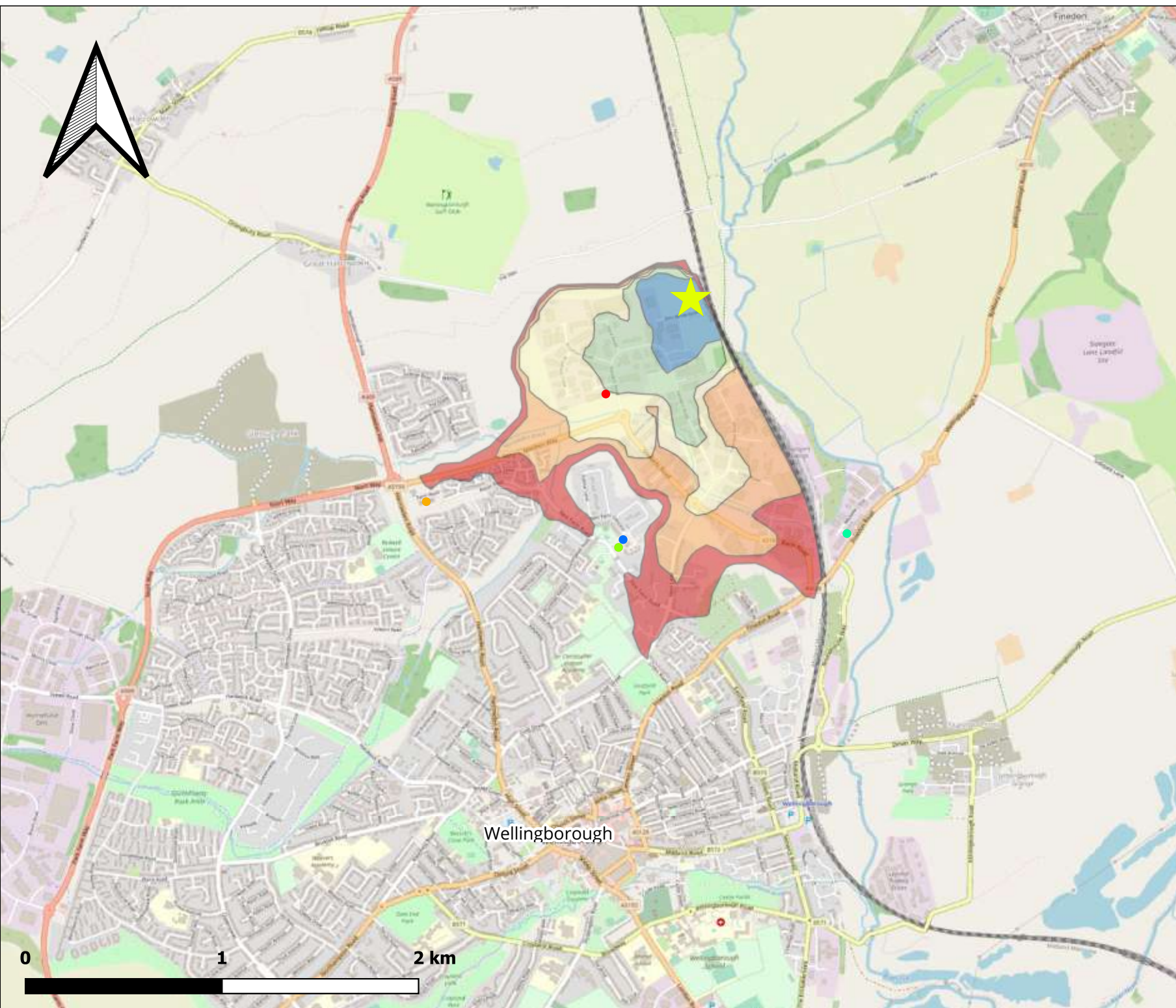
2.3. Walking and Cycling

The main estate road of Sanders Road has footways either side of the carriageway and allows for pedestrian movements through the Finedon Road Industrial Estate. There is no specific cycle infrastructure within the industrial estate with the nearest designated infrastructure being the segregated cycle track connecting Stewarts Way with Nest Farm Road. This track can be used by both pedestrian and cyclists and provides a traffic free route between the Finedon Road Industrial Estate and the residential areas to the north of Wellingborough.

The Chartered Institute for Highways and Transport (CIHT) in their 'Guidelines for Providing for Journeys on Foot' (2000) document, suggest a preferred maximum walking distance of 2km for commuting. A plan illustrating the geographical area within 2km of the site that are accessible by existing pedestrian routes is shown in **Figure 2**.

A map of the Wellingborough Cycle Network has been produced by North Northamptonshire which has been included as **Appendix C**. Sanders Road, Stewarts Road and Rixon Road are highlighted as 'busy roads, mostly low speeds with some complicated traffic movements'. Busy roads are labelled as being for cyclists with a medium to high level of skill. Don White Road is highlighted as accommodating 'moderate traffic and usually low speeds with turning and parking movements'. This map also highlights the cycle track that routes on an east west axis to the south of the A510.

As stated in the DfT Local Transport Note 1/20 "Cycling Infrastructure Design", the average cycling speed is 16.1kph/10mph. Findings from the National Travel Survey 2019 indicate that the average cycle time is approximately 23 minutes per trip. This results in an average distance of 6.2km travelled. **Figure 3** shows the 5km and 6.2km cycling catchments from the centre of the site to the surrounding area. The figure demonstrates that the whole of Wellingborough is accessible by bicycle.



Legend

-  Site Location
- Walking Catchment**
-  400m
-  800m
-  1.2km
-  1.6km
-  2km
- Amenities**
-  Millies Cafe
-  Co-op
-  Well Cafe
-  Takeaway Van
-  K D Supermarket

Source: © OpenStreetMap contributors, CC-BY-SA



Client:
Covanta

Project:
Land North of Don White Road, Wellingborough

Figure Title:
Walking Catchment

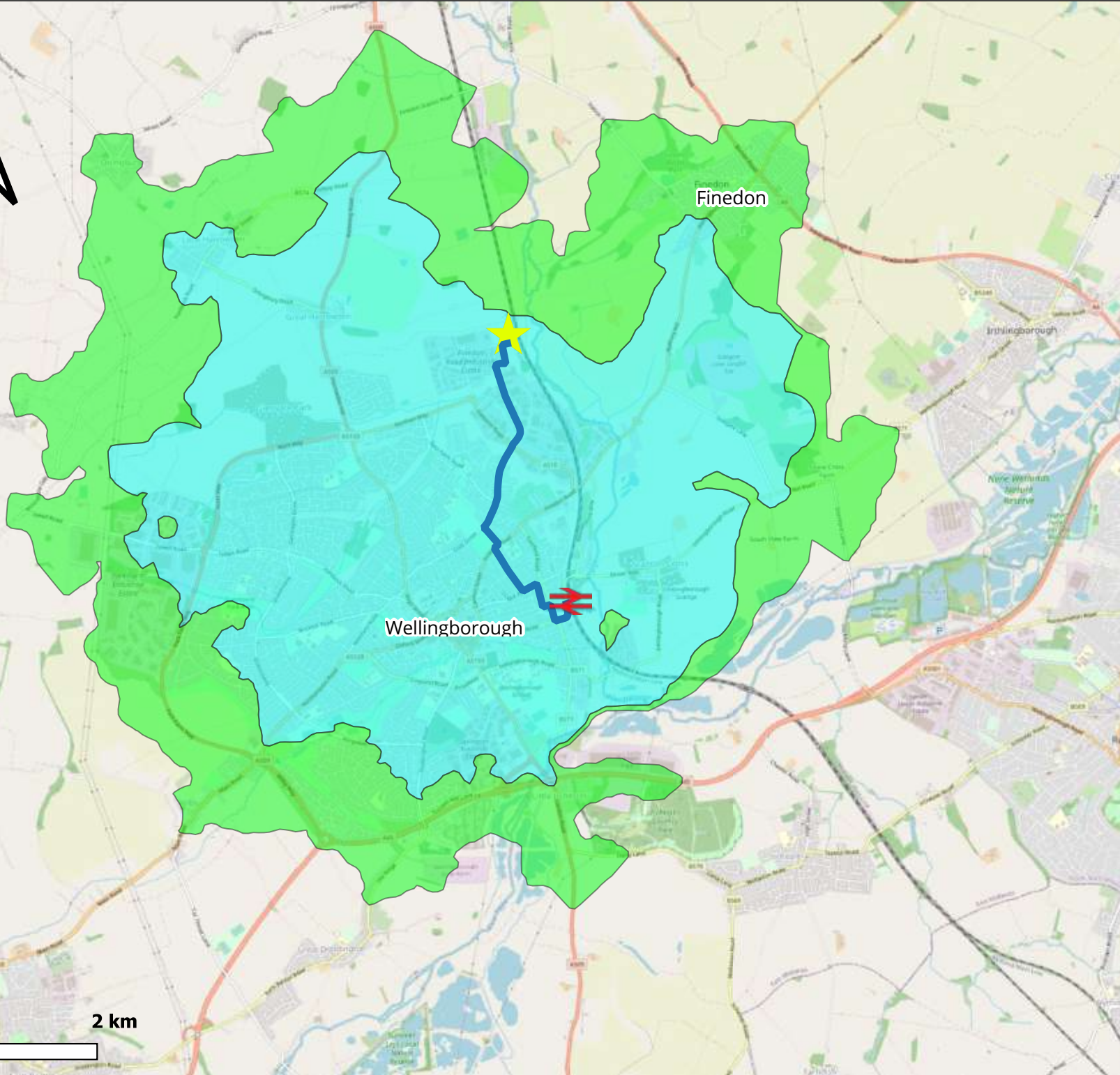
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Drawn	Checked	Date
JWB	JWL	17/11/2021

Figure Number:
Figure 2







Legend

-  Site Location
-  Train Station Route (12 minutes)
-  Train Station

Cycle Catchment

-  5KM (30 minutes)
-  6.2KM (37 minutes)

Source: © OpenStreetMap contributors, CC-BY-SA



Client
Covanta

Project
Land North of Don White Road, Wellingborough

Figure Title
Cycling Catchment

Status
FOR INFORMATION

Scale
A4 @ 1:50000

Drawn Checked Date
JWB JWL 17/11/2021

Figure Number
Figure 3

St James House, Mansfield Road, Derby, DE1 3TQ, Tel: 01332 285000, Fax 01332 291728, www.rdgersleask.co.uk

2.4. Accessibility to Local Facilities

The accessibility of local facilities in the area surrounding the Finedon Road Industrial Estate has been considered for future employees of the site. Walking and cycling times have been calculated based on the shortest possible routes between the centre of the site and the facilities based on an average walking speed of 1.4m/s (CIHT) and cycling speed of 10mph (LTN 1/20).

Where applicable, the journey time for using a local bus service has been included. It should be noted that the bus journey times include all parts of the journey (i.e. walking to/from the stops at the origin and destination, transfer times). Public transport times have not been assessed where a walking/cycling trip time is shown to be 15 minutes or less; any trips exceeding 90 minutes have also been disregarded as these are excessive.

Table 2 provides the journey times when using sustainable forms of travel to access the local facilities from the centre of the site. The facilities listed are examples of existing local amenities considered of key importance and it does not represent an exhaustive list.

Table 2: Accessibility to Key Facilities via Sustainable Transport

Service Category	Local Facility/Amenity/Service	Approx. Dist. (km)	Approx. Journey Time (mins)		
			Foot	Bicycle	Bus
Food Retail (Cafe)	Millie's LTD	0.74	9	2	N/A
Food Retail (Supermarket)	Co-Op Food	2.25	24	7	N/A
Food Retail (Cafe)	Well Cafe	2.27	24	8	N/A
Food Retail (Supermarket)	K D Supermarket	2.28	26	9	N/A
Food Retail (Cafe)	Takeaway Van	2.41	27	7	N/A
Town Centre	Wellingborough	3.06	39	13	34
Transport	Wellingborough Train Station	3.38	41	12	33

Due to the site being in an industrial estate, the local facilities are primarily in the urban areas of Wellingborough. There is a cafe located 0.74km from the centre of the site (9-minute walk), and a convenience store located just under 2km away from the site (24-minute walk).

3.0 Site Operation

The proposed development will be operated by Day Group Ltd, a company experienced in the removal of IBA, as well as in the recycling and marketing of incinerator bottom ash aggregate (IBAA).

The proposed Wellingborough Aggregate Processing Plant will be able to process 200,000 tonnes of aggregate per annum. The day-to-day operation of the site will see the arrival of Incinerator Bottom Ash (IBA) which will be blended with Primary Aggregate to create IBAA for delivery off-site. Unprocessed IBA will be brought to the site using HGV tipper vehicles. The material will be assessed on arrival and stockpiled until it has suitably aged prior to processing. The IBA is then screened to separate the ferrous and non-ferrous metals for external recycling, re-screening, then further metal removal and then the final product is stockpiled. This IBA is then blended with primary aggregates to various specifications to create IBAA for sale on the open market to local customers.

It is expected that the Wellingborough site will employ approximately 20 staff. The site is expected to operate on the shifts listed below:

- Day / Main Shift (06:00 – 16:00)
- Late Shift (16:00 – 22:00)
- Night Shift (23:00 – 06:00) – Should vehicles require loading / unloading

The proposed hours of operation for the Wellingborough site are listed below in **Table 3**.

Table 3: Hours of Operation

IBA and HBM Processing	Maintenance
06:00 – 23:00	04:00 – 00:00

4.0 Travel Plan Objectives and Targets

4.1. Introduction

A Travel Plan is a living document that provides a strategy for managing travel demand involving a continuing process of monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle trips generated by a development. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.

Travel Plans have many benefits including:

Benefits for the Employer

- Increased productivity from a healthier, motivated workforce.
- Potential cost savings (mileage, car parking, lateness, lost time in travel).
- Reduced congestion.
- Reduced demand for parking and improved access.
- Positive company image.

Benefits for the Employees / Visitors

- Potential cost and time savings.
- Improved health and fitness.
- Better quality of life.

4.2. Objectives

The main objectives of the TP are as follows:

- Promote the health, wealth, and environmental benefits of cycling, walking, and using public transport.
- Provide clear information to all employees and visitors on alternative modes of travel to the site.
- Enhance the safety and security of people travelling to and from site.
- Effectively manage the demand for car parking; and
- Reduce negative environmental impact of visitor car journeys.

4.3. Targets

The Travel Plan aims to facilitate a greater modal shift to non-car modes amongst future employees. Using the Census dataset WP703EW 'Method of travel to work (Workplace population)' for the Wellingborough 002 (E02006179) Middle Super Output Area (MSOA), a likely mode share for the development has been obtained. **Table 4** shows the indicative mode share targets over five years from the occupation of the site.

Table 4: Mode Share Baseline and Targets – MSOA Wellingborough 002

Transport Mode	Baseline	Mode Share Targets				
		Year 1	Year 2	Year 3	Year 4	Year 5
Bus, Minibus or Coach	1.0%	1.3%	1.5%	1.8%	2.0%	2.3%
Motorcycle, Scooter or Moped	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Driving a Car or Van	80.4%	78.4%	76.4%	74.4%	72.4%	70.4%
Passenger in a Car or Van	8.4%	9.7%	10.9%	12.2%	13.4%	14.7%
Bicycle	2.6%	2.9%	3.1%	3.4%	3.6%	3.9%
On Foot	6.3%	6.6%	6.8%	7.1%	7.3%	7.6%
Total	100%	100%	100%	100%	100%	100%

A 10% reduction in single occupancy car driver trips to 70.4% has been set as a preliminary target for the first five-year period of the Travel Plan. The expectation is to redistribute staff trips away from single occupancy car trips and towards walking, cycling, bus, and car sharing trips.

Once Days Aggregates have occupied the development, the site-specific mode share can be determined through a staff travel survey. Until the staff travel survey has been undertaken, the targets detailed in **Table 4** are indicative and subject to change although it is expected that an increase in car sharing, and cycle trips are the focus of measures given the sites location and shift patterns.

5.0 Travel Plan Management

5.1 Travel Plan Coordinator

The developer will appoint a Travel Plan Coordinator; confirmation of this appointment will be made to the relevant highway officers at Northamptonshire County Council (NCC) as soon as the position is filled formally (and no later than one month prior to first employment occupation). The appointed TPC will be responsible for implementing, communicating, monitoring, and managing (including updating as necessary) the aims and objectives set out in the TP.

The TPC will be responsible for setting up measures outlined in this TP and for the ongoing maintenance and management of the plan.

The TPC's duties will include:

- Announce TP initiatives, TP news, events, special offers, and help in the TPs evolution over time.
- Seek out local key stakeholders such as the Local Authority, bus operators etc to discuss the ongoing effectiveness of the TP, its targets, and measures.
- Undertake surveys over five consecutive years and supply evidence of this to SCC, the surveys will seek to obtain information from staff and visitors on how travel to and from the site could be improved.

The TPC is a designated role that must be appointed to an individual. It does not need to be a full-time position but should be a designated role with responsibility to maintain the plan and act accordingly to ensure it achieves its objectives. The appointed TPC must be easily identifiable and contactable to all parties affected by the TP.

6.0 Travel Plan Measures

The following paragraphs set out the measures that will be implemented as part of the TP process. These measures cover all modes of travel (car, public transport, car sharing, walking, cycling).

This section of the TP details the 'hard' and 'soft' measures to be implemented for the site. Some of these measures have already been proposed and set out within the Transport Statement.

6.1. Measures

Walking and Cycling

To support walking and cycling, showers, changing facilities and lockers should be provided within the site for employees to use. Also, a supply of basic cycle maintenance equipment on site e.g. pumps, puncture repair kit, tools etc will be held. As shown on the site layout cycle shelters are to be provided. Providing safe and secure shelter to store bicycles will encourage employees to cycle to work. Walk to work route maps will also be set up to show the fastest route to and from the site to help promote walking.

Car Sharing

Northamptonshire have advertised three car sharing schemes on the 'Smart Move Northamptonshire' website. These are Kinto, Liftshare and BlaBlaCar. Car sharing strategies can provide the opportunity to:

- Reduce congestion and save valuable time at the beginning and end of the day.
- Reduce fuel costs by sharing the day-to-day expenses.
- Reduce the mileage and everyday wear and tear on your vehicle.
- Reduce traffic pollution and help contain the increasing pressure on the local community and environment.
- Enjoy a more sociable and less stressful way of travelling.

The TPC will promote car sharing between staff members and encourage the use of national schemes. The TPC can help identify staff who work similar shift patterns and live in similar locations who may benefit from sharing car journeys together.

Disabled Parking

There will be disabled parking spaces provided within the plan, and to assist people with mobility and visual impairments.

Travel Information Packs

To make the use of alternative modes as easy as possible for staff and visitors to the site, the relevant information should be readily available. To achieve this, the following will be produced and offered to staff on day one. This information will also be prominently displayed in as many key locations within the building as possible and will include:

- Bus timetables.
- Map of bus stop locations and information.
- Pedestrian and cycle routes to the site.
- Car sharing schemes.

This information will be kept up to date by the TPC with new bus timetables obtained and circulated as and when services change, as well as new car sharing opportunities. To inform visitors to the site, the operators will include a “how to find us” map on its website.

Travel Information Notice Boards

Travel information notice boards will be placed in prominent staff areas providing up to date information on public transport service, car sharing information and walking and cycling routes.

6.2. Travel Plan Toolkit

Table 5 summarises a toolkit of measures that could be adopted by the TPC.

Table 5: Travel Plan Toolkit

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Marketing and Information Strategy				
Sustainable transport leaflets to be supplied within employee induction packs	To provide new staff with the information to make an informed decision about how they may travel to work.	TPC	On-going	TPC to monitor
Information on national and local sustainable travel events	Encourage staff to take part in sustainable travel events	TPC	Update every 12 months	TPC to monitor how many staff take part in the events
Walking				
Umbrellas provided for staff walking to site	To encourage staff to walk in all weather conditions	TPC	Within 1 month of occupation	TPC to monitor usage and condition of umbrellas

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Cycling				
Secure cycle storage will be provided	To encourage cycling by providing safe and dry cycle parking facilities	Developer	Prior to occupation	Yearly monitoring report to review the usage of the cycle spaces (staff travel survey)
Cycle maintenance kits	Cycle maintenance kits to be kept on site to assist staff if their bicycle requires repair	TPC	Within 6 months of occupation	TPC to monitor and re-stock as necessary
Public Transport				
Timetable information for local public transport routes to be promoted	To encourage the use of the rerouted bus service	TPC	On-going	Yearly monitoring report to review the number of public transport users (staff travel survey)

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Car Sharing				
Invite all staff to sign up to Kinto, Liftshare or BlaBlaCar	Encourage all staff to car share	TPC	On-going	TPC to monitor how many staff sign up to the scheme
Visitors				
All visitors to be provided with sustainable transport leaflets. Information can be sent prior to invitation to visit.	To encourage visitors to travel by sustainable modes for future visits	TPC	On-going	TPC to monitor if occupiers are providing this information to visitors

7.0 Monitoring

7.1. Surveys

To monitor the effectiveness of the TP, staff travel surveys will be carried out annually for five years upon occupation of the development. The format of the staff travel surveys will be agreed between the TPC and NCC.

Additionally, a survey of vehicle movements will be undertaken at the same time as the travel surveys to monitor the impact of the TP and to assess the mode share targets. The survey will be undertaken by an independent traffic survey company using an automatic traffic counter to collect one week's worth of data.

7.2. Monitoring Report

A monitoring report will be produced that will assess the effectiveness of the TP process and ensure that the measures implemented are still relevant and/or whether any measures need to be amended or added.

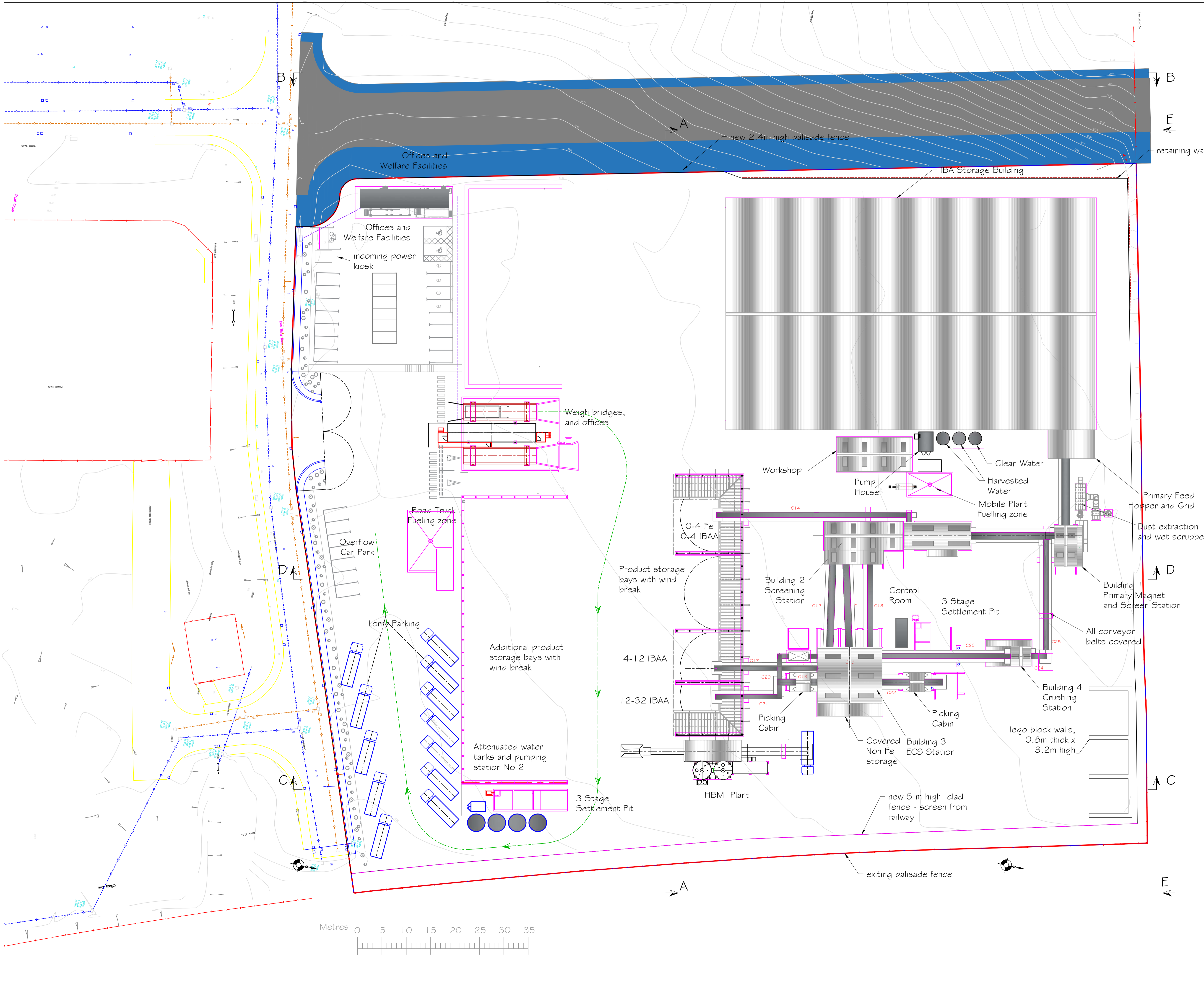
If the monitoring report shows that the TP is underachieving and not meeting the mode share targets, a remedial strategy needs to be outlined. The Potential remedial measures could include the following:

- Extend appointment of TPC for an additional 5 years.
- Review of the promotion of the TP.
- Consider offering personalised travel planning to employees.
- Hold discussion with NCC to further promote car sharing schemes.
- Liaise with local bus operators to provide a potential bus voucher scheme.

Appendices

Appendix A - Site Layout

Refer to drawing WEO01-06 for view references.



7	28.03.22	Lego block walls 3.2m high added	snf
6	17.03.22	screen fence now 5m high	jwj
5	21.01.22	Translucent panels added	jwj
4	18.01.22	P2, T1 & T12 Civils updated	jwj
3	15.12.21	No Fe bays - P5 shortened by 2.4m - improved access to pole drums	jwj
2	16.09.21	0-4 conveyors combined; screening station adjusted	snf
1	05.08.21	HBM Plant relocated	snf
RevDate		Details	Drawn

Project:
Proposed Wellingborough IBA Plant

Description:
Plan of proposed plant and buildings

DAY AGGREGATES
 Transport Avenue
 Brentford
 Middlesex
 TW8 9HF
 ©2021 Day Aggregates Ltd.

Date	Scale	Drawn
29.06.21	1:500	snf
Drawing No.	Rev	
WEO01-05	7	
Status	FOR INFORMATION	
Checked	Print	
JWJ	A2	

Appendix B – Public Transport in Wellingborough

public transport in Wellingborough, Rushden Lakes, Rushden and Higham Ferrers

from 1 September 2020

core bus services

(for full route details see frequency guide right)

route 25	25	Late evening journey only
route 47,48	47,48	Sunday & Monday to Saturday early morning and evening journeys
route 49	49	One early am journey
route 50	50	Peak time journey only
route H1	H1	Early am journey only
route R1	R1	Saturday only
route R2	R2	Peak times only
route R3	R3	One-way operation of route
route W1	W1	
route W2	W2	
route W8	W8	
route X4	X4	
route X46	X46	
route X47	X47	

Other bus services

other bus services

(for full route details see frequency guide right)

Other bus services

47*	47*
50*	50*
X46†	X46†
X47†	X47†
X47**	X47**
VH1*	VH1*
W8*	W8*
X44	X44

Bus stops (see town centre map)
Railway and Station

places of interest/public buildings

Museum
Public building
Library (Apply here for your concessionary bus pass)



wellingborough town centre

Only journeys Southbound along London Road will stop here

During the coronavirus pandemic some services may run at a reduced frequency

wellingborough town bus services

service number	operator	route description	monday to saturday daytime	monday to saturday evening	sunday daytime
W1	Stagecoach	Town Centre - Queensway	Every 20 minutes	No Service	No Service
W2	Stagecoach	Town Centre - Nest Farm Road	Every 20 minutes	No Service	No Service
47	Stagecoach	Town Centre - Elsdon Road (for Rail Station)	Hourly	No Service	No Service
48	Stagecoach	Town Centre - Elsdon Road (for Rail Station)	Hourly	Early evening only	No Service
49	Stagecoach	Town Centre - London Road	Hourly	No Service	No Service
VH1	Cogenhoe & Whiston P.C.	Town Centre - London Road	Saturday only 4 journeys each way	No Service	No Service
W8	Grant Palmer	Town Centre - London Road	M-F, hourly	No Service	No Service
X4	Stagecoach	Northampton Road - Town Centre - Harrowden Road (Limited stop)	Every 30 minutes	Hourly	Hourly
X46	Stagecoach	Northampton Road - Town Centre - London Road	Hourly	Early evening only	No Service
X47	Stagecoach	Town Centre - Doddington Road	Hourly	Early evening only	Hourly
X47	Stagecoach	Town Centre - London Road	Hourly	Hourly	Every 30 minutes, eves hourly

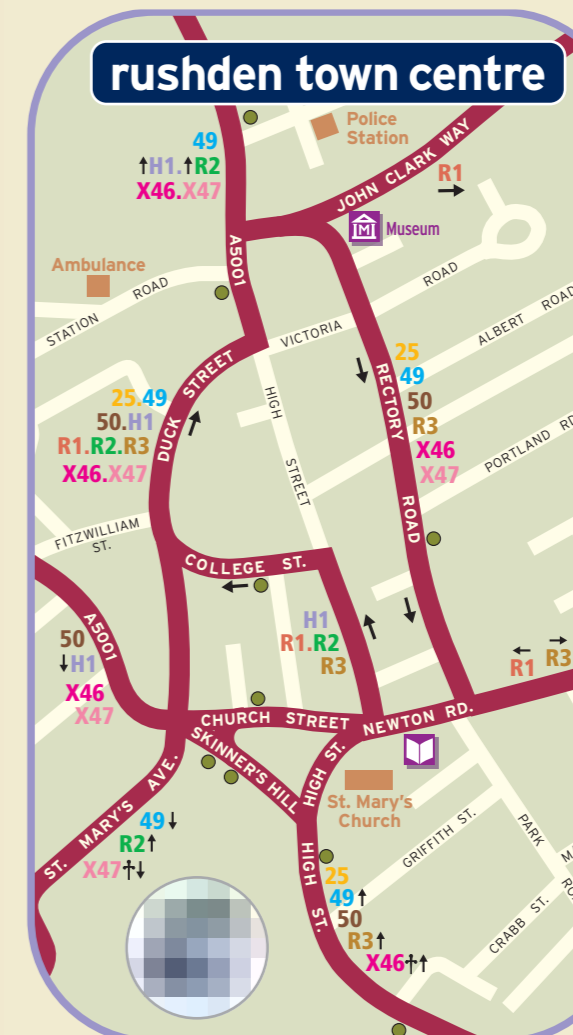
inter-urban bus services

service number	operator	route description	monday to saturday daytime	monday to saturday evening	sunday daytime
25	Grant Palmer	Rushden - Bedford	4 journeys each way	No Service	No Service
44	Stagecoach	Irthlingborough - Wellingborough	M-F, one journey	No Service	No Service
47	Stagecoach	Rushden Lakes - Irthlingborough - Kettering	No Service	M-F, one journey each way	No Service
47	Stagecoach	Wellingborough - Finedon - Kettering	Hourly	No Service	No Service
48	Stagecoach	Wellingborough - Irthlingborough - Finedon - Kettering	Hourly	Early evening only	No Service
49	Stagecoach	Wellingborough - Irchester - Rushden - Higham Ferrers - Irthlingborough - Kettering	Hourly	No Service	No Service
50	Stagecoach	Kettering - Irthlingborough - Rushden Lakes - Rushden - Bedford	Hourly	1 to 3 journeys each way	Every 2 hours
206	Hamilton's Coaches	Burton Latimer - Irthlingborough - Thrapston - Oundle - Peterborough	Thursday only 1 journey each way	No Service	No Service
VH1	Cogenhoe & Whiston P.C.	Wellingborough - Wollaston - Bozeat - Northampton	Saturday only 4 journeys each way	No Service	No Service
W8	Grant Palmer	Wellingborough - Bozeat	M-F, hourly	No Service	No Service
X4	Stagecoach	Northampton - Wellingborough - Kettering - Corby - Peterborough (Limited stop)	30 minutes	Hourly, between Northampton and Corby	Hourly (every 2 hours between Corby and Peterborough)
X44	Stagecoach	Wellingborough - Brackmills - Northampton	M-F, 3 journeys each way	No Service	No Service
X46	Stagecoach	Raunds - Higham Ferrers - Rushden - Wellingborough - Northampton	Hourly	Early evening only	No Service
X47	Stagecoach	Raunds - Higham Ferrers - Rushden - Rushden Lakes - Wellingborough - Northampton	Hourly	Hourly between Higham Ferrers and Wellingborough only	Hourly between Raunds and Northampton. Every 30 mins between Higham Ferrers and Wellingborough, hourly eves

rushden lakes, rushden town and higham ferrers bus services

service number	operator	route description	monday to saturday daytime	monday to saturday evening	sunday daytime
49	Stagecoach	Grangeway - Town Centre - Higham Ferrers	Hourly	No Service	No Service
50	Stagecoach	Town Centre - Rushden Lakes - Higham Ferrers - Town Centre	Hourly	1 to 3 journeys each way	Every 2 hours
H1	Expresslines	Town Centre - Meadow View - Elizabeth Way - Town Centre	Hourly, off peak only	No Service	No Service
R1	Expresslines	Town Centre - Balmoral Avenue - Oval Crescent - Town Centre	Hourly, off peak only	No Service	No Service
R2	Expresslines	Town Centre - Masfield Drive - Park Avenue - Town Centre	Hourly, off peak only	No Service	No Service
R3	Expresslines	Town Centre - Roberts Street - Jubilee Park - Town Centre	Hourly, off peak only	No Service	No Service
X46	Stagecoach	Rushden Lakes - Town Centre - Higham Ferrers	Hourly	Early evening only	No Service
X47	Stagecoach	Rushden Lakes - Town Centre - Higham Ferrers	Hourly	Hourly	Every 30 mins, evenings hourly

This service will be operated by wheelchair accessible buses



Shire Community Services

This service provides a Demand Responsive Transport (DRT) network across the Borough of Wellingborough, on a door to door basis.

It must be pre-booked by phoning (01933) 223636 between 0900 and 1300 on Mondays to Fridays. It operates between 0900 and 1700 on Mondays to Fridays within the town, and to surrounding villages on various days of the week also between 0900 and 1700.

1-3 Orient Way, Wellingborough, Northants NN8 1AF

traveline
public transport info
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge
www.traveline.info

Northamptonshire County Council

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Appendix C – Wellingborough Cycle Network

Wellingborough Cycle Network

Key

- Roads that are normally hazardous for cyclists, but experienced adult highway users may find them useful especially in quiet periods.
- Busy principal roads with high speeds, HGVs. and complex junctions. Suitable for highly skilled commuting cyclists.
- Busy roads mostly lower speeds, some complicated traffic movements. A medium to high level of skill is required for trouble-free cycling.
- Through routes with moderate traffic and usually low speeds, but often turning and parking movements. Well trained school children should cope.
- Quiet roads with low traffic speed and volume. Suitable for all cyclists behaving responsibly if they have some training.
- Pedestrianised street.
- Cycle track, path or bridleway with tarmac, stone all weather surface, or calmed advisory route.
- Bridleway or other path with soft surface. May be unsuitable for cycling, especially on a road bike, in wet weather.
- Footpaths
- Cycle shop (see overleaf for contact details)
- Cycle parking
- Toucan crossing
- Residential
- Employment

General Information

Wellingborough has a good network of cycling routes, including a large number of off-road cycle tracks and shared-use pathways, which can be used for many journeys around the town. The road network is also suitable for many journeys by bike and has been graded on this map according to the degree of skill and experience needed to cycle along each road. If you are a beginner or are worried about cars, you should build up your confidence and basic skill on the yellow roads where traffic is lighter and speeds are low. As your cycling skills and confidence increase you can begin to explore the higher graded routes. Bridleways are also permitted for use by cyclists although their surfaces can often be muddy and may not be suitable for cycling during the winter.

With the wide cycle network in Wellingborough, travel to many places is convenient by bike, including to sites of employment such as Park Farm, Finedon Road and Victoria Park Industrial Estates. For recreation, Irchester Country Park can be reached from Wellingborough Town Centre by cycle routes that are nearly all traffic free. The park itself allows cycling on its surfaced paths.

The right to cycle on a particular road or path can be a complicated question, so, although care has been taken in preparation, this map is not evidence of a right to use any road or path or of its legal status. For more information please contact Northamptonshire County Council (please see Useful Contacts section overleaf).

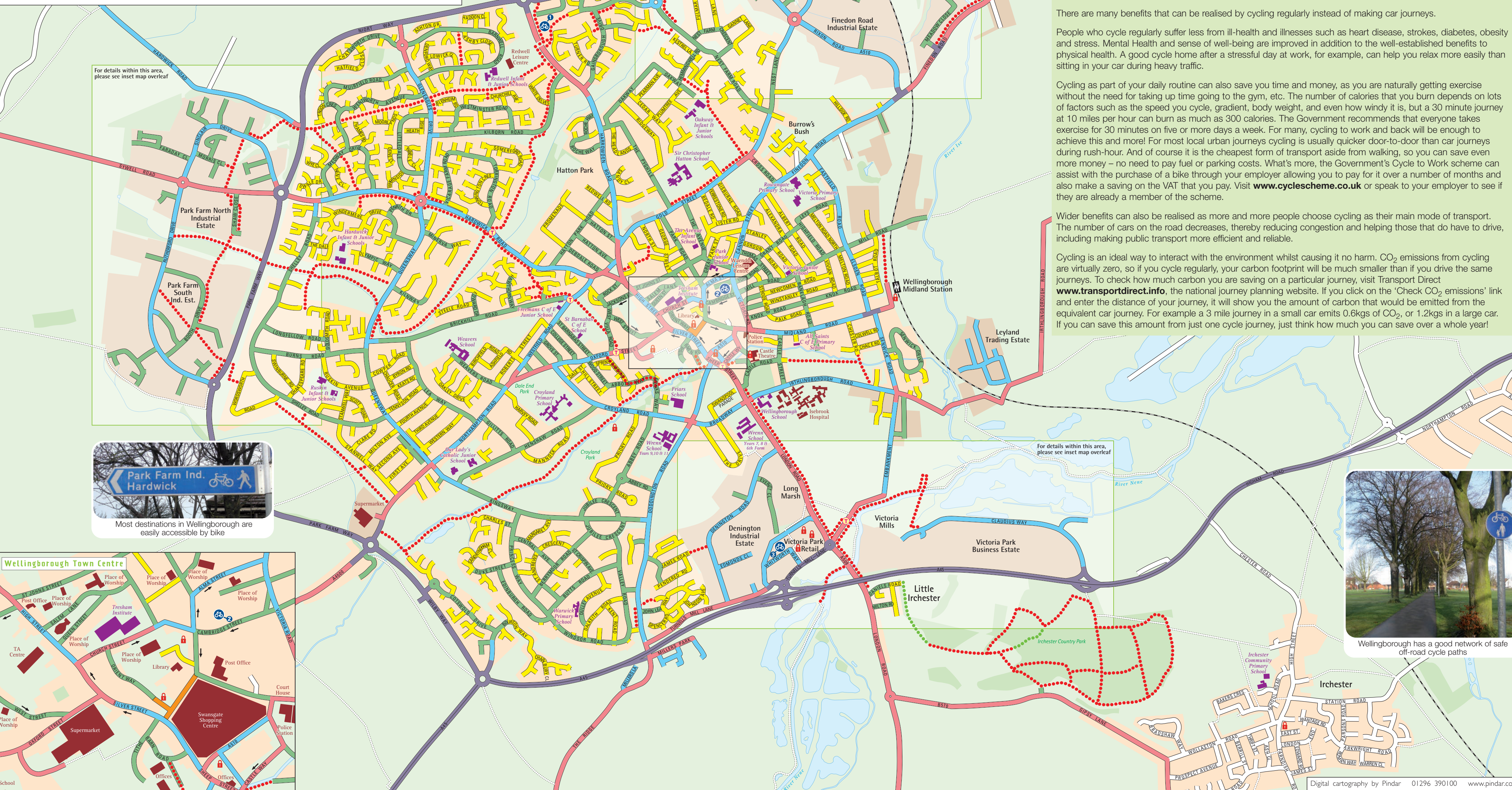
Why Cycle?

There are many benefits that can be realised by cycling regularly instead of making car journeys. People who cycle regularly suffer less from ill-health and illnesses such as heart disease, strokes, diabetes, obesity and stress. Mental Health and sense of well-being are improved in addition to the well-established benefits to physical health. A good cycle home after a stressful day at work, for example, can help you relax more easily than sitting in your car during heavy traffic.

Cycling as part of your daily routine can also save you time and money, as you are naturally getting exercise without the need for taking up time going to the gym, etc. The number of calories that you burn depends on lots of factors such as the speed you cycle, gradient, body weight, and even how windy it is, but a 30 minute journey at 10 miles per hour can burn as much as 300 calories. The Government recommends that everyone takes exercise for 30 minutes on five or more days a week. For many, cycling to work and back will be enough to achieve this and more! For most local urban journeys cycling is usually quicker door-to-door than car journeys during rush-hour. And of course it is the cheapest form of transport aside from walking, so you can save even more money – no need to pay fuel or parking costs. What's more, the Government's Cycle to Work scheme can assist with the purchase of a bike through your employer allowing you to pay for it over a number of months and also make a saving on the VAT that you pay. Visit www.cyclescheme.co.uk or speak to your employer to see if they are already a member of the scheme.

Wider benefits can also be realised as more and more people choose cycling as their main mode of transport. The number of cars on the road decreases, thereby reducing congestion and helping those that do have to drive, including making public transport more efficient and reliable.

Cycling is an ideal way to interact with the environment whilst causing it no harm. CO₂ emissions from cycling are virtually zero, so if you cycle regularly, your carbon footprint will be much smaller than if you drive the same journeys. To check how much carbon you are saving on a particular journey, visit Transport Direct www.transportdirect.info, the national journey planning website. If you click on the 'Check CO₂ emissions' link and enter the distance of your journey, it will show you the amount of carbon that would be emitted from the equivalent car journey. For example a 3 mile journey in a small car emits 0.6kgs of CO₂, or 1.2kgs in a large car. If you can save this amount from just one cycle journey, just think how much you can save over a whole year!



For details within this area, please see inset map overleaf

For details within this area, please see inset map overleaf

For details within this area, please see inset map overleaf

Most destinations in Wellingborough are easily accessible by bike



Wellingborough Town Centre

