Northampton Local Cycling and Walking Infrastructure Plan 2020 – 2031

Draft for consultation

September 2020

Contents

Introduction

The outbreak of COVID-19 has re-shaped our society.

In recent weeks and months people have taken the opportunity to explore their local area on foot and by bike and discovered the health and wellbeing benefits of being more active. With lower numbers of vehicles on the roads, many people have enjoyed the quieter streets and have had the confidence to try out cycling perhaps for the first time in many years. The focus now is ensuring that those people continue to walk and cycle for not only leisure but also for their day to day journeys and encourage others to do the same.

As part of the Emergency Active Travel Fund, the Council sought views on where social distancing measures were required and where people would like to see longer term walking and cycling improvements. The Commonplace consultation received over 1,900 comments from across Northamptonshire.

Respondents overwhelmingly supported the need for better walking and cycling links in, and between urban and rural areas, with a desire for streets to be designed to safely accommodate all road users, whether they choose to walk, cycle, use public transport or drive to work, school or for shopping and leisure activities.

Ahead of the publication of the government's Cycling and Walking Plan for England 'Gear change - a bold vision for cycling and walking' we had begun to develop a draft Local Cycling and Walking Infrastructure Plan for Northampton with support from the Department for Transport.

The publication of the government's most recent vision document and the latest design guidance LTN 1/20 Cycling Infrastructure Design presents a significant step-change from previous walking and cycling guidance and the walking and cycling agenda are now moving at pace. Both documents support the need to provide safe, continuous, direct routes for cycling in towns and cities, **physically separated** from pedestrians and volume motor traffic, serving the places that people want to go.

The Local Cycling and Walking Infrastructure Plan for Northampton supports an ambition for Northampton to become a leading centre for active travel, which fully embraces walking and cycling, underpinning plans for any further expansion of the town. The document outlines the measures that could be introduced to transform levels of walking and cycling.

We are aware that some schemes proposed within the draft plan do not meet the latest walking and cycling guidance as they were developed based on the design guidance at the time (LTN 2/08 Cycling Infrastructure Design and LTN 1/12: Shared Use Routes for Pedestrians and Cyclists), which has subsequently been withdrawn. The Department for Transport have made it clear that any schemes submitted for future funding bids need to be designed in line the latest design guidance.

But rather than delay public consultation further, we are keen to hear your views on the scope of the draft document and its approach, whether you support the measures outlined and if anything needs to change to ensure the Local Cycling and Walking Infrastructure Plan for Northampton is aligned with current guidance.

We have also not had time to consider and incorporate the extremely valuable comments we received through the Commonplace consultation into the document. We will use those responses, together with the feedback received through this consultation period to produce a revised version of the LCWIP.

How do I get involved?

All comments on the Plan should be submitted via the consultation survey on the consultation hub by **Friday 23 October 2020.**

If you have any further queries on the consultation then you can email the Transport Planning Team at LTPconsultation@northamptonshire.gov.uk or write to them at Transport Planning, Economy and Strategy, Northamptonshire County Council, One Angel Square, Angel Street, Northampton, NN1 1ED

Consultation questions

Please feel free to only answer the questions relevant to you. You do not need to answer every question.

If you have already made a comment/scheme suggestion via the previous Commonplace consultation, there is no need to repeat it again.

Question 1 – Do you agree with our vision?

Question 2 – Does the study extent capture the right area?

Question 3 – Have we used appropriate origin and destinations and do these desire lines broadly match with your local knowledge?

Question 4 – Do you agree with the approach we have set out for auditing of desire lines?

Question 5 – Considering the proposals for the Harlestone Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 6 – Considering the proposals for the Kettering Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 7 – Considering the proposals for the London Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 8 – Considering the proposals for the Towcester Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 9 – Considering the proposals for the Wellingborough Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 10 – Considering the proposals for the Billing Road corridor. Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 11 – Are there any corridors or areas, such as the town centre, that you feel should be included in the plan, or should any of the existing corridors identified be extended?

Question 12 – Are there any other cycling schemes that you feel should be included in the plan? Please note that you do not need to tell us again about any schemes you have already suggested via the Commonplace consultation.

Question 13 – To what extent do you agree or disagree with including the railway station within the Core Walking Zone?

Question 14 - Have all the relevant barriers and funnels in the Core Walking Zone been identified?

Question 15 – To what extent do you agree with our approach to auditing the Core Walking Zone and 2km buffer routes?

Question 16 – To what extent do you agree with the walking interventions identified in the Core Walking Zone proposals?

Question 17 – Do you think that the scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 18 – To what extent do you agree or disagree with the walking interventions identified in the key routes to Core Walking Zone proposals?

Question 19 - Do you think that the walking scheme proposals need to be changed to meet LTN 1/20 Cycling Infrastructure Design? If yes, please explain why/how.

Question 20 – Are there any other walking schemes that you feel should be included in the plan? Please note that you do not need to tell us again about any schemes you have already suggested via the Commonplace consultation.

Question 21 – What are your views on the approach to the proposed phasing of the walking and cycling schemes in the plan?

Question 22 – Have you got any other comments?

Background and purpose of report

The Cycling and Walking Investment Strategy (CWIS) was published by government in April 2017 and set the following targets for 2025:

- Double cycling, where cycling activity is measured as the estimated total number of cycle stages each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025; and
- Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

In August 2020 government published their Cycling and Walking Plan for England 'Gear change - a bold vision for cycling and walking' that sets out a vision of cycling and walking being the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030 based around four key themes:

- Better streets for cycling and people;
- Cycling at the heart of decision-making;
- Empowering and encouraging Local Authorities; and
- Enabling people to cycle and protecting them when they do

To deliver the vision and targets, government are encouraging Local Authorities to develop Local Cycling and Walking Improvement Plans (LCWIPs).

LCWIPs set out the cycling and walking improvements required in a particular area and identify short, medium and longer term measures as part of a network approach.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core walking zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

LCWIPs form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle, to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.

Local authorities with LCWIPs are well placed to secure funding for future investment in walking and cycling, as they help to set schemes in the wider context and demonstrate how individual schemes or sections of route fit with existing infrastructure and the aspirations for the walking and cycling network overall.

The Department for Transport have published a LCWIP technical guidance document which outlines the process for Local Authorities producing LCWIPs which has been used to guide and inform the production of the LCWIP for Northampton.

LCWIPs follow six stages as outlined below:

- Determining the scope – establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan;
- Gathering information - identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes;
- Network planning for cycling – identify origin and destination points and cycle flows and convert flows into a network of routes and determine the type of improvements required.
- Network planning for walking – identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required;
- Prioritising improvements – prioritise improvements to develop a phased programme for future investment; and
- Integration and application - integrate outputs into local planning and transport policies, strategies and delivery plans.

The case for cycling and walking

In June 2019, the Council declared a Climate Emergency and committed to a target of making Northamptonshire carbon neutral by 2030.

Encouraging more people to cycle and walk regularly will not only help to deliver this target, but has enormous potential to bring significant health, economic and air quality benefits to those living in Northamptonshire, creating better places and improving the quality of people's lives. Cycling and walking schemes not only benefit those who choose to walk and cycle, but help everyone's health by reducing pollution, traffic danger and noise.

Increasing walking and cycling rates not only brings health benefits to the population as a whole, but has the potential to unlock economic benefits. In 2010, around 23,000 people were employed directly in bicycle sales, distribution and the maintenance of cycling infrastructure in the UK, generating £500m in wages and £100m in taxes.

Traffic reduction measures in London and elsewhere have been shown to deliver a significant boost to footfall and trade at shops, restaurants and other businesses. Transforming spaces to be more cycle and pedestrian friendly creates more pleasant areas to spend time in and in turn attracts inward investment.

The vision

In areas of Northampton the cycling and walking network remains fragmented and lacks coherency. Under-investment has resulted in cycling infrastructure that has tended to be implemented through conversion of footways to shared use tracks rather than high quality segregation. On-carriageway cycle lanes are often narrow, particularly on the approach to junctions. Whilst routine maintenance of footways is carried out and there has been investment in public realm in the town centre, funding towards dedicated walking improvements has been limited.

A new approach is needed, one that delivers a step-change in walking and cycling provision to improve air quality, reduce congestion and help communities to become greener, healthier and create more attractive places to live, work, play and do business.

Safe, direct, comfortable, consistent, attractive and accessible routes will be designed, following the principles in the London Cycling Design Standards, that is:

- Cycling is mass transit and must be treated as such;
- Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them;
- Cyclists must be separated from pedestrians;
- Routes must feel direct, logical and be intuitively understandable;
- Routes and schemes must take account of how users actually behave;
- Purely cosmetic alterations should be avoided; and
- Routes should be designed only by those who have experience of the road on a bicycle

Cycling and walking in policy

The Northamptonshire Transportation Plan (NTP) was adopted in 2012 and contains a long term strategic framework for transport policy and investment across the county to 2026. The policy objectives of the NTP are to create a transport system that is fit for the future, which encourages successful communities and supports the economy. Where people have the information to choose the best form of transport for their journeys, which minimises the impact on the environment and that prioritises funding in the most beneficial way.

The NTP comprises a suite of documents including a Cycling Strategy, Walking Strategy, Road Safety, Air Quality and Smarter Travel Choices Strategy. Town Transport Strategies for Brackley, Daventry, Northampton, Towcester, Corby, Kettering and Wellingborough were also adopted as part of the NTP which set out a plan for infrastructure delivery.

On 1st April 2021 two new unitary councils will be formed in Northamptonshire. To fully embed the LCWIPs in policy and strategy going forward will require close working between the Council, Northampton Borough Council and the shadow authority.

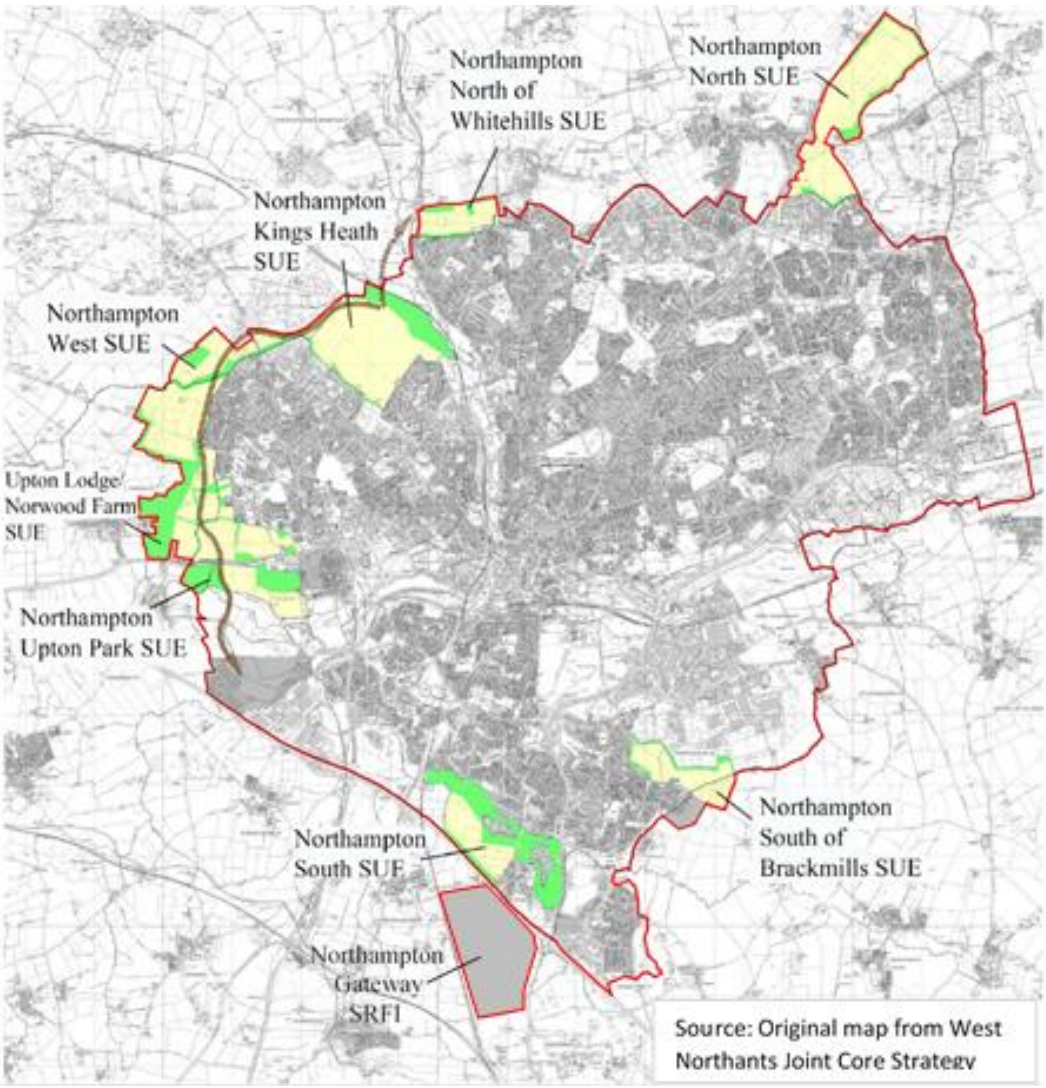
Scope of the plan

Study extent

The existing urban boundary of the town was the natural boundary for the Northampton Local Cycling and Walking Infrastructure Plan. The Sustainable Urban Extensions allocated in the West Northamptonshire Joint Core Strategy to 2029 and the Northampton Gateway Strategic Rail Freight Terminal which was approved by the Secretary of State in October 2019 have also been included in the study extent.

The study extent is shown in Figure 1.

Figure 1- Study extent



Attitudes, and cycling and walking infrastructure in Northampton

General perceptions of cycling and walking

Public attitudes towards cycling and walking are generally mixed. Surveys have found that many people support walking and cycling short distances, however use of the car for shorter trips that could be made on foot or by bike still dominates.

According to the Department for Transport Walking and Cycling Statistics for Northamptonshire, in 2018-19, 2.2 percent of people cycled five times a week, 3.8 percent cycled at least three times a week and 9.3 percent cycled once a week. This is slightly below the figures for England as a whole. In Northamptonshire, 30.8 percent of adults walk five times a week, which is slightly below the national average of 32.7 percent for England.

In England the National Travel Survey 2019 found a difference in the frequency of walking and cycling trips taken by men and women of all ages. Women tend to walk more than men, however men cycle more than women. In countries with higher rates of cycling, such as the Netherlands, there is almost no difference between genders in terms of frequency and distance.

Local context

Background

Northampton is situated at the heart of England with a population approaching 250,000 and is the third largest town in the UK. The town is located 67 miles north of London and its population has risen steadily since the 1960s through a planned expansion designated by the New Towns Commission.

The main radial routes leading to the town centre are highly trafficked, in part due to the current highway layout which encourages cross-town movements, resulting in higher use of the inner ring road. This results in congestion at peak times, with vehicles dominating.

Northampton is a designated growth area and is part of the Oxford to Cambridge Arc which will accommodate significant housing, employment and population growth in coming years. New high quality cycling and walking infrastructure is essential to providing an attractive alternative to the car and help to accommodate the increased demand for travel generated by this further growth.

Northampton Borough Council consulted on a masterplan for the town centre in 2019 which set a vision for the town to drive forward a strategic programme of improvements. The LCWIP complements these ambitions and proposals and supports increased access to the town centre for those cycling and walking. It is important that the LCWIP is kept under-review to ensure that it can continue to support emerging plans and proposals for regeneration and further physical expansion.

Existing cycling and walking network in Northampton

Currently, the majority of the cycle network in Northampton is composed of shared use tracks on some sections of the key radial corridors. The main industrial estates are also well served by shared use track.

On-carriageway provision is more limited with sections of on-carriageway cycle lanes provided on parts of the Billing Road and Gold Street for example. On-carriageway provision is of varying quality and there are currently no permanent segregated cycle lanes.

There are a number of advisory cycling routes in Northampton, the most extensive routes link Kings Heath and Kingsthorpe with the town centre area, although there are shorter lengths situated in other areas throughout the town.

Traffic calmed streets are generally associated with lower traffic speeds and can provide a less intimidating and safer environment for cyclists. There are traffic calmed streets situated throughout Northampton which provide useful linkages between more formal cycling infrastructure in the area and the 20mph traffic calmed areas.

National Cycle Network (NCN) route 6 (Oxford to Derby, via Leicester) travels through Northampton from north-west to south-east, via the town centre, and follows existing shared use tracks for much of its length through the town.

The inner ring road act as a barrier to both pedestrians and cyclists. Recent improvements have been made at a number of junctions around the town centre to improve facilities for pedestrians and cyclists, but there are still sections of the inner ring road itself that are not inviting for those walking or cycling due to traffic volumes, speeds and lack of segregated cycling infrastructure.

The Northampton cycle map categorises each carriageway depending on the cycle environment that it presents users; grey being the most hazardous (such as the strategic road network – the A45 for example) to orange which are pedestrianised routes. Off-carriageway routes are identified based on whether they have an all-weather surface or those that are unsurfaced and may be unsuitable for cycling in wet weather and on certain bikes.

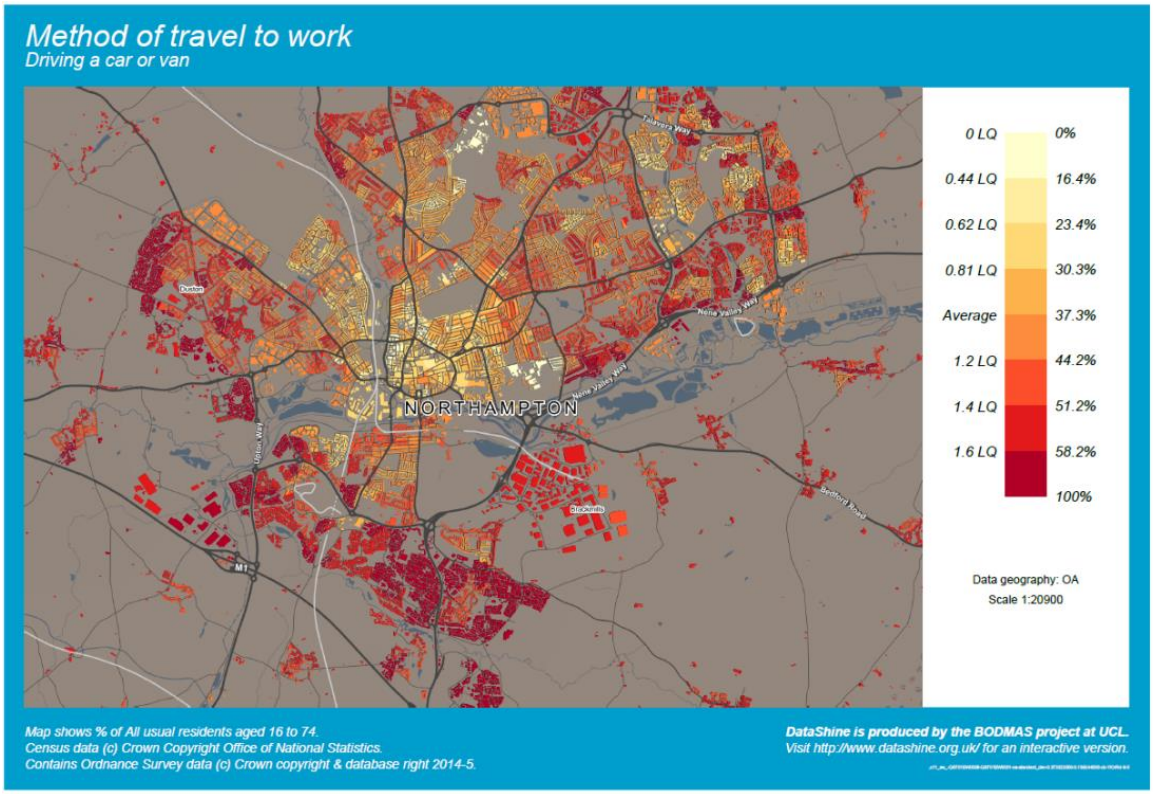
There has been relatively low specific investment in Northampton's walking network, however there have been public realm improvements in the town centre on Derngate, St Giles Street and Abington Street in recent years.

Outside of the main shopping areas, there is generally good provision of footways however there are localised sections of narrow footways, cracked slabs and a lack of pedestrian crossing facilities in some locations.

Existing cycling and walking flows in Northampton

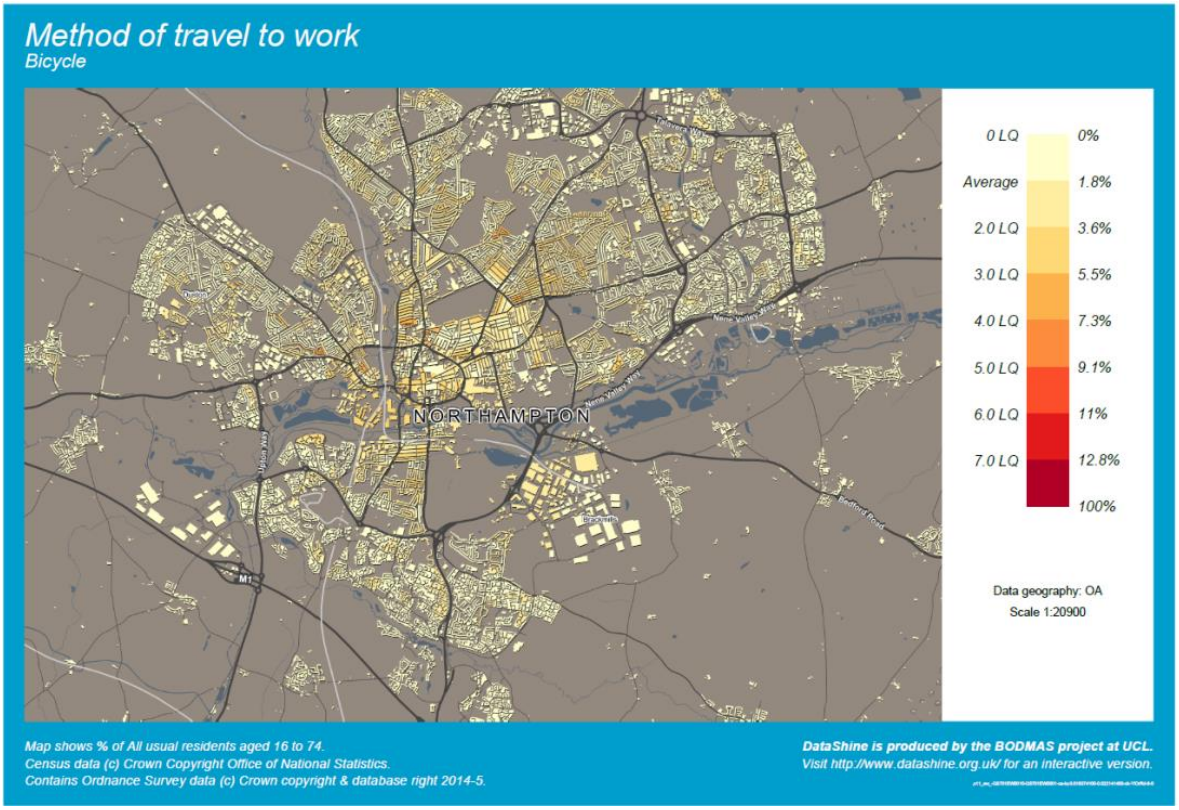
In general, data from the 2011 Census shows that people living on the outskirts of Northampton are more likely to travel to work by car compared to those living within the town centre and more deprived areas of Northampton (such as some areas in the east of Northampton where car ownership levels are lower) which are more likely to walk or cycle to work. Heat maps of the 2011 Census data in Figure 2 to 4 clearly demonstrate this spatial trend.

Figure 2 - Heat map showing method of travel to work by car or van (Source: DataShine)



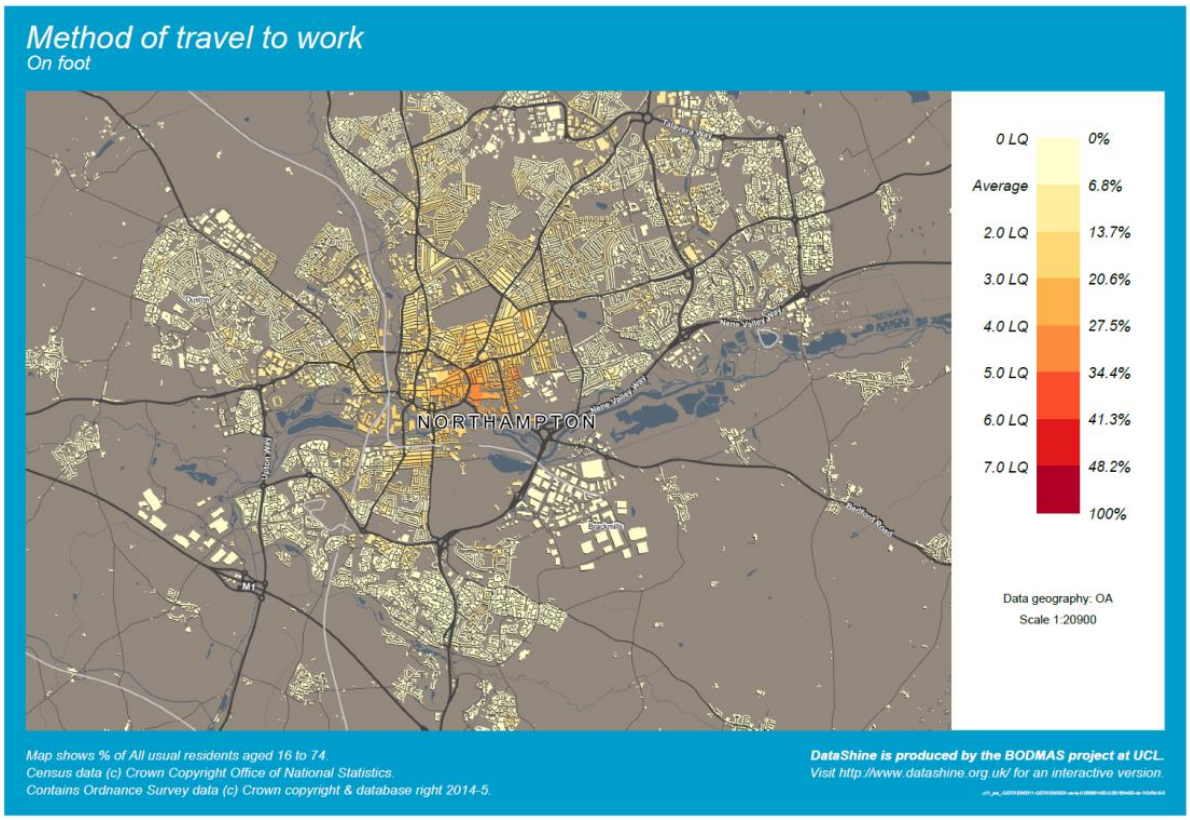
The darker colours in Figure 2 show those areas where there is the highest percentage of people using a car to get to work.

Figure 3 - Heat map showing method of travel to work by bike in 2011 (Source: DataShine)



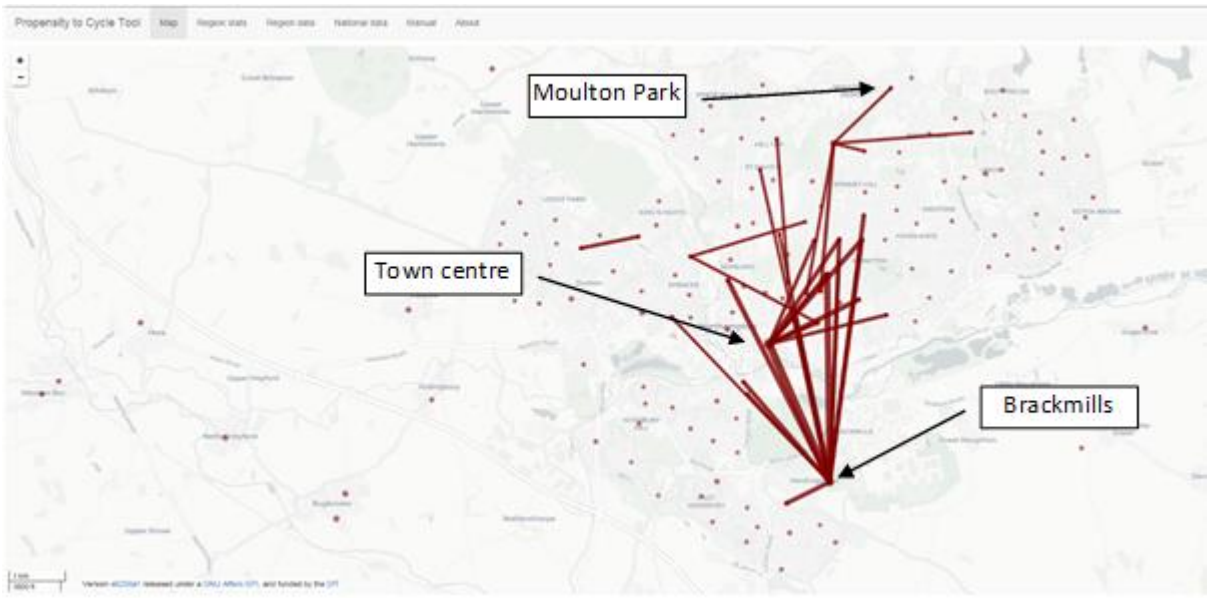
The darkest colours in Figure 3 are where cycling is highest for travel to work movements (in and around the town centre).

Figure 4 - Heat map showing method of travel to work by foot in 2011 (Source: DataShine)



The Propensity to Cycle Tool identifies that there are two areas where cycling trips are concentrated; to/from the town centre and to/from Brackmills Industrial Estate as shown in Figure 5.

Figure 5 - 30 most cycled routes in Northampton (Source: Propensity to Cycle Tool based on 2011 Census, map © OpenStreetMap)



The highest number of trips to the town centre originate in areas to the east of the town centre, such as Abington, Rushmills and Phippsville. Trips to Brackmills Industrial Estate originate from a wider range of locations across the town.

The high number of cycle trips to Brackmills is reflective of shift patterns which make it difficult to serve this area by public transport, but also investment in the cycle infrastructure in this area. Trips to both Moulton Park and Lodge Farm industrial estates are also amongst the top 30 most cycled routes.

Cycling and walking data collected from automatic counters across Northampton was also analysed which supported the cycling flows highlighted in the Propensity to Cycle Tool. For walking, data was analysed where we hold it, however many of the highest walking flows are concentrated on the main radial routes into the town centre where there are no automatic counters.

Key origins and destinations

To understand existing flows and future demand, the first step in developing a LCWIP is to map origins and destinations to understand where people are travelling to and from.

Origins are existing residential areas generated by using the Census: Mid-Level Super Output Area (MSOA) for urban areas and Lower-Level Super Output Area (LSOA) for rural areas. Future housing and employment areas (the Sustainable Urban Extensions) were also mapped as origins.

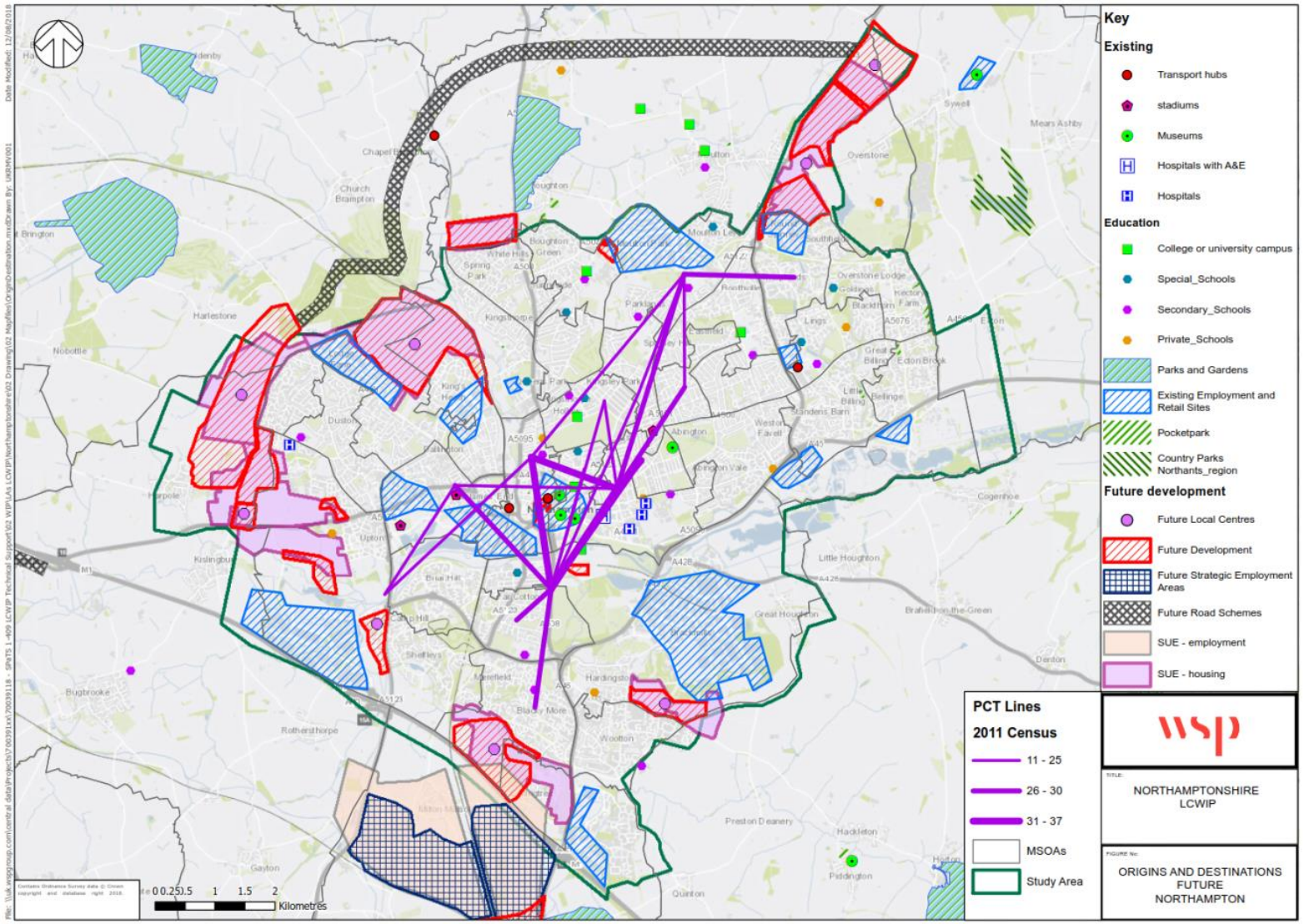
The following data was gathered and mapped as being the destinations:

- Existing and future employment and retail areas;
- Hospital;
- Transport interchanges;
- Secondary schools, colleges and university campuses;
- Sports stadiums;
- Museums;
- Parks; and
- Local centres

Destinations were chosen that are generators of short distance trips which can be made on foot or by bike.

The mapped origins and destinations in Northampton are shown in Figure 6.

Figure 6 – Origins and destinations in Northampton



Origin-destination lines were then created between the origins and destinations. For the origins, the population weighted centroids of the MSOAs/LSOAs, sourced from the Office of National Statistics, were used along with the centroids of the SUEs.

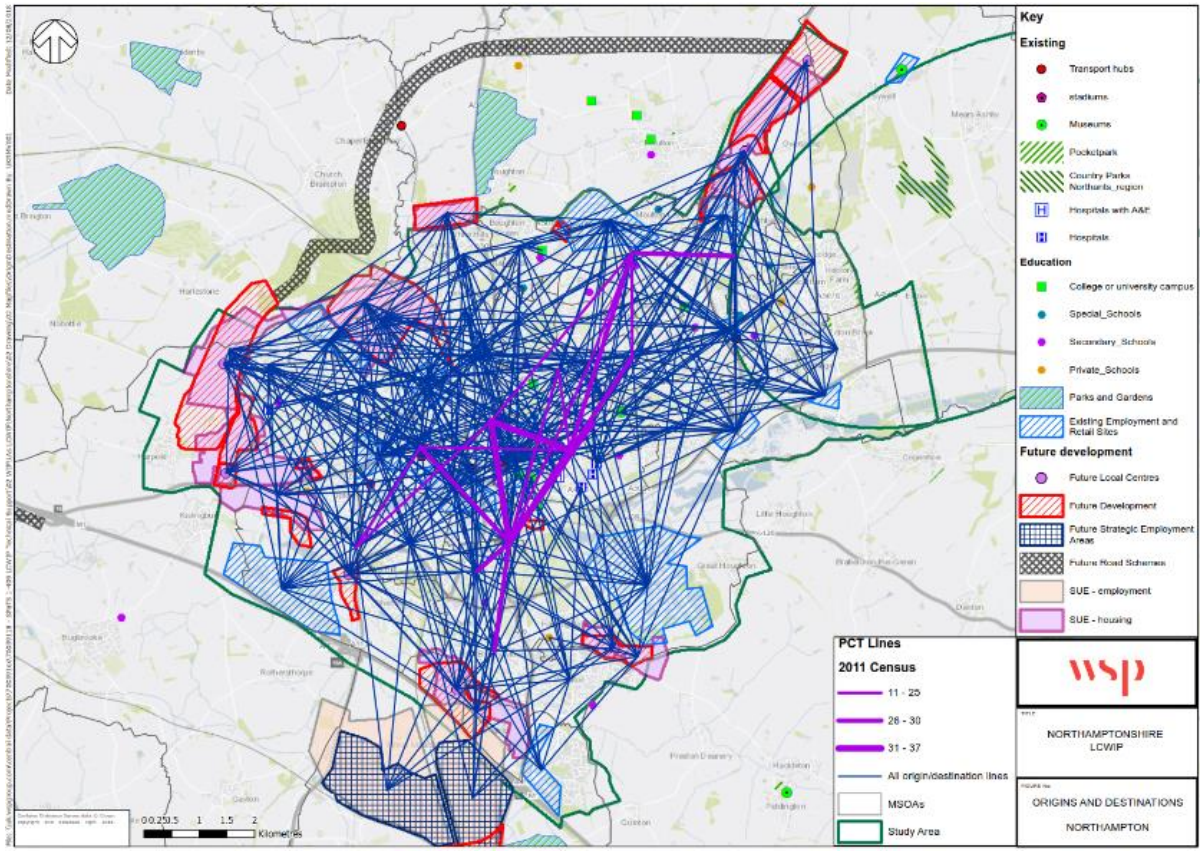
Lines were drawn between origins and destinations using the following rules shown in Table 1.

Table 1 – Typical destinations of short distance trips

Destination type	**Rule**
Town centre (retail, strategic leisure destinations)	All
Hospitals	Nearest
Key employment areas – current and future	All
Major education facilities	Nearest
Selected major visitor attractions (stadiums, museums)	Nearest
Strategic greenspace	Nearest
Transport interchanges	Nearest

These origin-destinations were mapped, resulting in many overlapping lines as shown in Figure 7.

Figure 7 - Northampton origin and destination lines and Propensity to Cycle Tool outputs



Network planning for cycling

Future commuting patterns

The tool recommended by Department for Transport for investigating potential cycling patterns is the Propensity to Cycle Tool (PCT). The PCT has been designed to assist transport planners and policy makers to identify where cycling currently happens, there is the greatest potential to grow, to prioritise interventions.

The following three scenarios from the PCT were considered:

- 2011 Census (2011 Census base year data);
- Government Target (doubling of cycling in England between 2013 and 2025); and
- Go Dutch (number of trips by bicycle between origin-destination pairs if English people were as likely as Dutch people to cycle given distance and hilliness)

The PCT outputs for the Northampton study area, plus two further study areas currently being taken forward in the LCWIP process, are shown in Figure 8 to Figure 10 below.

Figure 8 – Top cycling lines (2011 Census)

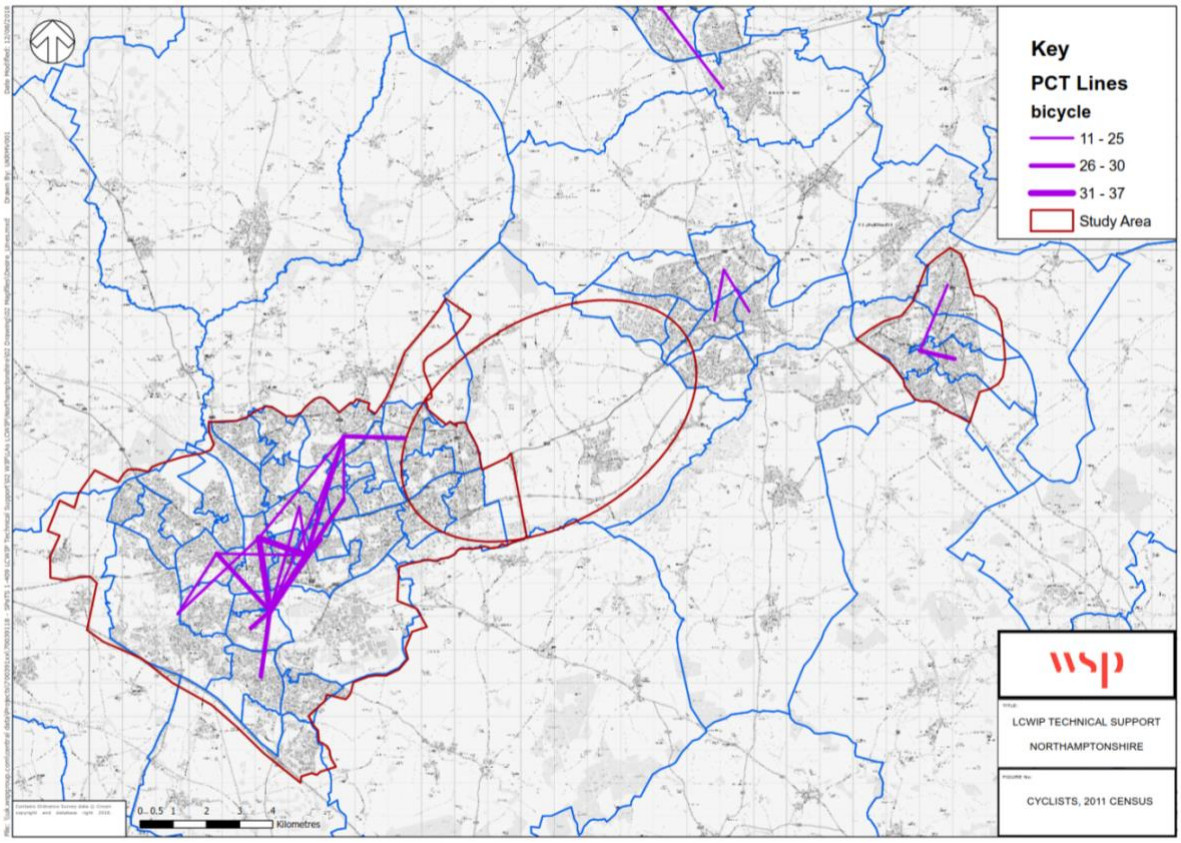


Figure 9 – Top cycling lines under Government target scenario

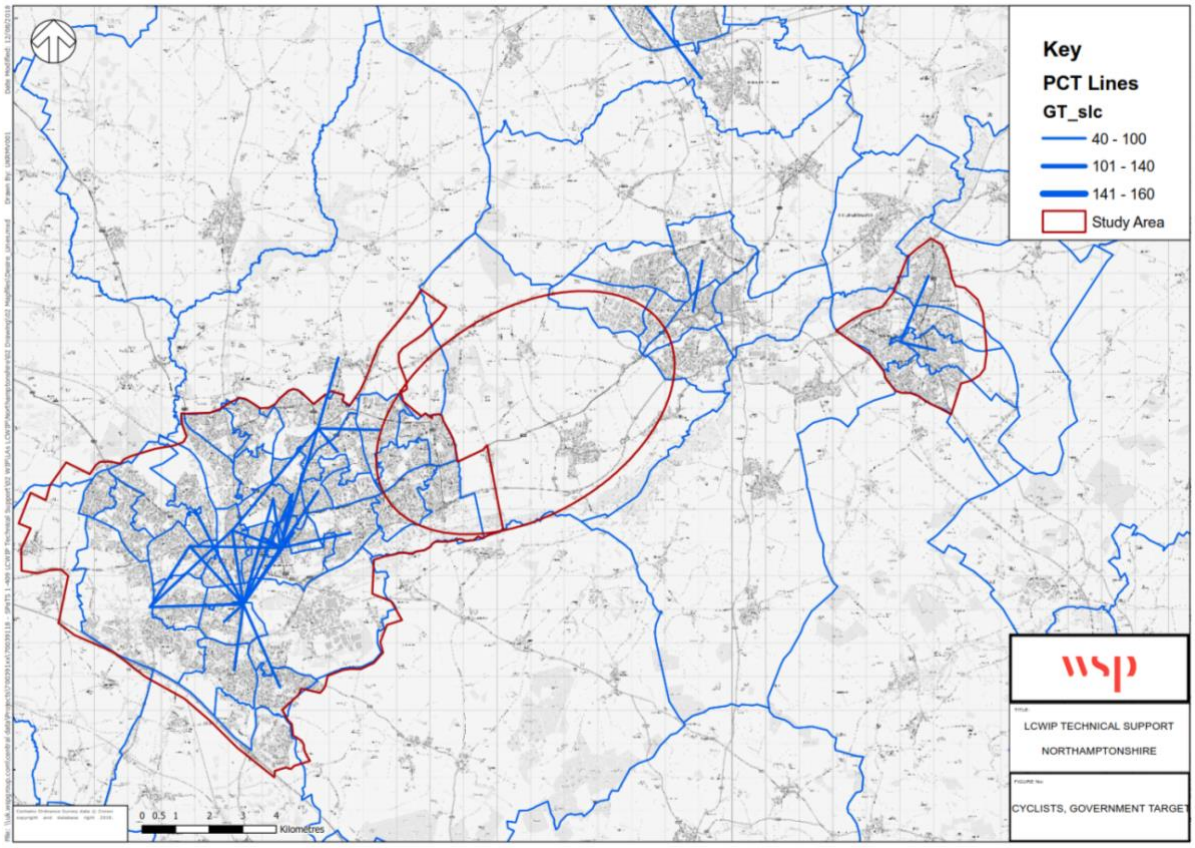
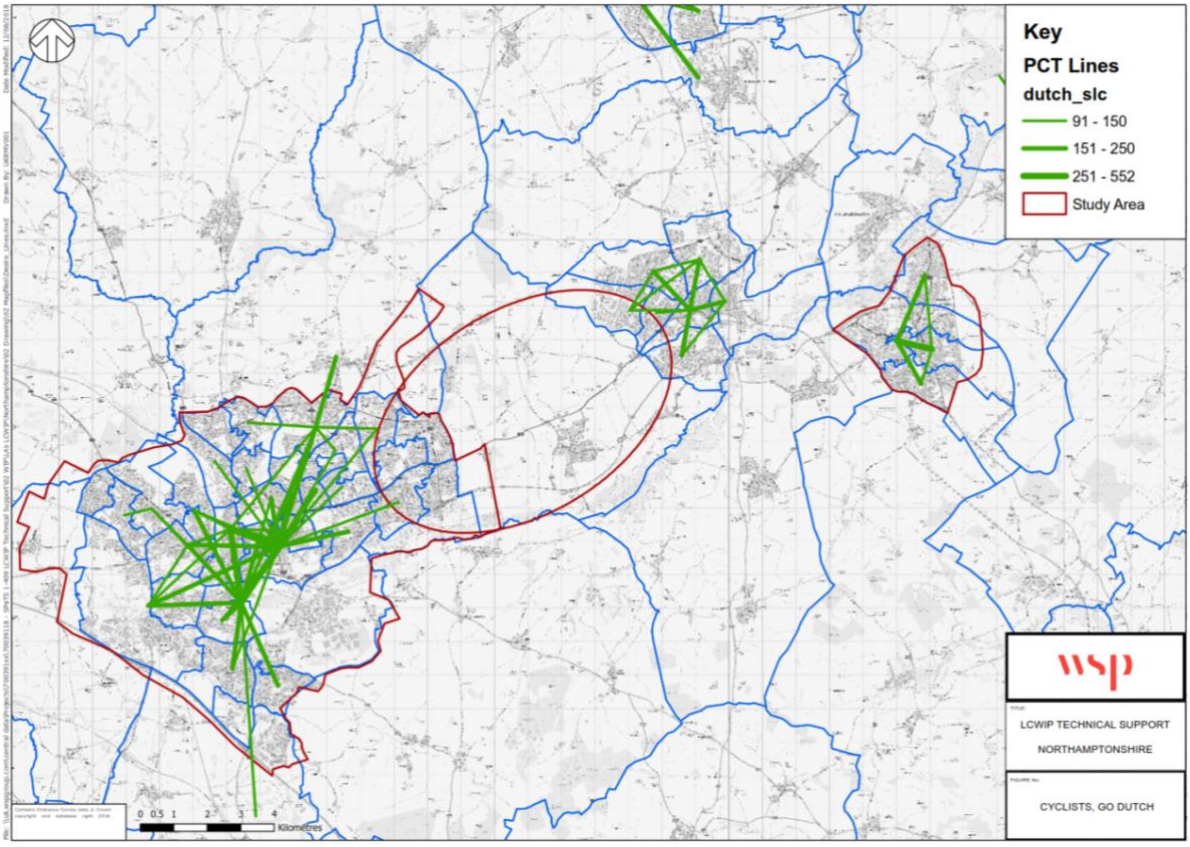


Figure 10 – Top cycling lines – Go Dutch scenario



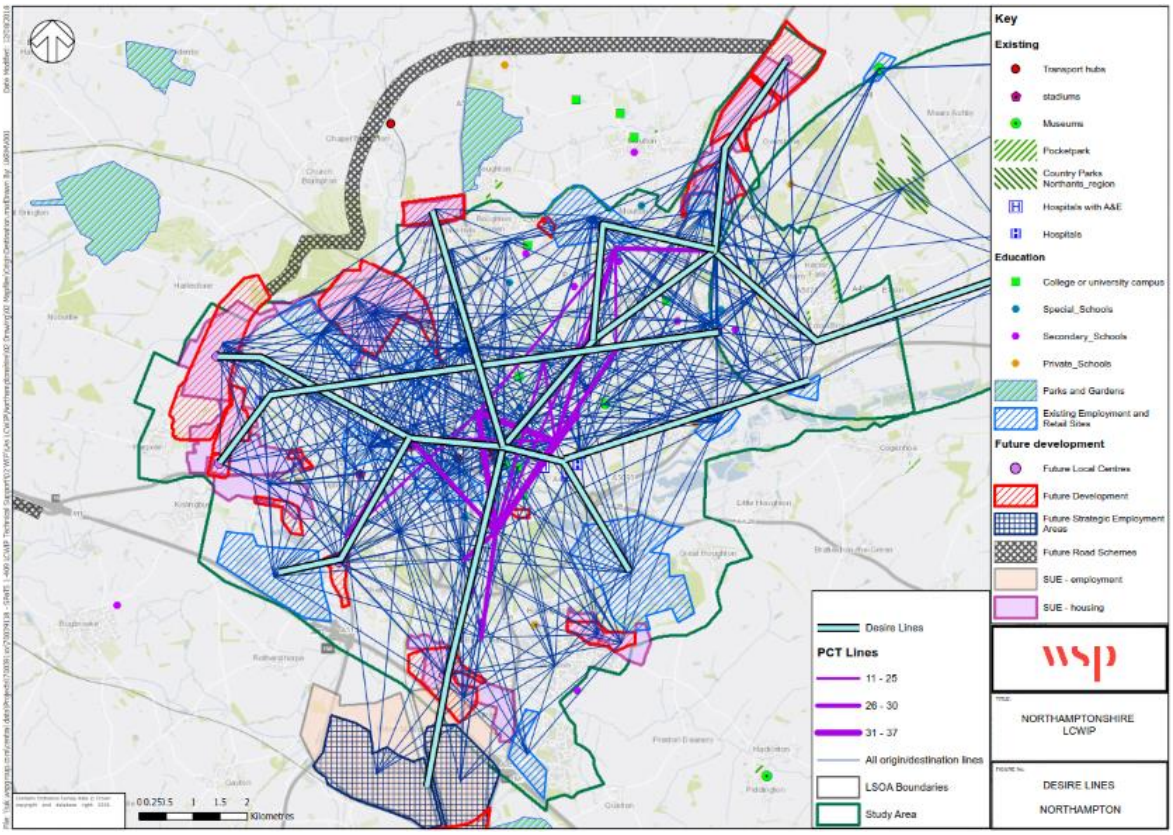
Whilst there is a significant increase in the numbers of people cycling between the scenarios, the movement patterns were broadly similar which suggested that it was appropriate to use the 2011 Census data as the basis of generating the desire lines.

Desire lines

The desire lines identify where the greatest demand for cycling is and the preferred routes for future development of the cycle network. To ensure that new employment and housing developments were captured, the 2011 Census data was supplemented by the local origin and destination data to inform the desire lines which are explained in more below.

The desire lines were drawn based on the origin and destination lines, the outputs from the 2011 Census data Propensity to Cycle Tool flows, informed by local knowledge. The desire lines as shown in Figure 11.

Figure 11 – Northampton desire lines



Selection of desire lines taken forward for audit

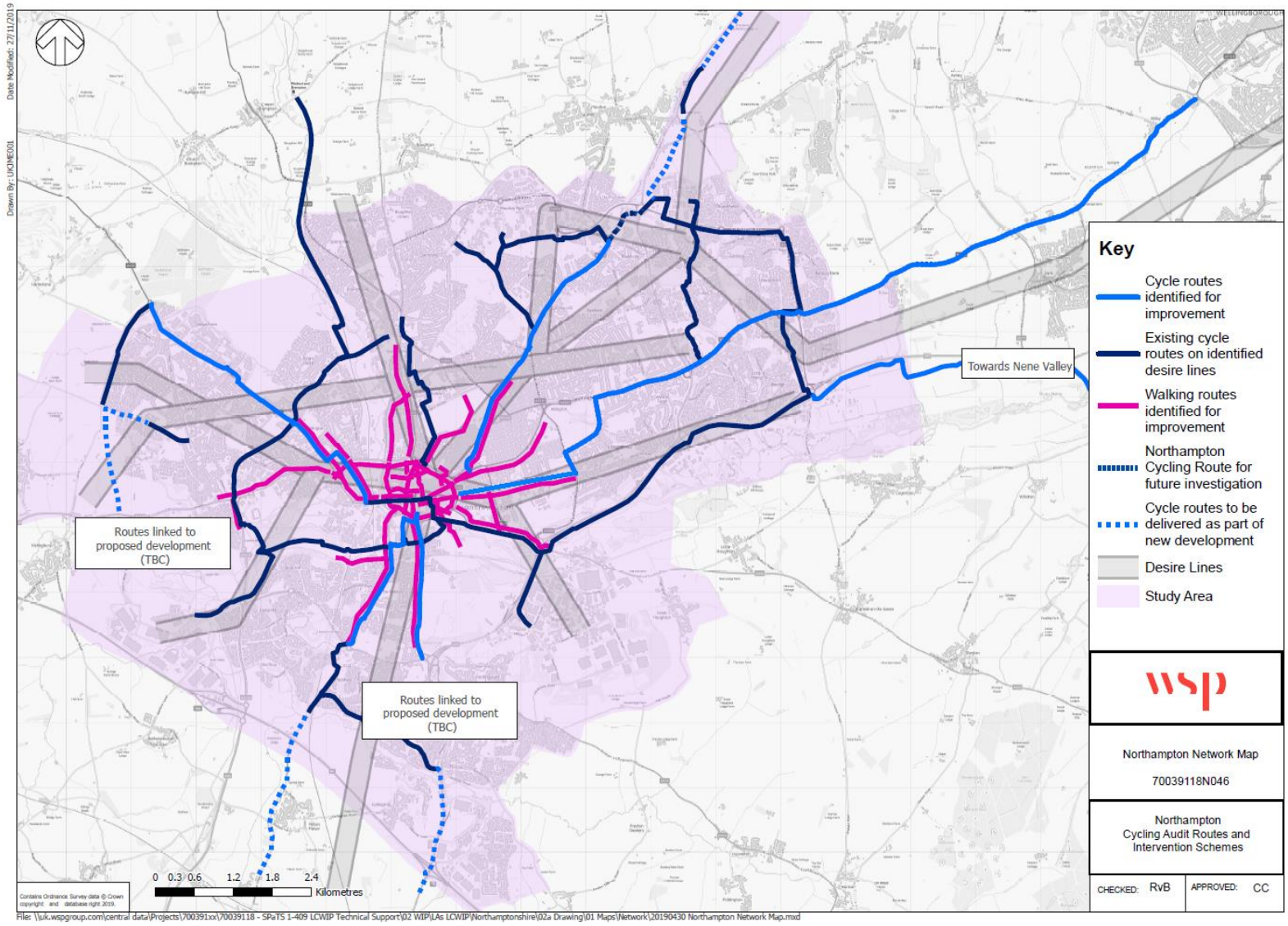
Over ten desire lines were generated in Northampton which were matched to existing and potential cycling routes to generate corridors to audit. Developing a comprehensive cycling network to meet the needs of people living in Northampton will take time. In this first iteration of plan those desire lines where it was felt the most could be gained from the LCWIP process were prioritised for audit, these were:

- Corridors which had no existing cycling infrastructure along the identified desire line or on an equivalent/ parallel route; and

- Corridors which were not subject to existing proposals as part of new developments

Those corridors that were taken forward for audit and have schemes identified are described as cycle routes for improvement in the network map (Figure 12). The network map also shows cycling routes where cycling infrastructure already exists or that is due to be delivered through new development. The network map does not show every existing cycle route in Northampton, only those that satisfy the identified desire lines. Further iterations of the LCWIP will identified where corridors with existing infrastructure need to be improved to provide continuous high-quality routes.

Figure 12 – Northampton network map



Route selection

The routes taken forward were audited using the Route Selection Tool (RST). The characteristics of the routes in their current state are scored against the following six criteria:

- Directness (compared with the equivalent route for motor traffic);
- Gradient;
- Safety (segregation from motor traffic, street lighting, natural surveillance);
- Connectivity (links to the wider cycling network);
- Comfort (available width, surface quality); and
- Critical junctions/crossings (number of junctions that provide difficulty for cyclists)

The tool then calculates a score out of five for each the first five of the above criteria, and total for the number of critical junctions.

Following audit of the condition of the current infrastructure, each corridor was scored for a second time based on the same criteria, but this time taking into account the improvements to the cycling infrastructure proposed.

The scores were then compared to the existing route scores to highlight the benefits that can be realised through implementing the proposed cycling infrastructure.

In order to achieve a significant shift in the numbers of people cycling, consideration was given to the type of improvements that would be required to ensure attractive routes, which would encourage larger numbers of people to cycle than is currently the case.

Whereas traditionally cycling infrastructure in Northampton has consisted mainly of shared-use routes, with some in-carriageway cycle lanes, many of the improvements proposed within the audited corridors include fully segregated cycle tracks, which would contribute significantly towards creating a fully joined up network of safe, attractive routes for cycling across the town.

Construction of such facilities, would, in some cases, inevitably require the removal of parking and reduction in carriageway space. Further work will be required to investigate the feasibility of each of the proposed routes in order to establish further detail regarding the deliverability and cost of each scheme.

A summary of the issues and broadly what is proposed along each of the corridors is outlined below.

Harlestone Road

The Harlestone Road corridor runs from the far north western edge of Northampton, linking recent and future proposed development with the town centre. The route is heavily trafficked with an Average Annual Daily Traffic (AADT) count of over 5,000 vehicles and featuring a number of busy complex junctions, meaning the corridor is currently a relatively hostile environment for cycling within the carriageway. Just under 5km in length, the average cycle time from the furthest extent of the corridor to the railway station could be just under 20 minutes. There is varying existing provision for cycling with, in general, the half of the route that is furthest from the town centre having relatively good facilities, and the sections closest to town having very little or no provision.

Existing provision is largely in the form of shared-use cycle/footways and is of generally good quality being in the most part 3m or more in width. Interventions along the section of the route from New Sandy Lane to Mill Lane will focus on improving crossings (particularly at the Harlestone Road/Mill Lane/Bants Lane junction) and some minor improvements and maintenance to existing shared-use.

Closer to the town centre, new shared-use facilities are proposed, along with the routing of cyclists along quieter roads away from junctions through which it would be difficult to introduce dedicated cycling facilities. Improved signage along the section already signed as National Cycle Network Route 6 along St James Park Road is also proposed.

Kettering Road

This corridor runs 4.3 km from Moulton Way in the north east of the Northampton to the town centre (around a 20 minute cycle to the town centre) and comprises one of the busiest vehicle routes into the town. At present there is very little dedicated cycling infrastructure along this route, which coupled with the high number of vehicle movements, makes the Kettering Road currently unattractive for cycling. Overstone Leys at the north end of the route is a new housing development; cycling links for this are being integrated within the plans for the new development.

There is a stretch of existing shared-use cycle/footway that runs from Moulton Way to Spinney Hill Road, although this is currently less than 3 metres in width. This section of route receives high-levels of pedestrian foot-fall due to the presence of Thomas Becket secondary school. It is therefore proposed that the existing facility will be widened. The proposals for this corridor also include extending the shared-use facility for a distance and improving crossings to allow better access to the route.

Between Morrisons supermarket and the town centre there is currently no specific cycle provision. Furthermore, the presence of on-street parking and busy complex junctions present a potentially hazardous environment for cycling. Along much of the length of this stretch, there is generous width to the corridor. In order to encourage a substantial shift towards cycle use along this route, the introduction of segregated cycle tracks is proposed. This would represent a radical change in the approach to cycle provision within the town and one which would require the re-allocation of a proportion of carriageway space away from motor vehicle use. The proposals would be subject to further feasibility work and consultation.

London Road

Running for approximately 2.2km in the south of Northampton from Mereway to the town centre (approximately a 10 minute cycle to the town centre), this corridor comprises, in its southern half, a relatively steep hill which features an existing shared-use cycle footway running alongside Delapre Park. This facility links at its southern end into cycle routes along Mereway and beyond. Whilst the shared-use is less than 3 metres in width, it is not proposed that this will be widened due to the low levels of pedestrian traffic using this facility.

From the entrance to Delapre Park to the town centre, cycling is currently in-carriageway and requires the negotiation of a number of busy and complex multi-lane junctions. As with Kettering Road, much of this corridor has a substantial width within the Highways boundary and as such, segregated cycle-tracks are proposed along much of this section. Alternatively, should cycle tracks not be feasible, a reduction in carriageway width could facilitate the introduction of shared-use facilities.

Towcester Road

The Towcester Road corridor audited here is approximately 2.8km in length (around a 10 minute cycle to the town centre) and runs for the majority of its length roughly parallel to the London Road corridor, linking the western end of Mereway into the town centre.

Much like London Road, the southernmost kilometre of the Towcester Road corridor is a on a fairly steep hill. Current cycling provision along this section comprises a mixture of routing along a quiet service road and existing shared-use facilities, terminating in the vicinity of Rothersthorpe Road. Minor improvements to this provision are proposed. It is then proposed to investigate the feasibility of extending the shared-use facility from Rothersthorpe Road to St Leonards Road, potentially by slightly narrowing the carriageway width.

Between St Leonards Road and the roundabout junction with St James Mill Road East, the existing road bridge over the River Nene and Grand Union Canal carries 4 traffic lanes, separated by hatching, with a relatively narrow footway on either side. It is proposed to review the space allocation across this bridge with a view to incorporating a two-way segregated cycle track to link to the existing off-carriageway cycle route that continues along the river between Carlsberg and B&Q.

Minor improvements and maintenance works are proposed along the river route, which emerges onto St Peter's Way. The audited corridor then continues east to join with Bridge Street towards the town centre. Both St Peter's Way and Bridge Street are busy multi-lane carriageways with complex junctions. It is proposed that new shared-use facilities are created alongside these roads, with improved crossings to allow cyclists easy access into the town centre.

Wellingborough Road

The Wellingborough Road corridor runs for nearly 5km from Great Billing Way in the east of Northampton to Billing Road, via Abington Park Crescent. A heavily trafficked route with a number of critical junctions, there is currently very little cycle provision along its entire length. Cycling along this corridor is, therefore, unattractive at present.

Between Great Billing Way and Weston Favell Shopping Centre it is proposed to widen footways to create new shared-use cycle/footways to link in with the short section of existing shared-use near to Little Billing Way. This is considered the most appropriate solution as the footways along this stretch currently have relatively low levels of pedestrian foot-fall and the available Highway width will unlikely be sufficient to accommodate segregated cycle-tracks.

From Weston Favell Centre as far as the junction with Abington Park Crescent it is proposed to investigate the feasibility of using existing verge width to introduce two-way segregated cycle tracks, or removing the carriageway centre-line hatching to fit single-direction cycle tracks on each side of the road.

The carriageway along Abington Park Crescent is at present very wide, although it is used regularly for parking by visitors to Abington Park. The proposal is to create a new shared-use facility along the length of this road which would be achieved by widening the current footway either by narrowing the existing carriageway or extending the footway into the park, depending on feasibility.

The final section of this corridor, Park Avenue South, links Abington Park Crescent to the existing cycle lanes on Billing Road, which lead towards the town centre. It is proposed to investigate the feasibility of introducing either cycle tracks or a shared-use facility along Park Avenue South.

Full detail of the schemes proposed along each audited corridor is shown in Table 29 to 33.

Billing Road

Billing Road is one of three main radial routes approaching Northampton town centre from the east. Bedford Road, to the south of Billing Road, is the main route to the A45 trunk road and Brackmills industrial area. Wellingborough Road, to the north, is a vibrant shopping area, containing not only local shopping facilities for the 'suburban' area, but also the concentration of Northampton's niche high-value low-volume retail establishments. By contrast with those routes, Billing Road is relatively lightly trafficked, with limited active street frontage or on-street parking. It provides direct access to Northampton General Hospital, St Andrew's Hospital and Northampton School for Boys. For these reasons, there is already moderate levels of cycling on the Billing Road, but the existing cycle lanes are viewed as poor.

Between York Road (where it links to an existing cycle route through the town centre) and Rushmere Road it is proposed to make a key section of Billing Road one-way westbound for motor traffic, with the other lane to become a permanent segregated two-way cycle lane. Eastbound motor traffic (including buses) would be diverted to parallel routes. The will provide a high quality cycling route into Northampton town centre from the eastern area of the town and link with the proposed provision on Wellingborough Road. This corridor is seen as ideal for the creation of a local demonstration project. A bid has been submitted to the Department for Transport for Tranche 2 Emergency Active Travel funding to deliver the scheme.

Cycling audit results

The results of the Route Selection Tool for each corridor are summarised below in Table 2.

In most cases the directness and gradient scores remain unchanged. This is due to the majority of improvements being proposed within the existing corridor. The benefits that would be presented to cyclists as a result of making these improvements, however, can be seen in the higher scores shown in the safety and comfort categories, and also in the lower number of critical junctions than that which may currently present difficulty for cyclists in negotiating.

At present the safety and comfort scores across most of the audited corridors are very low. The proposed interventions show a significant increase in the scores for these categories, particularly safety. With perceived safety often cited as the primary concern of many people who may otherwise consider cycling regularly, it is important that when delivering cycling infrastructure improvements, safety issues, both perceived and real, are addressed.

Likewise, implementing appropriate treatment of critical junctions to improve safety and comfort for cyclists is key in creating safe, comfortable and connected cycling facilities.

Table 2 - Northampton corridor route selection tool audit summary (scores are out of 5, except for Critical Junctions, which are a total)

Corridor	Directness	Gradient	Safety	Connectivity	Comfort	No. of critical junctions/ crossings
Harlestone Road - existing	4.00	4.33	2.82	2.42	2.70	16.00
Harlestone Road - proposed	4.00	4.33	4.24	2.62	3.53	3.00
Kettering Road – existing	5.00	4.02	1.77	1.77	0.28	24.00
Kettering Road - proposed	5.00	4.02	5.00	1.43	3.49	0.00
London Road – existing	5.00	2.72	2.80	1.74	1.54	11.00
London Road - proposed	5.00	2.71	4.90	2.54	3.60	2.00
Towcester Road – existing	5.00	3.68	2.72	1.10	1.29	19.00
Towcester Road - proposed	5.00	3.68	4.40	1.52	3.03	6.00
Wellingborough Road - existing	5.00	2.22	1.00	0.95	0.00	28.00
Wellingborough Road - proposed	5.00	2.22	4.90	1.19	3.72	3.00

Network planning for walking

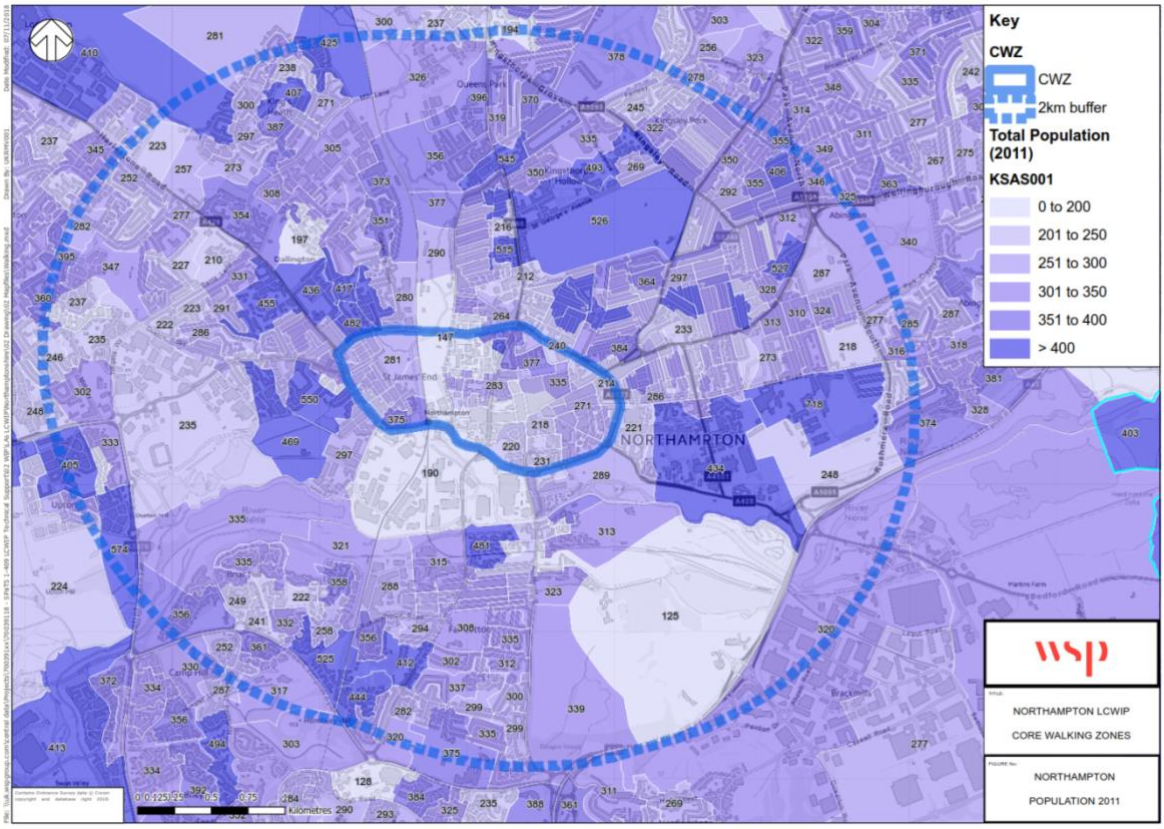
Core walking zone and key walking routes to the core walking zone

Walking is much more localised in nature than cycling and almost always makes up a proportion of any journey. Providing a walking environment that is welcoming and attractive especially for vulnerable users is important in creating additional footfall in town centres and providing enhanced and safer connections.

Core Walking Zones (CWZs) are areas where many walking trip generators are located close together and are generally town centres, business parks or other large employment sites. The technical guidance proposes that the extents of a CWZ is an approximate five minutes walking distance of 400m.

In Northampton, taking a 400m walking distance would have resulted in the railway station falling just outside the CWZ. It was felt that auditing walking routes to the railway station was critical to the LCWIP so a larger CWZ was drawn which included everything within the existing inner ring road (see Figure 13 below).

Figure 13 - Northampton Core Walking Zone and population data



To determine the key walking routes to the CWZ (within 2kms), a barriers and funnels approach was used. Barriers cause severance and result in pedestrians having to use funnel routes. Barriers are:

- Roads with high traffic flows;
- Watercourses;

- Railway lines; and
- Estates with poor permeability (residential or industrial)

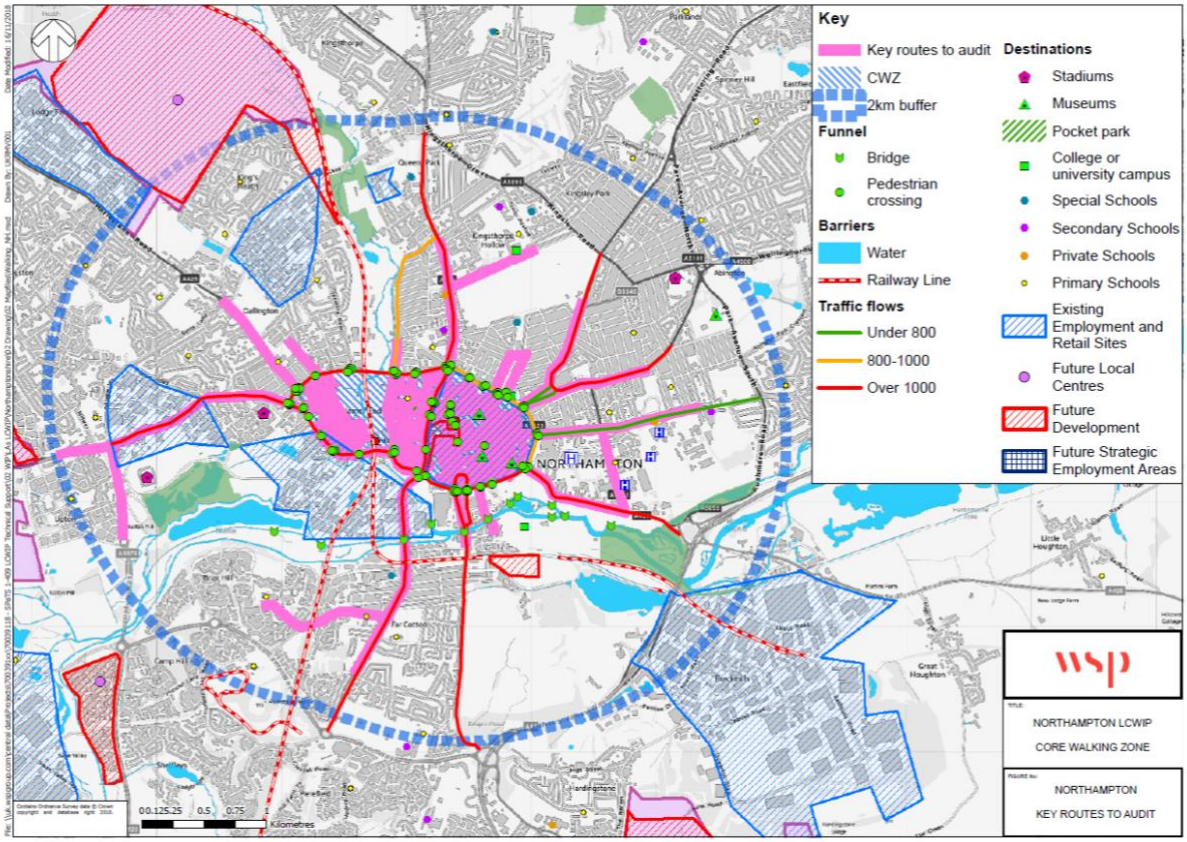
Funnels include:

- Pedestrian crossings;
- Bridges; and
- Dedicated traffic free routes

Water courses, railway lines and traffic-free routes were sourced from open data, and roads with high traffic flows and pedestrian crossings were mapped.

The key destinations identified as part of the cycling network planning were also considered, where they are on or near routes serving the residential areas (see Figure 14).

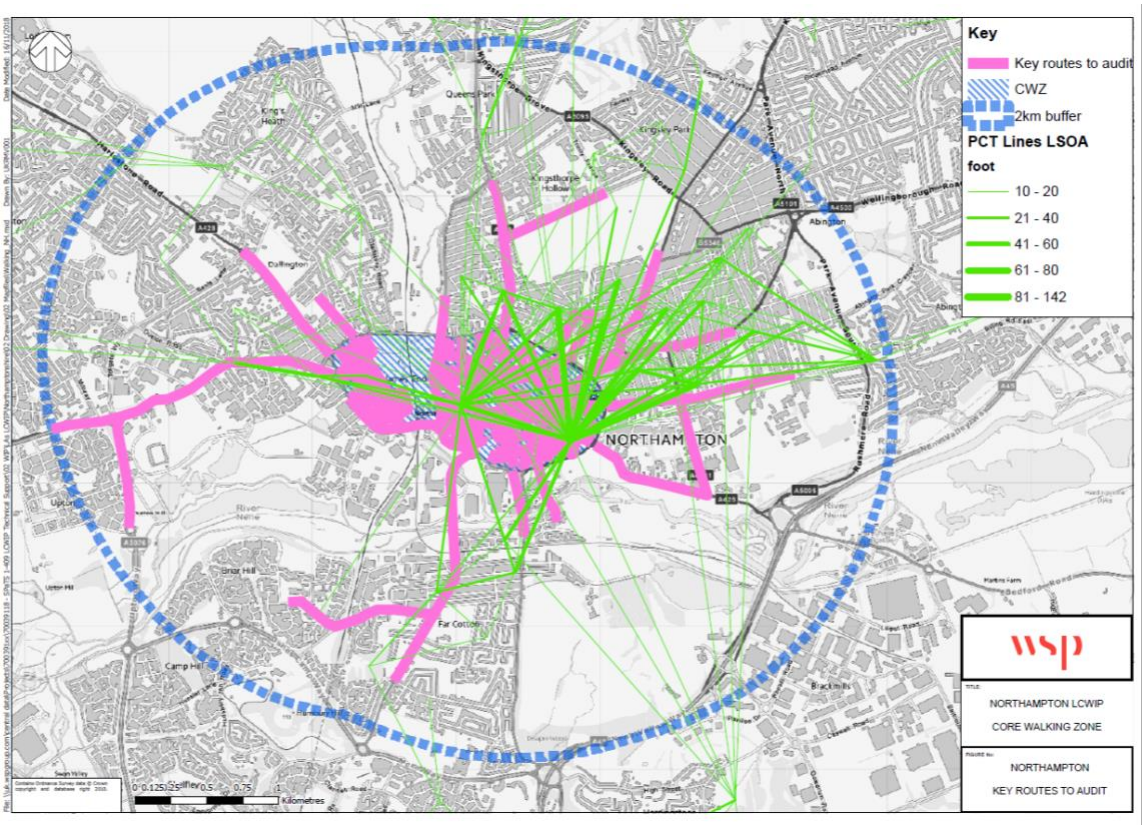
Figure 14 - Northampton Core Walking Zone with barriers, funnels and key destinations



The following suggested routes for audit were identified (shown in Figure 15):

- All roads/footpaths within the CWZ;
- South from CWZ into residential areas of Far Cotton / Briar Hill;
- West of CWZ into residential areas, toward Sixfields stadium and ultimately the SUE;
- North-west towards residential area of Dallington;
- St George Avenue towards University of Northampton;
- Northeast of CWZ – Earl Street and Overtone road (resident population);
- Billing Road to hospital and residential areas; and
- Connections from Cliftonville Road and extended Bedford Road

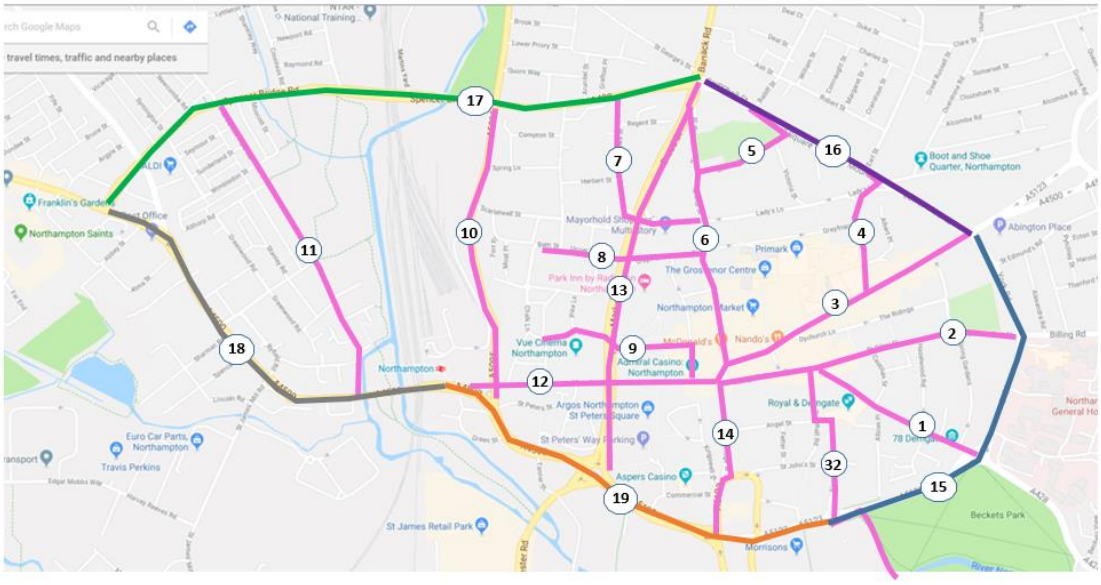
Figure 15 – Key routes to audit plotted with walking lines from the Propensity to Cycle Tool



Walking routes to audit

Due to the scale of the Core Walking Zone (CWZ) the primary walking routes were prioritised for audit. The primary routes were determined as being those with the highest pedestrian flows and providing links to the 2km buffer routes that were also audited (Figure 16).

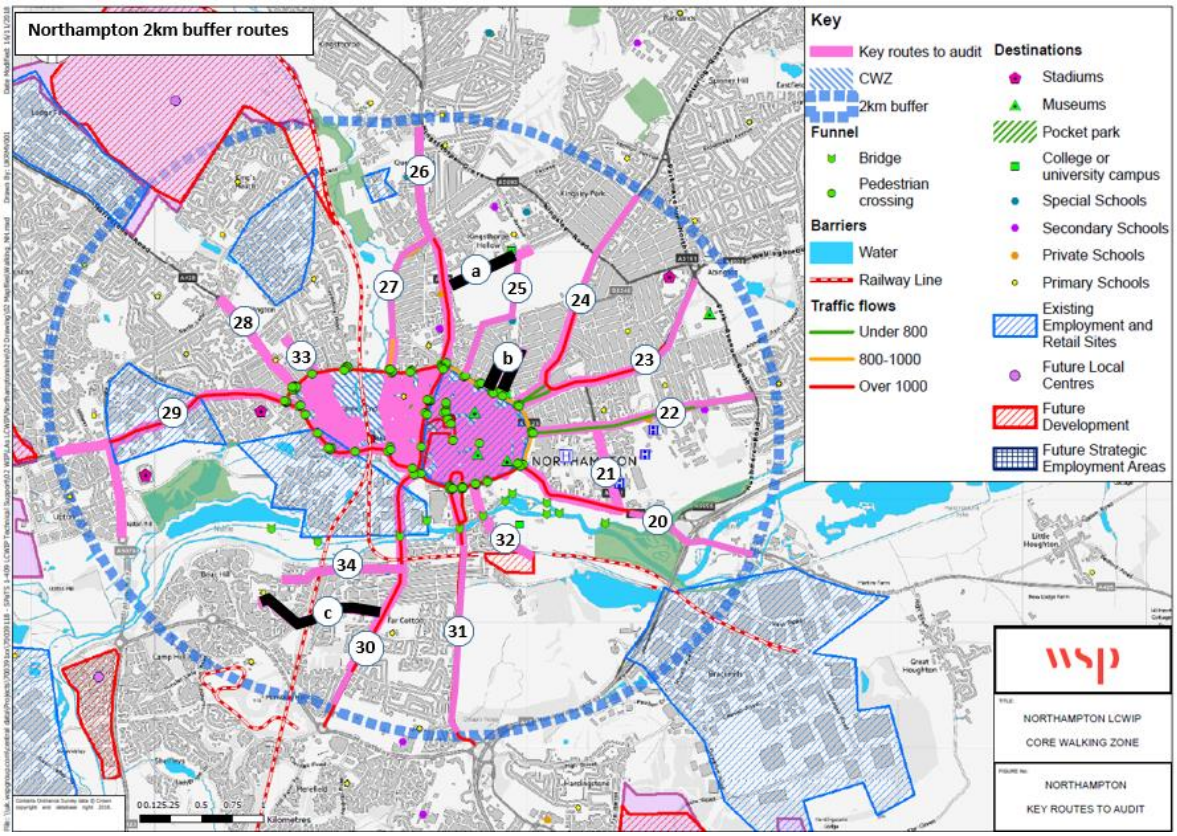
Figure 16 – Routes identified for audit within the Core Walking Zone



The routes identified for audit serving the CWZ (2km buffer routes) (Figure 17) were also sense-checked. Consequently, the following changes were made:

- Route a was disregarded as the main desire line is known to be across the Racecourse;
- Route b was disregarded as it is not a significant desire line so it was felt resources were best concentrated elsewhere;
- Route c was moved and became route 34 as this desire line is picking up the trips to the Rothersthorpe industrial estate – more people access this via route 34; and
- Routes 20, 22, 23, 26, 27, 30 and 31 were extended to the full 2km buffer as these are primary walking routes

Figure 17 – Routes identified for audit for the 2km buffer routes



Routes in the Core Walking Zone and the 2km buffer were audited using the Walking Route Audit Tool (WRAT) which scores routes against:

- Attractiveness (maintenance, fear of crime, traffic noise and pollution);
- Comfort (condition and width of footway, quality of staggered crossings/pedestrian islands/refuges, footway parking, gradient);
- Directness (footway provision, location of crossings in relation to desire lines, ability to cross the road where there are no formal crossing facilities, impact of controlled crossings on journey times, green man time);
- Safety (traffic volume, traffic speed and visibility); and
- Coherence (dropped kerbs and tactile paving)

Results of the walking audits

Each route was walked and scored out of a maximum of 34 using the Walking Route Audit Tool.

The common themes that emerged from across all the routes audited were:

- Signalised pedestrian crossings – the vast majority are staggered junctions and most result in pedestrian delay. Single-phase pedestrian crossings can also take a long time to trigger the pedestrian phase (i.e. vehicles movements are prioritised);
- Areas of narrow footway – as a result of narrow carriageway widths or low pedestrian flows;
- Footway maintenance issues with cracked paving slabs and some areas of pooled water;
- The inner ring road has high traffic volumes, speeds and sections that can feel isolated which is not conducive to encouraging walking;
- Opportunities exist to improve the pedestrian walking experience through public realm enhancements;
- There are areas of the Core Waking Zone where barriers and guard railing limit movement;
- Some roads in the Core Walking Zone lack active frontage;
- On the whole there is reasonable provision for crossing although in some cases, provision for desire lines are missing;
- Footway parking was very rarely identified as an issue during the audits, but this was a snap-shot in time;
- There were a number of incidences where dropped kerbs and tactile paving were missing or not to current standards; and
- Some key junctions have a lack of pedestrian facilities – junction improvements are required to improve safety for pedestrians and to improve connectivity across junctions

Table 3 and Table 4 summarise the scores for each route under each criteria. In line with the Department for Transport guidance, those routes scoring over 23 were considered to be of an acceptable standard overall. Those that scored 23 and below were considered to require improvement and a series of schemes were identified.

Table 3 Walking audit scoring for routes audited in the Core Walking Zone

Route number and route description	Attractiveness	Comfort	Directness	Safety	Coherence	Total
1. Derngate	6	6	7	6	1	26
2. St Giles Street	5	8	8	6	2	29
3. Abington Street	4	9	8	6	2	29
4. Wellington Street	4	8	7	6	1	26
5. Church Lane	5	8	10	6	0	29
6. Sheep Street	4	7	8	6	1	26
7. St Andrews Street	6	8	6	6	1	27
8. Bath Street	3	7	9	5	0	24
9. Chalk Lane	5	4	7	6	1	23
10. St Andrews	3	7	7	3	0	20
11. St James Park Road	4	7	9	6	0	26
12. Gold Street	4	8	9	6	2	29
13. Horsemarket/ Broad Street	1	8	3	3	1	16

Route number and route description	Attractiveness	Comfort	Directness	Safety	Coherence	Total
14. Bridge Street	3	8	6	4	1	22
15. Morrison's roundabout to Abington Square	4	7	3	5	1	20
16. Abington Square to Barrack Road	3	4	4	4	1	22
17. Barrack Road to Weedon Road	1	6	5	4	0	16
18. Weedon Road to Railway station	4	6	6	4	1	21
19. Railway station to Morrison's roundabout	2	8	5	4	0	19

Table 4 Walking audit scoring for audited key routes to the Core Walking Zone

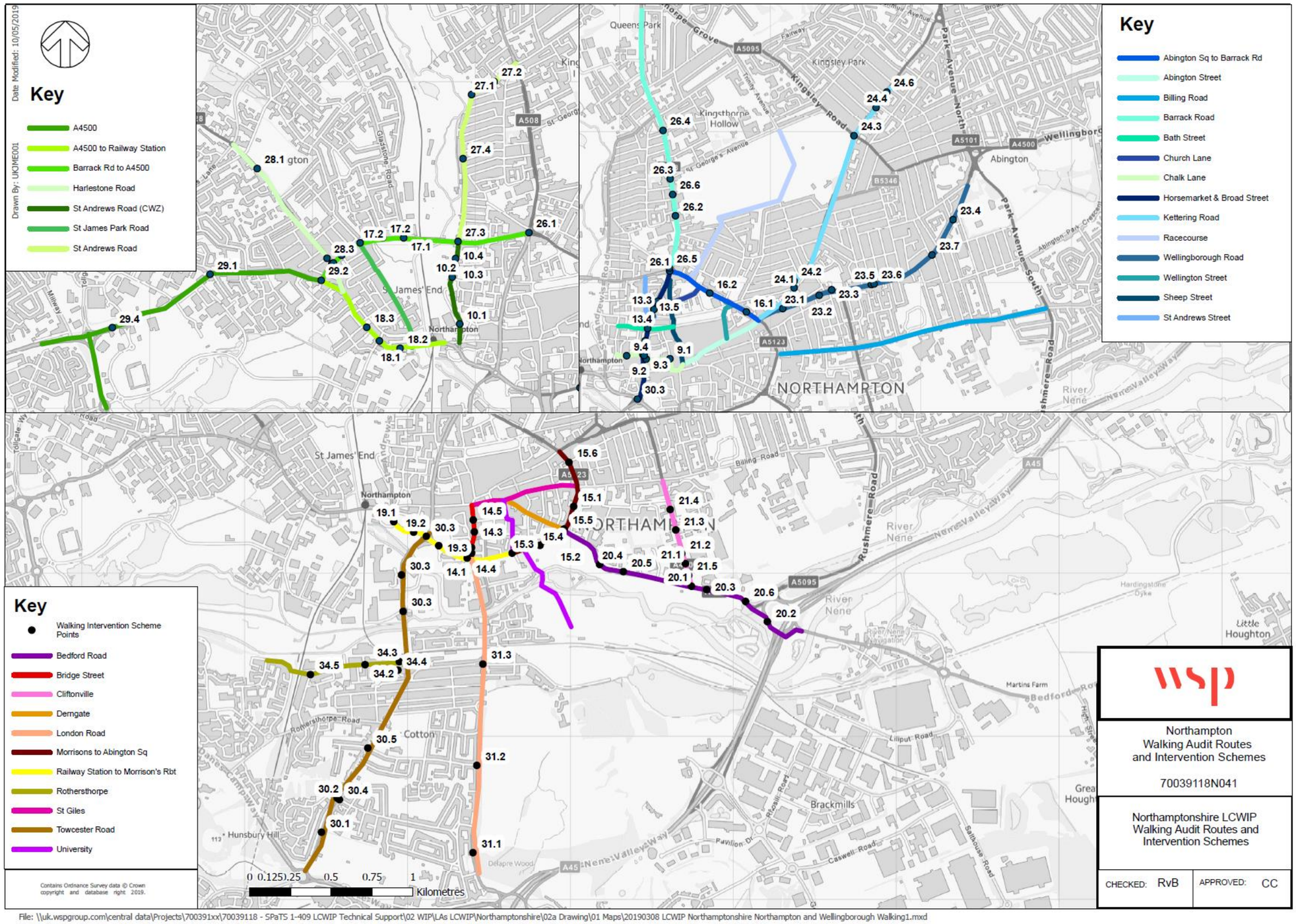
Route number and route description	Attractiveness	Comfort	Directness	Safety	Coherence	Total
20. Bedford Road	2	5	5	4	2	18
21. Cliftonville	3	6	5	4	0	18
22. Billing Road	4	7	7	5	1	24
23. Wellingborough Road	4	7	7	2	0	20
24. Kettering Road	3	7	6	2	0	20
25. Racecourse	3	6	9	6	0	24
26. Barrack Road	2	7	9	4	1	23
27. St Andrews Road	4	5	7	3	0	19
28. Harlestone Road	4	5	7	5	0	21
29. St James Road	2	6	3	3	0	14
30.Towcester Road	4	5	5	4	0	18
31. London Road	3	7	7	3	2	22
32. University	5	7	7	4	2	25
33. Baring Road	5	7	10	6	0	28
34. Rothersthorpe/ Main Road	1	5	9	3	0	18

The schemes identified include improvements such as:

- Installing tactile paving/ dropped kerbs;
- Footway widening;
- Implementation of missing footways;
- New pedestrian crossings;
- Junction improvements to enhance pedestrian facilities; and
- Public realm improvements

The walking audit routes and intervention schemes are shown in Figure 18 and discussed in further detail in Table 5 to Table 24.

Figure 18 - Northampton Walking Audit Routes and intervention schemes



Core Walking Zone routes which require improvement

Of the 19 routes audited in the Core Walking Zone, nine scored 23 and below. A description of the routes scoring 23 and below along with the proposed schemes for each corridor are provided below.

Route 9 – Chalk Lane

This route links those living in Spring Boroughs, with the facilities in the town centre. The route suffers from a general lack of maintenance, poor coherence and missing tactile paving. The main barrier for this route is crossing Horsemarket which is a busy dual carriageway. The existing footway on St Katherines Street is very narrow and there is a missing section close to the junction with Horsemarket. Many of the buildings that face onto St Katherines Street and College Street are service entries for shops which reduces the active frontage. To get to the Drapery many people cut through Debenhams rather than using the narrow Swan Yard. Table 5 provides further description of each proposed scheme.

Table 5 – Proposed walking schemes on Chalk Lane

Scheme number	Scheme location	Brief description of proposed scheme
NW9.1	Various	Install tactile paving
NW9.2	St Mary's/Horsemarket junction	Investigate altering signal timings to give more priority to pedestrians.
NW9.3	St Katherine's	Investigate implementing missing footway and create public square with seating etc.
NW9.4	St Mary's Road, St Katherine's, College Street, Swan Yard	Public realm improvements to comprise shared space or footway widening, enclosed bin storage, investigate opportunities for seating.

Route 10 – St Andrews Road

This route is one of the main pedestrian routes to the railway station from Semilong, but also forms the only direct vehicular access to the railway station. It is a mixture of residential and industrial uses, and the vast majority of the buildings turn their back to the road. A significant length of the road is bounded on both sides by tall walls (retaining walls in some cases), giving little interest and providing no active frontage.

Footways are narrow but the carriageway is wide, offering opportunities to improve the pedestrian experience. At peak times, traffic queues along the exit of the railway station and on the approach to the St Andrew's Road/Spencer Bridge Road junction. The volume of stationary traffic is unpleasant for those walking (and cycling).

The Northampton Part 2 Local Plan outlines the potential for a mixed use development of the railway land currently being used as a railfreight operation to provide a multi-storey car park, offices, residential and ancillary Class A uses that preserves and enhances the significance of the former castle site. It identifies enhancing pedestrian movements across St Andrew's Road into the area for development.

Redevelopment of this site has the potential to significantly improve the pedestrian environment as long as active frontage is delivered. Improvements along this corridor should also consider enhancing the attractiveness of cycling routes to and from the railway station and for those living in the new development. Table 6 provides further description of each proposed scheme.

Table 6 – Proposed walking schemes on St Andrew's Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW10.1	St Andrew's Road	Investigate options to improve natural surveillance along corridor. Create more interest along the route through art.
NW10.2	St Andrew's Road	Investigate improving cycling facilities along this section to encourage more people to cycle to the railway station and therefore reduce the number of vehicles using the carriageway
NW10.3	St Andrew's Road	Investigate footway widening
NW10.4	St Andrew's Road	Install tactile paving

Route 13 – Horsemarket to Broad Street

This route is part of the inner ring road and therefore it is dominated by traffic and an unpleasant walking environment due to the volume and speed of traffic, as well as short distance between the footway and the carriageway. In some sections there are three lanes of traffic, with underpasses as well as at-grade crossings and it lacks coherency. It presents a significant barrier to pedestrian movement, with crossings not always meeting desire lines. Opportunities exists along this route to reallocate road space to walking and cycling to create a boulevard feel. Table 7 provides further description of each proposed scheme.

Table 7 – Proposed walking schemes between Horsemarket to Broad Street

Scheme number	Scheme location description	Brief description of proposed scheme
NW13.1	Broad Street/Horsemarket	Investigate ways of reducing the dominance of traffic along this corridor
NW13.2	Broad Street/Horsemarket	Maintenance
NW13.3	Broad Street/Horsemarket	Investigate improving pedestrian connectivity along the corridor
NW13.4	Broad Street/ Horsemarket	Review if there are any improvements that can be made to align crossing points with desire lines
NW13.5	St Andrews Street/ Horsemarket, Gold Street/ Horsemarket	Investigate signal timings
NW13.6	Corridor wide	Install missing tactile paving

Route 14 – Bridge Street

Route 14 provides a southern entry point to the town and is a focus for restaurants, bars and clubs during the evening with some office use during the day. The Plough gyratory is heavily trafficked.

Sections of the route have missing tactile paving. There are opportunities to enhance the public realm along this corridor to improve connectivity and create more attractive public areas. Table 8 provides further description of each proposed scheme.

Table 8 –Proposed walking schemes for Bridge Street

Scheme number	Scheme location description	Brief description of proposed scheme
NW14.1	Plough gyratory	Investigate enhancements to the pedestrian experience – public realm etc. Plough junction.
NW14.2	Plough gyratory	Investigate ways to reduce vehicular flows around the Plough gyratory by altering junction.
NW14.3	Corridor wide	Install missing tactile paving
NW14.4	Staggered junction	Investigate altering traffic signals
NW14.5	Corridor wide	Investigate improving connectivity across the corridor

Route 15 – Morrison's roundabout to Abington Square

There are a number of key attractors located a short distance from Route 15 including 78 Derngate and Northampton General Hospital. The route has a high volume of vehicular traffic with some sections of missing and narrow footways. Since the University of Northampton relocated to Waterside, the number of pedestrians using the crossing by St Johns multi storey car park has significantly increased. The staggered toucan crossing creates delays for cyclists and pedestrians, and the waiting area is small which creates a conflict between those waiting to cross and other pedestrians. There is a slight gradient towards Derngate with no provision for areas for pedestrians to rest. Table 9 provides further description of each proposed scheme.

Table 9 - Morrison's roundabout to Abington Square proposed walking schemes

Scheme number	Scheme location description	Brief description of proposed scheme
NW15.1	Cheyne Walk near hospital	Investigate footway widening
NW15.2	Victoria Promenade close to 78 Derngate	Install bench
NW15.3	Morrison's R'bout	Investigate ways to improve connectivity across corridor for pedestrians
NW15.4	Beckett's Park	Investigate footway provision to provide missing desire lines
NW15.5	Junction with Derngate/ St Johns Car Park	Investigate altering traffic signal timings to reduce pedestrian delay and subject to further investigation look to install a parallel crossing serving pedestrians and cyclists.
NW15.6	Various along corridor	Install tactile paving

Route 16 – Abington Square to Barrack Road

This route forms part of the inner ring road and is heavily trafficked. Guard railing reinforces the perception that the area is unsafe for pedestrians. There are a number of key attractors along this corridor for example, the job centre, Northampton College, the Crown Courts, Mount Baths Leisure Centre and Fire Station. There are sections of the corridor where there are narrow footways, but the most significant barrier to people walking is the volume and speed of traffic. Table 10 provides further description of each proposed scheme.

Table 10 – Proposed schemes between Abington Square and Barrack Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW16.1	Opposite job centre	Investigate footway widening
NW16.2	Corridor wide schemes	Consider options for a corridor wide scheme to reduce traffic volumes through town-wide initiatives (walking and cycling, bus priority)

Route 17 – Barrack Road to Weedon Road

Route 17 is similar to Route 16, with high volumes and speed of vehicular traffic. The carriageways are wide. The first section of the route is overlooked to a certain extent, however sections of the route from the junction with St Andrew's Road over the railway bridge have no active frontages creating the perception of isolation, particularly at night. Table 11 provides further description of each proposed scheme.

Table 11 - Proposed walking schemes Barrack Road to Weedon Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW17.1	Railway bridge	Investigate levels of street lighting
NW17.2	Various	Install tactile paving/dropped kerbs

Route 18 – Weedon Road to railway station

This route has high volumes and speed of vehicular traffic. Some sections of the carriageways are wide with two lanes in either direction. Pedestrian crossing facilities at St James Mill Road require improvement to enhance the pedestrian environment. There are missing tactile paving on sections of the corridor. Sections of the footway near to Church's factory are narrow. Table 12 provides further description of each proposed scheme.

Table 12 - Proposed walking schemes Weedon Road to railway station

Scheme number	Scheme location description	Brief description of proposed scheme
NW18.1	St James Mill Road	Investigate enhancing pedestrian crossing facilities
NW18.2	Petrol station	Install tactile paving
NW18.3	Near Church's Factory	Investigate footway widening

Route 19 – Railway station to Morrison's

Route 19 is the final section of the inner ring road and is highly trafficked which does not create a pleasant pedestrian environment. The route also suffers from narrow footways and poor pedestrian connectivity across the corridor. Table 13 provides further description of each proposed scheme.

Table 13 - Proposed walking schemes for railway station to Morrison's

Scheme number	Scheme location description	Brief description of proposed scheme
NW19.1	Corridor wide	Investigate town wide approach to reducing vehicular traffic within the town centre.
NW19.2	Corridor wide	Investigate street lighting levels
NW19.3	Corridor wide	Investigate widening footway on east side.
NW19.4	Corridor wide	Investigate provision for improved connectivity across the corridor
NW19.5	TKMaxx and Carlsberg	Install tactile paving.

Key routes to core walking zones - key considerations and potential interventions

Route 20 – Bedford Road

This route provides a link between Brackmills and the town centre. In addition to providing a walking and cycling link to Brackmills, there are a number of retail and healthcare attractors located on this corridor. It is also is one of the routes serving the University of Northampton. Midsummer Meadow car park close to the junction with Nunn Mills Road is used by those working at the hospital, but also those accessing the services at the hospital.

Due to it being one of the main eastern access points to the town centre, traffic volumes are relatively high. At the A45 end there are five lanes of traffic so it is very car dominated. There is a shared cycling and walking track along much of the length of the route. Table 14 provides further description of each proposed scheme.

Table 14 - Proposed walking schemes for Bedford Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW20.1	Bedford Road/Cliftonville	Improve signalised crossing for pedestrian/cyclist users
NW20.2	Barnes Meadow R'bout	Cut back vegetation near to roundabout to improve visibility of pedestrians and cyclists
NW20.3	Junction of Bedford Road/Cliftonville to Barnes Meadow R'bout	Widen the shared use footway on the north and south side of the carriageway
NW20.4	Nunn Mills Road/Bedford Road	Investigate opportunities to meet unmet desire line at junction of Nunn Mills Road and Bedford Road
NW20.5	University Road/Bedford Road and Bedford Road/Cheyne Walk	Investigate improving signal timings for pedestrian phases at this junction

Scheme number	Scheme location description	Brief description of proposed scheme
NW20.6	Bedford Road	Investigate improving existing formal crossing points along length from junction with Cliftonville to Barnes Meadow

Route 21 – Cliftonville

This route runs from Bedford Road to the junction with Billing Road. It is a key walking route providing links to the hospital and is on a heavily used bus route which provides links to towns such as Wellingborough. The footways along this section are relatively wide except on the eastern side where they tend to be narrower. There are a number of sections of tactile paving missing on accesses to properties. Pedestrian refuge crossings along the length of the corridor also require enhancement in some cases. The whole route is part of an existing scheme to reduce congestion and improve air quality. The signal timings at the hospital access are geared towards vehicular traffic, and need to be enhanced to prioritise pedestrian movements. Table 15 provides further description of each proposed scheme.

Table 15 - Proposed walking schemes for Cliftonville

Scheme number	Scheme location description	Brief description of proposed scheme
NW21.1	Opposite St Andrew's	Cut back vegetation /widen footway where possible
NW21.2	Entrance to Garage and Edward Green	Install tactile paving
NW21.3	Cliftonville/ hospital entrance	Investigate improving signal timings for pedestrians
NW21.4	Length of Cliftonville – from Bedford Road to Wellingborough Road	£2.5m Cliftonville scheme to reduce congestion and improve air quality
NW21.5	Opposite BMW garage	Enchance pedestrian refuge

Route 23 – Wellingborough Road

The Wellingborough Road forms one of the main routes to the town centre. The furthest part of the Wellingborough Road away from the town centre has wide footways and is lined with trees from Abington Park. In the central section there is a concentration of pedestrian flows around the shops and there is a great deal of cross-corridor movements. These are provided for by pedestrian crossings but in some cases there are additional desire lines which are not being met. Public realm enhancements would reduce speeds and encourage more people to walk and cycle and enhance the crossing facilities. Table 16 provides further description of each proposed scheme.

Table 16 - Proposed walking schemes for Wellingborough Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW23.1	Abington Square	High volume of footfall with lots of activity around shops. Although reasonably wide footway cannot accommodate everyone at

Scheme number	Scheme location description	Brief description of proposed scheme
		peak times. Public realm improvement to be considered. Improved cycle facilities would reduce conflicts between pedestrians and cyclists (quite a number of cyclists on footway).
NW23.2	Opposite St Edmunds hospital site	Investigate opportunities for improving connectivity opposite Costcutter. This will become increasingly important as part of the St Edmund's Hospital redevelopment where there will be a higher number of elderly users in this area.
NW23.3	Market Street/Wellingborough Road	The radius of this junction is extremely wide which means that pedestrians are crossing at the widest part of the junction. Look to reduce radius, or provide a raised table inline for pedestrians.
NW23.4	Roseholme Road/Wantage Road	Install tactile paving
NW23.5	Wellingborough Road near Sainsbury's Local (Whitworth Road)	Give priority to pedestrians walking across junctions – most are one way along this section. Public realm improvements could be used to create more of a focal point and slow traffic down. Give priority to pedestrians walking across junctions.
NW23.6	Wellingborough Road near Co-Op (Barry Road)	Single phase pedestrian crossings – although there is no delay in the middle, it takes a long time to cross. The crossings are well used in the morning peak for school children accessing Barry Road School. Investigate the feasibility of improving signal timings to prioritise pedestrians in peak.
NW23.7	St Edmund's Road/ Lutterworth Road	Investigate enhancing staggered crossing.

Route 24 – Kettering Road

Kettering Road is a one of the main radial routes into Northampton. On the whole footways are reasonably wide, but there are sections where footways are narrow and require widening. Public realm enhancements at Kingsley Park Terrace would encourage more people to walk and cycle for shorter journeys and enhance the local environment. Tactile paving is missing along the length of the route and should be enhanced. Pedestrian crossings along the route require upgrading to enhance the pedestrian experience. Table 17 provides further description of each proposed scheme.

Table 17 - Proposed walking schemes for Kettering Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW24.1	St Michael's Road/Kettering Road	Investigate whether the junction can be upgraded to include a pedestrian phase. Dropped kerbs to be improved.

Scheme number	Scheme location description	Brief description of proposed scheme
NW24.2	St Michaels Road/ Kettering Road area	Widen footway on shop side to make walking a more pleasant experience.
NW24.3	White Elephant junction	Investigate bringing staggered crossing up to standard and look at signal timings.
NW24.4	Various	Install tactile paving
NW24.5	Abington Grove/ Kettering Road	Investigate bringing staggered crossing up to standard and look at whether signal timings and be enhanced.
NW24.6	St Matthew's Parade	Investigate opportunities to enhance the public realm area to improve cycling and walking through this area.

Route 26 – Barrack Road

Barrack Road has high traffic volumes and is dominated by vehicular traffic, although the footways are relatively wide and there are generally sufficient crossing points. Pedestrian delay at crossings need to be reduced to provide an improved pedestrian environment. Table 18 provides further description of each proposed scheme.

Table 18 - Proposed walking schemes for Barrack Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW26.1	Campbell Street/ Barrack Road	Investigate enhancing junctions to reduce pedestrian delay at staggered junctions. Look at signal timings.
NW26.2	Outside Co-Op funeral care	Investigate widening footway to enhance pedestrian experience. Look at enhancing links across the route to link with new school
NW26.3	St George's Street	Investigate enhancing staggered junction at this location to bring it up to standard.
NW26.4	Monarch Road	Investigate enhancing staggered junction at this location
NW26.5	Various	Install tactile paving
NW26.6	Corridor wide	Investigate the options to implement bus lanes along the length of the corridor to remove vehicles from the route and to provide more protection from the main vehicular traffic.

Route 27 – St Andrews Road

This route runs from the junction with the A508 to the junction with Spencer Bridge Road. The route suffers from narrow footways and missing dropped kerbs. At the A428 end there are sections of guard railing at junctions to encourage pedestrians to cross away from the widest part of the junction. This narrows the footway to a greater degree making it challenging for those with disabilities and those with pushchairs.

There are mainly residential properties along this route, with some industrial units. On the whole they provide good surveillance, but there are some areas where this could be improved. The

junction of St Andrew's Road/A428 is particularly poor for pedestrian movements. It is a very busy junction as it used by vehicles accessing the train station. Two arms of the junction do not have formalised pedestrian crossings (Spencer Bridge Road west and St Andrew's Road south). Table 19 provides further description of each proposed scheme.

Table 19 - Proposed walking schemes on St Andrew's Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW27.1	St Andrew's Road near Naseby Road	Investigate footway widening
NW27.2	Opposite Naseby Street	Investigate footway widening
NW27.3	St Andrew's Road/A428 (Grafton Street)	Investigate enhancing junction to accommodate pedestrian movements and improve user experience
NW27.4	Various	Install dropped kerbs/ tactile paving

Route 28 – Harlestone Road

This route is a relatively pleasant tree-lined walking route, however it is relatively busy and there are sections of footway that are narrow. The existing crossing points create delay for pedestrians. There are also crossings where tactile paving and dropped kerbs are missing or not to standard. Table 20 provides further description of each proposed scheme.

Table 20 - Proposed walking scheme for Harlestone Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW28.1	Warren Road to Mill Lane	Investigate widening footway
NW28.2	Staggered crossing at Spencer Bridge	Investigate signal timings to reduce pedestrian delay
NW28.3	Various	Investigate installing tactile paving and dropped kerbs as appropriate

Route 29 – A4500 Weedon Road

This route extends from Sixfields in the west to the Rugby stadium (Franklin's Gardens) in the east. The majority of the route is dual carriageway and is dominated by traffic. On some Saturday's Sixfields is used as a park and walk to Franklin's Gardens, so there can be very significant pedestrian movements along and across the A4500. Along the length of the corridor the crossing points require improvement to bring them up to standard. Significant sections of footway and crossing facilities are missing around the Tollgate roundabout area. Table 21 provides further description of each proposed scheme.

Table 21 - Proposed walking schemes A4500 Weedon Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW29.1	Staggered junction St James Road/Duston Road junction	Investigate bringing staggered junction up to standard
NW29.2	Staggered junction at St James Road/A428	Investigate bringing staggered junction up to standard

Scheme number	Scheme location description	Brief description of proposed scheme
NW29.3	Various	Install tactile paving
NW29.4	A4500 opposite Cineworld	Investigate bringing staggered junction up to standard
NW29.5	Tollgate roundabout	Investigate enhancing walking connections from Upton to Sixfields (improved footways/crossings to avoid unnecessary diversions)

Route 30 – Towcester Road

Route 30 suffers from narrow footway widths, especially over the River Nene. Pedestrian refuges are below standard and some of the pedestrian crossings require enhancement to improve the pedestrian environment. There are raised tables along some of the side roads. Table 22 provides further description of each proposed scheme, proposals will need to align with the cycling schemes proposed.

Table 22 - Proposed walking schemes on Towcester Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW30.1	Road close to Towcester Road access road	Investigate widening footway
NW30.2	Lancaster Way/ Gloucester Avenue roundabout	Investigate improving pedestrian connectivity across this roundabout, including enhancing pedestrian refuges
NW30.3	Gas Street, Former Toys R Us, B&Q	Investigate staggered crossing signal timings for pedestrians and improve provision on north arm
NW30.4	Various	Install tactile paving
NW30.5	Length of Towcester Road	Investigate implementing pedestrian refuges to improve connectivity across the corridor

Route 31 – London Road

The London Road route provides one of the main pedestrian routes in from the south to the town centre. It has footways on both sides along the length of the carriageway and in some sections it is shared use cycle track. Some footways are narrow and require improvement. There are some raised tables at side junctions – these could be improved for pedestrians by giving them priority across the junctions. There are also areas where signal timings could be improved to enhance the pedestrian experience. Table 23 provides further description of each proposed scheme.

Table 23 - Proposed walking schemes on Towcester Road

Scheme number	Scheme location description	Brief description of proposed scheme
NW31.1	Near Eleanor Cross	Investigate footway widening
NW31.2	Various	Investigate priority at junctions
NW31.3	Junction with Ransome Road	Investigate signal timings

Route 34 – Rothersthorpe industrial estate

Route 34 provides linkages to the Rothersthorpe industrial area. It suffers with poor maintenance, narrow footways, missing footways and missing dropped kerbs and tactile paving. Table 24 provides further description of each proposed scheme.

Table 24 - Proposed walking schemes for Rothersthorpe industrial estate

Scheme number	Scheme location description	Brief description of proposed scheme
NW34.1	Main Road	Maintenance of footway
NW34.2	Main Road	Investigate widening footway
NW34.3	Main Road near Towcester Road	Investigate installing footway
NW34.4	Main Road	Investigate traffic calming measures to slow traffic and to address visibility on bends
NW34.5	Various	Investigate installing dropped kerbs and tactile paving

Prioritisation of cycling and walking schemes

Introduction

Each of the proposed schemes have been assessed using four criteria areas; effectiveness, policy, deliverability and funding as set out in the Department for Transport technical guidance document.

Walking and cycling schemes were assessed against the same criteria but were scored and prioritised separately due to the much more localised nature of walking improvements, which are generally smaller in scale and cost.

At this stage, the assessment of walking and cycling schemes is very high level as the majority of schemes are at a very early stage of development.

Criteria

The first area proposed schemes were assessed against was effectiveness. These criteria assesses how beneficial a piece of infrastructure is in terms of leading to significant increases in the number of people cycling or walking, improving the coherence and legibility of a route, providing a road safety improvement and also tackling issues relating to those with impaired mobility. The scoring matrix is outlined in Table 25.

Table 25 – Effectiveness criteria scoring matrix

Criteria element	Good (3)	Average (1)	Low (0)
Anticipated forecast increased in cycling/walking trips	Missing piece of infrastructure – anticipated to increase cycling/walking trips	Improvement to existing infrastructure	Low change in cycling/walking trips anticipated
Coherence and legibility	Fixes missing link	Improves connectivity across a route	Brings minor improvement
Improvement in road safety (incidents involving cyclists/pedestrians based on five years of STATS19 collision data 2013-2018)	High collision rate in the immediate vicinity of scheme and/or significantly assists in addressing perceived road safety issues	High collision rate in the wider area surrounding the scheme and/or helps somewhat towards addressing perceived road safety issue	Low/no collision rate in the vicinity of the scheme and little improvement to perceived road safety
Accessibility and mobility improvement	Addresses a significant existing accessibility/mobility issue	Provides a medium enhancement	Provides a small improvement

The Policy criteria assessed how a scheme performs against national and local policy objectives. Those areas with the highest levels of deprivation were scored most favourably as enhancing cycling and walking in these areas has been proven to deliver enhanced public health outcomes. The scoring matrix used is outlined in Table 26.

Table 26 - Policy criteria scoring matrix

Criteria element	Good (3)	Average (1)	Low (0)
Delivery against national policy objectives	Significantly contributes to national policy objectives	Contributes to a number of national policy objectives	Does not contribute to national policy
Performance against local transport plan	Significantly contributes to LTP	Contributes to some LTP objectives	Makes a low contribution to LTP
Levels of deprivation - indices of multiple deprivation (IMOD)	IMOD >6.8%	IMOD 2.4%- 6.8%	IMOD <2.4%

The deliverability criteria assesses ease of delivery, again quick wins with low dependency on other schemes which are unlikely to be controversial or are supported politically were prioritised for delivery in the short term. The scoring matrix used is show in Table 27.

Table 27 - Deliverability criteria scoring matrix

Criteria element	Good (3)	Average (1)	Low (0)
Scheme feasibility	Quick win, easy to delivery, within highway boundary	Deliverable in the medium term	Challenging to deliver, land ownership issues
Dependency on other schemes (other schemes have to be developed)	Standalone scheme	Some dependency on other schemes but likely to align	High dependency on another scheme
Political acceptability	High on political agenda/not likely to be controversial	May be slightly challenging/will require some consultation	Likely to be challenging (requires removing parking etc.)

Funding available for walking and cycling has historically been limited relative to funding for major road schemes, however the Active Travel Fund and regeneration and expansion proposals provide a unique opportunity to deliver significant high quality walking and cycling infrastructure in Northampton.

The funding criteria prioritises the schemes that are least expensive, offer the best value for money and the have the potential to attract funding that is already available. The additional funding pots being made available by government, enable the more ambitious and aspirational schemes to be progressed to deliver the significant increases in cycling and walking trips to deliver national targets.

To recognise the different construction costs between walking and cycling schemes a slightly different criteria used for each, as shown in Table 28 and 29.

Table 28 – Funding criteria scoring matrix

Criteria element	Good (3)	Average (1)	Low (0)
Cost of construction and maintenance for cycling schemes	Less than £50k	£50k to £500k	More than £500k

Criteria element	Good (3)	Average (1)	Low (0)
Cost of construction and maintenance for walking schemes	Less than £10k	£10k- £250k	More than £250k
Value for money	Good	Medium	Low
Potential to attract funding, including private sector funding	S106 likely	IT block possible	National funding pot probably required.

Prioritised list of cycling schemes

The prioritised list of cycling schemes by corridor is outlined in Table 29 to 33. The amount of funding required to deliver a high quality cycling network requires a phased approach and this prioritised list helps to prioritise resources. If the funding available does not cover the cost of delivering a whole corridor, delivery can be achieved on a section by section basis as funding become available.

Table 29 - Proposed cycling schemes on Harlestone Road with priority score

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
HR1	York Way to Quarry Road	Creation of new shared-use facility on north side of Harlestone Road. Some verge widening required and earthworks around pinch point over Dallington Brook	£100k-£500k	3
HR2	Harlestone Road, junction with Firsview Drive	Upgrading of existing ped crossings of Harlestone Road (between Firsview Drive and Lodge Way) to Toucan crossings and create short shared-use links into Firsview Drive	£50k-£100k	4
HR3	Harlestone Road, between the two cycle links into Montague Crescent	Creation of new shared-use facility on north side of Harlestone Road to create a more direct route (negating the need to cycle along Montague Crescent)	£50k-£100k	8
HR4	Cotswold Avenue to Bants Lane	Existing shared-use facility along south side of Harlestone Road requires siding out and some minor widening	<£10k	10
HR5	Harlestone Road crossing point near to Bants Lane/Mill Lane roundabout	New Toucan crossing required to improve crossing for cyclists to/from Mill Lane	£50k-£100k	5

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
HR6	Bants Lane existing Pelican crossing	Upgrading to a Toucan crossing with some widening of shared-use on approaches to crossing	£50k-£100k	2
HR7	Existing Pelican crossing of Harlestone Road near to Dallington Park Road	Upgrade to a Toucan crossing	£10k-£50k	1
HR8	Dallington Park Road crossing to Vicarage Road	Investigate feasiblity of introducing new shared-use facility along north-east side of Harlestone Road - some minor civils works required to improve surface, etc.	£50k-£100k	6
HR9	Vicarage Road to Spencer Bridge Road (via Baring Road)	Sign route in-carriageway	<£10k	9
HR10	Spencer Bridge Road to Black Lion Hill along existing advisory route (National Cycle Network route 6)	Improve signage along route and make minor improvements to existing off-carriageway links	£10k-£50k	7

Table 30 – Proposed cycling schemes on Kettering Road with priority score

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
NK1	Existing shared-use between Moulton Way and Spinney Hill Road	Widen existing shared-use facility where feasible	£100k-£500k	11
NK2	Crossing of Kettering Road near Spinney Hill Road	Upgrade to a Toucan crossing	£50k-£100k	3
NK3	Spinney Hill Road to Highlands Avenue	Create new shared-use facility on south side of Kettering Road	£50k-£100k	1
NK4	Existing crossing near to Highlands Avenue	Upgrade to a Toucan crossing	£50k-£100k	7
NK5	Highlands Avenue to The Avenue	Investigate the feasibility of introducing in-carriageway cycle lanes	£10k-£50k	5
NK6	The Avenue to Kenmuir Avenue	Investigate feasibility of introducing one-way fully-segregated cycle tracks around gyratory.	£1m +	6=

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
NK7	Kenmuir Avenue to Kingsley Road	Investigate feasibility of introducing two-way, fully segregated cycle-tracks on north side of Kettering Road and across White Elephant junction	£1m +	6=
NK8	Kingsley Road to Hood Street	Two-way cycle tracks, or wide shared-use along north side of East Park Parade	£500k-£1m	4
NK9	Hood Street to just south of Talbot Road	Investigate feasibility introducing one-way cycle tracks or cycle lanes	£50k-£100k	10
NK10	South of Talbot Road to junction with Wellingborough Road	Widen existing footway where feasible to create new shared-use facility	£50k-£100k	9
NK11	Wellingborough Road crossing to Victoria Road	Upgrade to Toucan crossing	£50k-£100k	2

Table 31 - Proposed cycling schemes on Towcester Road with priority score

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
NT1	Towcester Road service road leading south from Lancaster Way	Resurface existing concrete carriageway to provide smoother cycling surface	£10k-£50k	6
NT2	Informal crossing of Towcester Road near to Gloucester Avenue	Investigate feasibility of introducing signalised crossing of Towcester Road to assist cyclists to reach shared-use facility on east side of Towcester Road	£50k-£100k	2
NT3	Rothersthorpe Avenue to St Leonards Road	New shared-use facility on east side of Towcester Road. Investigate feasiblity of widening pavement into carriageway to achieve this	£50k-£100k	4
NT4	St Leonards Road to opposite St James Mill Road E	Investigate feasibility of reducing carriageway width to introduce segregated cycle tracks or a shared use facility. Including crossing of St Leonards Road	£100k-£500k	3
NT5	St James Mill Road E to St Peters Way (existing off-	Side out existing facility and widen where feasible	£50k-£100k	5

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
	carriageway route behind B&Q)			
NT6	St Peters Way, Carlsberg entrance to Bridge Street	Create new shared-use facility along south side of St Peters Way. Some minor civils works required at Carlsberg entrance. Based on leaving as flag paving (likely to be £50-£100k if fully resurfaced)	£10k-£50k	1
NT7	St Peter's Way to Bridge Street	New shared-use facility on west side of road. Possibly some reduction of carriageway width required. Entry/access points from/into Gold Street required	£100k-£500k	7

Table 32 – Proposed cycling schemes on London Road and priority score

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
LR1	London Road service road	Resurface carriageway to improve cyclist comfort. Improve yellow-lining and cycle route markings to prevent parking at cycle access points.	£10k-£50k	4
LR2	Delpare Park Crescent to Ransome Road	New shared-use facility on east side of London Road, some resurfacing, signing and lining	£10k-£50k	3
LR3	Ransome Road to Old Towcester Road	Investigate feasibility of introducing segregated cycle-tracks or reducing carriageway width to construct shared-use facility	£100k-£500k	1
LR4	Old Towcester Road to St Peter's Way	Introduce segregated cycle tracks (removal of some carriageway width)	£500k-£1m	2
LR5	St Peter's Way to Bridge Street	New shared-use facility on west side of road. Possibly some reduction of carriageway width required. Entry/access points from/into Gold Street required	£100k-£500k	5

Table 33 – Proposed cycling schemes on Wellingborough Road and priority score

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
NW1	Park Avenue South from Billing Road to junction with Abington Park Crescent	Investigate the potential for introducing segregated cycle tracks, otherwise widen one footway (narrowing carriageway) to create a shared-use facility. Either solution will require associated crossings at either end to afford access into Rushmere Road to the south and Abington Park Crescent to the north	£100k-£500k	2
NW2	Abington Park Crescent, full length	Create shared-use facility along park side, either by narrowing carriageway, or by widening footway into park	£100k-£500k	6
NW3	Existing crossings across Abington Park Crescent (at junction with Wellingborough Road) and across Wellingborough Road opposite Norman Road)	Upgrade both to Toucan crossings - may need to move the Wellingborough Road crossing to the opposite side of Abington Park Crescent junction	£100k-£500k	3=
NW4	Wellingborough Road from Abington Park Crescent to Booth Lane South	Investigate feasibility of introducing one-way segregated cycle-tracks, by reducing the amount of space taken by central reservation. Includes reconfiguring crossings at Booth Lane South junction to accommodate the tracks	£500k-£1m	7
NW5	Wellingborough Road from Booth Lane South to Billing Brook Road roundabout	Potential to introduce two-way segregated cycle track in north verge - possibly becoming shared-use near to Lumbertubs Way flyover	£100k-£500k	3=
NW6	Billing Brook Road uncontrolled crossing point	Seek to introduce controlled crossing for pedestrians and cyclists	£50k-£100k	5
NW7	Wellingborough Road, Billing Brook Road to existing Toucan crossing east of Little Billing Way	Existing shared-use facility narrow in places. Widen to 3m where required	£50k-£100k	8

Scheme number	Scheme location description	Brief description of proposed scheme	Estimated cost	Priority
NW8	Wellingborough Road from Toucan crossing east of Little Billing Way to Great Billing Way	Widen existing footway to create new shared-use facility, including crossings of Lings Way and Cherry Lodge Road	£100k-£500k	1

The location of each of the schemes is shown in the cycling intervention scheme map in Figure 19.

Figure 19 – Cycling audit corridors and proposed scheme locations

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Whilst each of the proposed cycling schemes have been prioritised within their respective corridor as shown above, the preference, would be to focus on one specific corridor at a time in order to deliver the biggest the impact in the change to numbers of people cycling. The preferred order for delivery of whole corridors would be as follows:

Table 34 – Cycling corridors priority list

Priority	Corridor number	Corridor	Estimated cost
1	NB	Billing Road	£1.392m
2	NK	Kettering Road	£3m - £4m
3	NW	Wellingborough Road	£2m - £3.5m
4	LR	London Road	£1.5m - £2m
5	HR	Harlestone Road	£500k - £1m
6	NT	Towcester Road	£500k - £1.3m

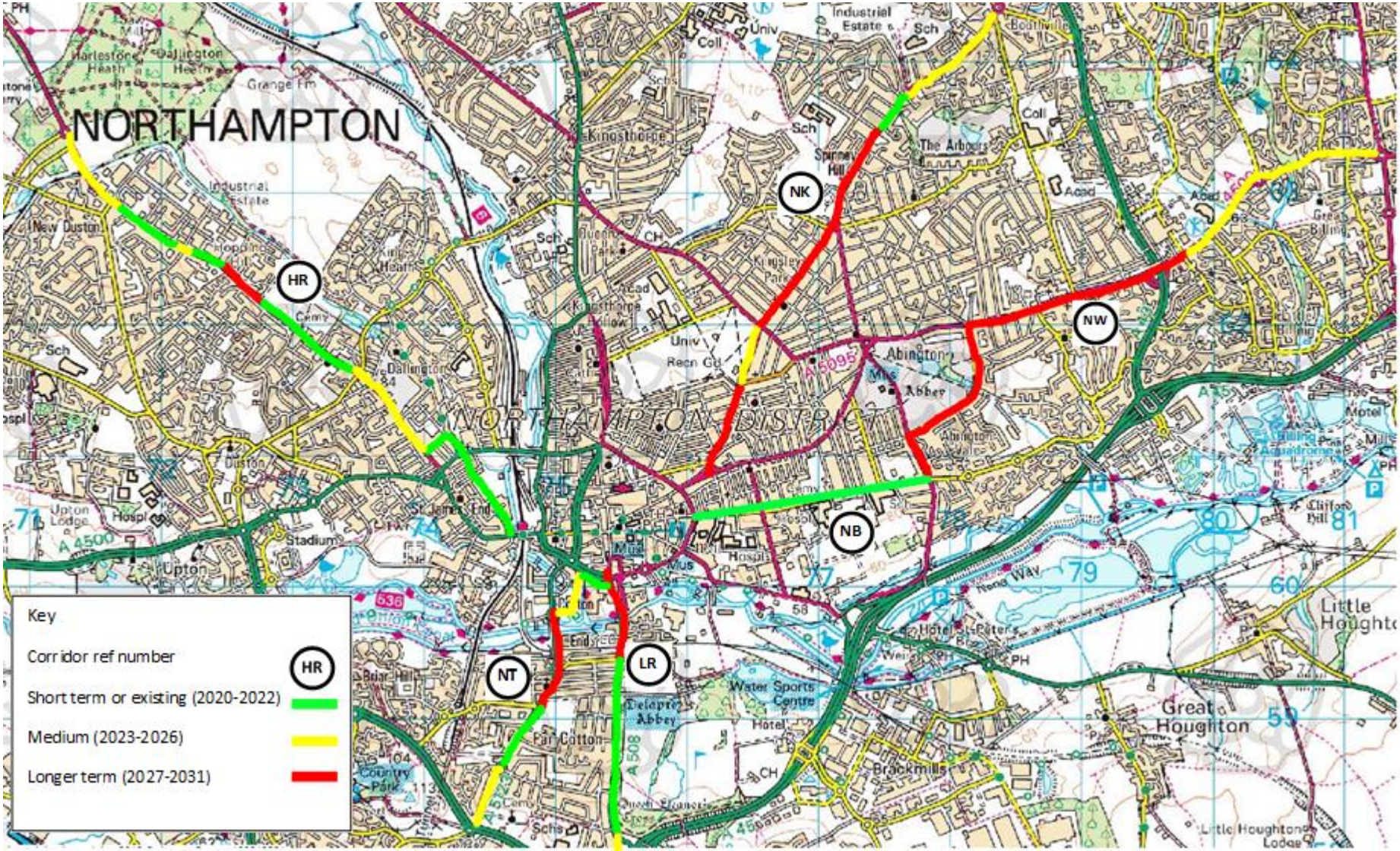
The highest priority corridor is Billing Road to reflect the bid that has recently been submitted to the Department for Transport for Tranche 2 Active Travel Funding. This corridor was not audited as part of the development of the plan, because there was existing infrastructure, but following Commonplace feedback and consideration of potential schemes for the Active Travel Fund this was identified as ideal for creation of a local demonstration project.

Kettering Road and Wellingborough Road are the next highest priority as they have the potential to deliver a significant change to cycling provision in Northampton and part of the Wellingborough Road scheme is also included in the bid for the Tranche 2 Active Travel Fund. There are some constraints to delivering the proposed improvements in these corridors that would need to be overcome, however if delivered successfully these schemes could significantly boost cycling levels in the town leading to health, environmental and other benefits.

Phasing of cycling schemes

The £2.5 billion Active Travel Fund presents a unique opportunity to deliver significant sections of cycling infrastructure in Northampton. If the available funding does not allow whole corridors to be delivered, a phased approach to delivering the identified improvements to corridor sections is proposed based on the priority scoring shown in Tables 29-33, with additional consideration given to the deliverability of packages of schemes that are closely located to one another.

Figure 20 – Proposed phased corridor phasing plan



The phasing will consist of short (2020-2022), medium (2023-2026) and longer term (2027 to 2031) schemes and is shown in Figure 20. The delivery of schemes, is subject to feasibility, detailed design, consultation and availability of funding.

Prioritised list of walking schemes

Whilst each corridor was assessed on its own merits, the pedestrian audits identified commonality across a number of corridors. Previous experience has found that developing packages of schemes can achieve better economies of scale, particularly for smaller scale interventions. By packaging them together, the improvements can be spread across the town in the most efficient and deliverable manner. Our preference would be to enhance the full length of each corridor at a time to deliver the most benefits for pedestrians.

The schemes identified below are all at a very early stage of development and require working up to feasibility design to provide further refinement to the schemes and cost estimates. The Core Walking Zone corridors are listed in priority order below in Table 35:

Table 35 – Estimated cost of Core Walking Zone corridors in priority order

Corridor number	Corridor	Estimated cost	Priority
9	Chalk Lane	Under £500k	1
15	Morrison's roundabout to Abington Square	Between £500k and £1m	2
13	Horsemarket to Broad Street	Between £1m and £2m	3
14	Bridge Street	Between £2m and £3m	4=
17	Barrack Road to Weedon Road	Under £500k	4=
19	Railway station to Morrison's	Between £1m and £2m	6
10	St Andrews Road	Between £1m and £2m	7
16	Abington Street to Barrack Road	Between £1m and £2m	8=
18	Weedon Road to Railway station	Between £500k and £1million	8=

The routes to the Core Walking Zone corridors are listed in priority order below in Table 36.

Table 36 – Estimated cost of key routes to Core Walking Zone in priority order

Priority	Corridor ref number	Corridor	Estimated cost
1	27	St Andrews Road	Between £500k and £1m
2	30	Towcester Road	Between £500k and £1m
3	29	A4500 Weedon Road	Between £500k and £1m
4=	20	Bedford Road	Between £500k and £1m
4=	23	Wellingborough Road	Over £3m and £4m
6	26	Barrack Road	Between £500k and £1m

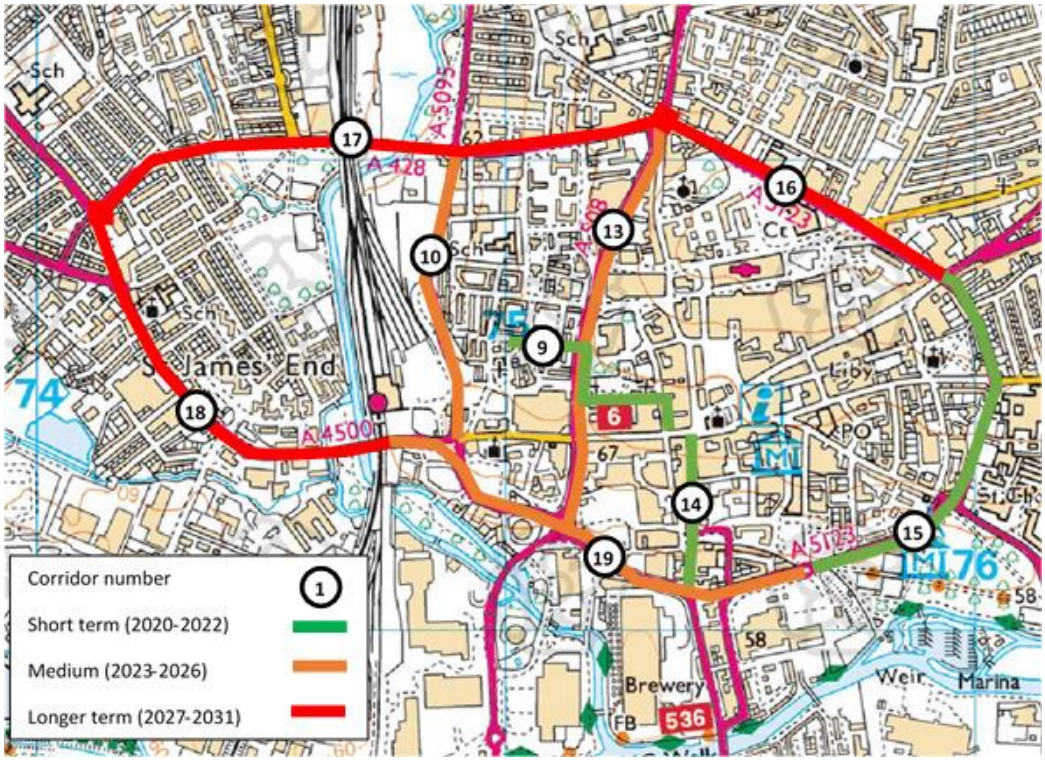
Priority	Corridor ref number	Corridor	Estimated cost
7	24	Kettering Road	Between £2m and £3m
8	34	Rothersthorpe	Between £500k and £1m
9	21	Cliftonville	Between £500k and £1m
10	31	London Road	Between £500k and £1m
11	28	Harlestone Road	Under £500k

Phasing of walking schemes

To deliver the schemes identified, a phased approach is planned of short (2020-2022), medium (2023-2026) and longer term (2027 to 2031) schemes dependant on availability of funding. The proposed corridor phasing is shown in Figure 21 and Figure 22. The prioritised list in Table 35 and Table 36 has been used to develop the phasing, however delivery of schemes is subject to feasibility, detailed design and availability of funding.

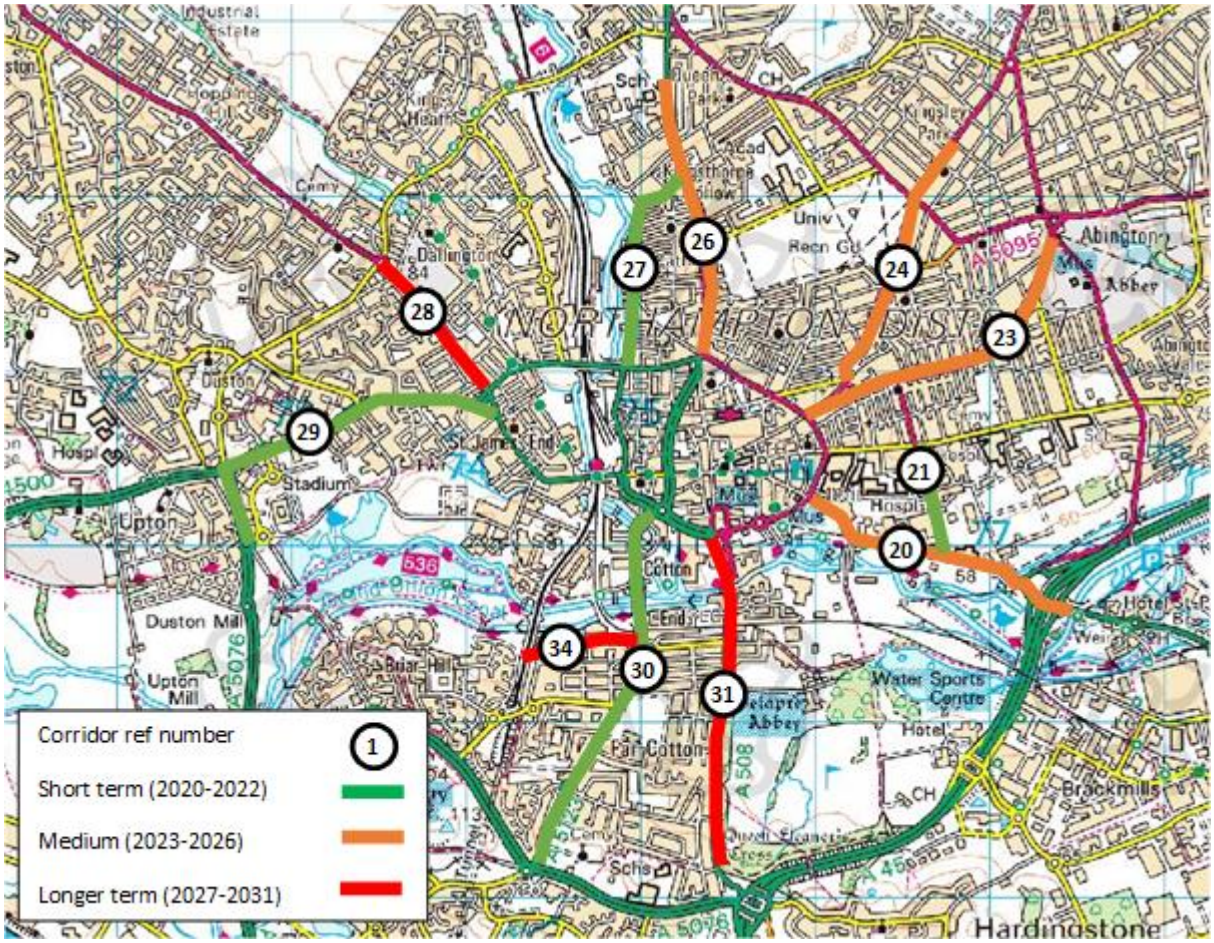
For the Core Walking Zone routes, the priority is to start with those located most centrally within the inner ring road and the first part of the upgrade to the inner ring road, as these came out as the top priority schemes. The section of the inner ring road is different in character to the others with more potential to improve in the short term. The next priority will be Horsemarket and St Andrew's Road. Of these, it is expected that St Andrew's Road would be prioritised due to the potential to improve accessibility to the railway station. The other routes require more time to work up the approach to the inner ring road and the wider aspirations to encourage people to travel using more sustainable means.

Figure 21 - Core walking zone phasing



Similarly, the phasing for the routes to Core Walking Zone corridors, is based on the prioritised list, however there is already some funding for Cliftonville Road corridor so this has the potential to be delivered as part of this scheme (subject to funding).

Figure 22 – Key routes to core walking zones phasing



Next steps

The Northampton LCWIP has identified a number of prioritised cycling and walking schemes which are required to deliver cycling and walking infrastructure within Northampton to meet the government's walking and cycling targets. They form part of a wider package of measures which are essential to support regeneration, new housing, commercial development and further physical expansion and ensure that this is delivered in a sustainable way which deliver health, environmental and other benefits. It will also help to make Northampton an even more attractive place to live, work, visit and enjoy.

The identification of schemes has been based on site visits, but will require further feasibility and detailed design to develop the schemes and refine the cost estimates. The estimated required funding to deliver all the routes identified within the Northampton LCWIP is in the region of £32m. Around £792k is required to take the schemes forward to the next stage to refine the schemes and cost estimates.

Scheme element	Cost estimate
Feasibility design (assumed 2.5% of estimated construction cost)	£792k
Cycling corridors delivery (6 routes)	£13.19m
Core Walking Zone routes delivery (9 routes)	£8m
Core Walking Zone scheme delivery (11 routes)	£10.5
Total	£32.48m

The Council is already taking steps to accelerate work. This includes commissioning feasibility designs for a few selected schemes. It is intended that funds will be secured to enable further schemes to be developed so that plans are available for each of the corridors. The aim is that the comments received on the LCWIP and via the commonplace platform will help to inform the design work and any further consultations. Our intention is to finalise the LCWIP before the end of 2020. This is so it can inform further plans, strategies and proposals as they come forward, including a proposed 'Northampton Town Deal' submission, and support the case for funding via the £2.5bn Department for Transport Active Travel Fund and other routes.