

Abington Area

Active Travel Scheme

1 February 2023 to 15 March 2023



West
Northamptonshire
Council

www.westnorthants.gov.uk

Introduction

Scheme overview map



Background and aims

Government funding – the Emergency Active Travel Fund - during the COVID-19 pandemic allowed West Northamptonshire Council to implement temporary measures to improve and promote walking and cycling. More funding has now been made available by the Department for Transport for councils to develop schemes that “are ambitious in their plans and look to reallocate road space in urban areas to provide safer spaces for cyclists.”

We all know that walking and cycling more is good for us, and for the environment. Research carried out by West Northamptonshire Council (Northamptonshire County Council at the time) in early 2021 showed that over 70% of respondents felt pedestrians should be given priority over cars in town. The survey also showed a very positive attitude to cycle lanes in helping to encourage use, reduce congestion, improve health and have a positive impact on the environment. However, safety was a significant concern.

West Northamptonshire Council began to develop several potential schemes to encourage walking and cycling, and initial ideas have already been presented to the public, including a proposed one-way system for cars on Billing Road. Feedback from residents was that safety for cyclists and pedestrians remained a concern, and there was opposition to the proposed one-way system. West Northamptonshire Council has considered all the feedback received, and has taken into account the design guidance for walking and cycling schemes (Local Transport Note 1/20) to develop the potential scheme we present here.

Scheme objectives



Local Transport Note 1/20 is government guidance to local authorities on delivering high quality cycle infrastructure design and sets out criteria for:



Cohesion – how well the facilities tie into the existing cycling network.



Directness – how desirable and direct is the route to use compared to other options (cycling on road etc.).



Safety – how safe the facilities are to use, integration with other road users such as pedestrians.

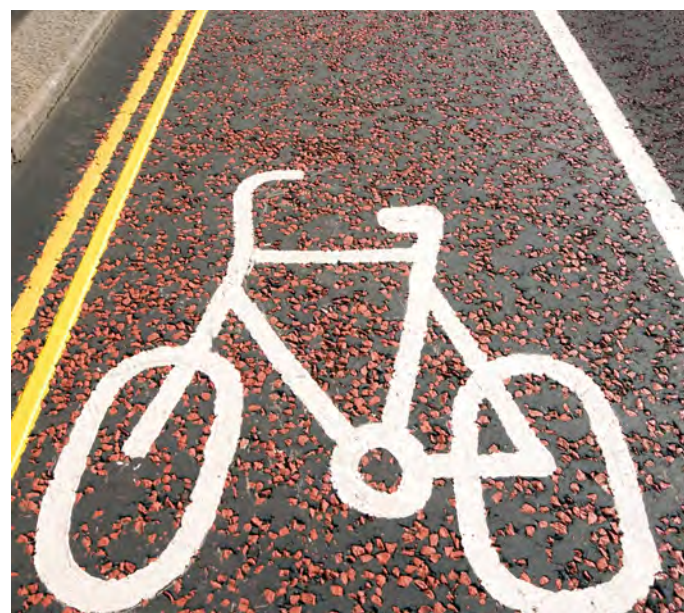


Comfort – are the facilities pleasant to use, with easy wayfinding and a suitable surfacing.



Attractiveness – how likely is it that the facility will be used, do people feel safe using the facility.

LTN1/20 also provides a scoring tool which can be used to measure proposed schemes against the criteria above. We have used this throughout the development of our scheme to ensure that the proposals meet and exceed the latest guidance as well as providing a scheme which will meet the objectives set out by West Northamptonshire Council.



West Northamptonshire delivers schemes to meet customer needs

We want to provide facilities that help the people of Northamptonshire and address their concerns when it comes to walking and cycling and so we wanted to produce a scheme that:



Provides good walking and cycling facilities



Encourages walking and cycling



Gives pedestrians and cyclists priority



Boosts the health and wellbeing of the community



Eases congestion

How this scheme has been developed

This scheme has been developed to support the proposed Billing Road corridor scheme, and is included in the draft Northampton Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs provide a new strategic approach to identifying cycling and walking improvements at a local level. They enable a long-term approach to developing local cycling and walking networks over the next ten years. The LCWIP for Northampton is in development awaiting review against LTN1/20 guidance.

Abington Park is a major local leisure destination; we want to encourage people to cycle and walk there so that they can take advantage of the amenities the park provides. The proposals for Bridgewater Drive, Park Avenue South and Billing Road will also allow opportunities for alternatives to car use, reducing traffic and increasing safety. This is especially important for providing a safer route to Bridgewater Primary School, encouraging active travel at an early age by increasing the attractiveness of cycling and walking in the area.

We have looked at all the different ways we could provide good cycling and walking infrastructure to meet our scheme objectives and considered a number of options for each section of the route. Options were evaluated against the LTN 1/20 criteria which allowed us to decide on the design options presented in this brochure.

Timeline

2020 Emergency Active Travel Fund enabled provision of temporary measures to improve and promote walking and cycling

2021 Survey of public attitudes to walking & cycling

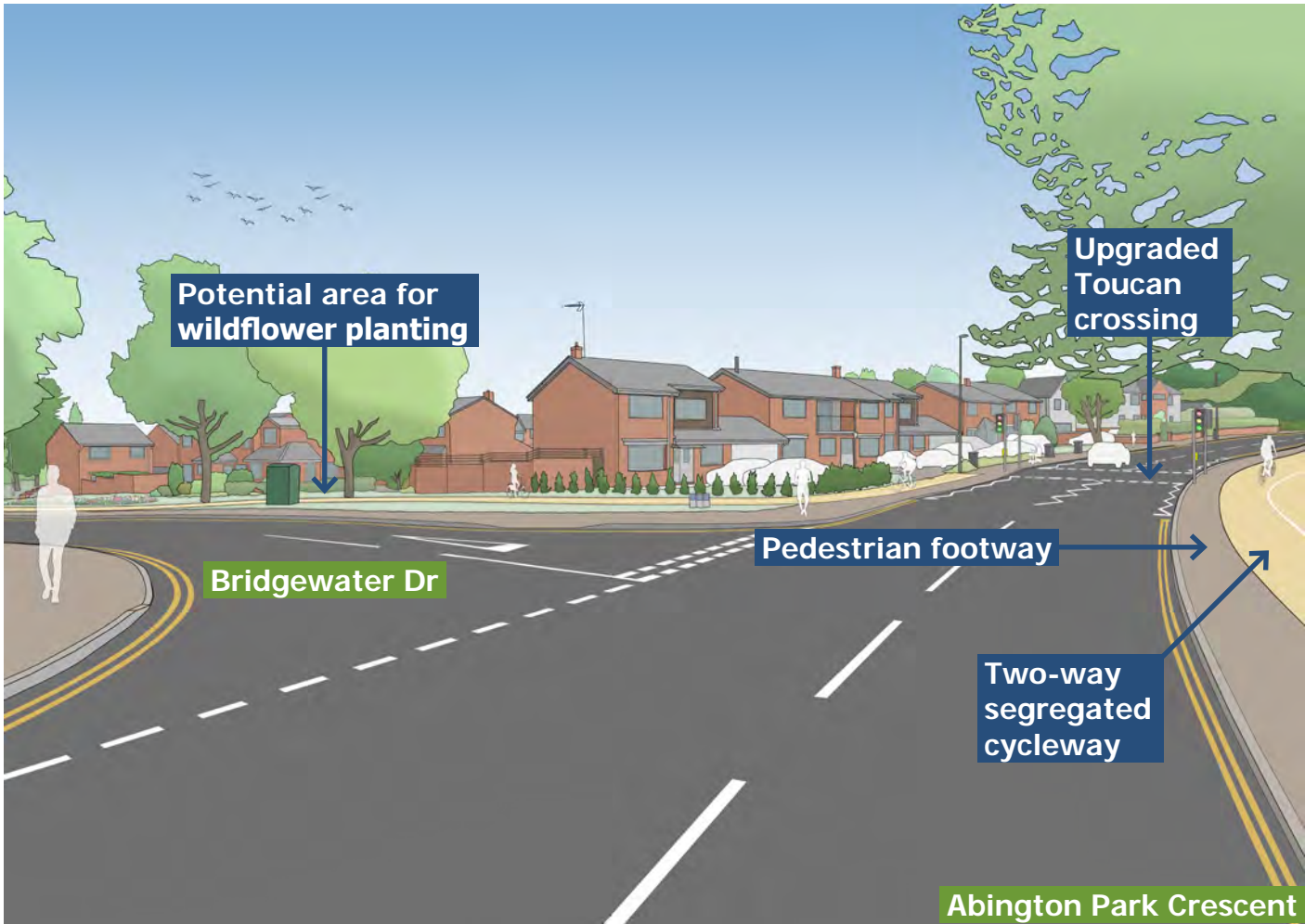
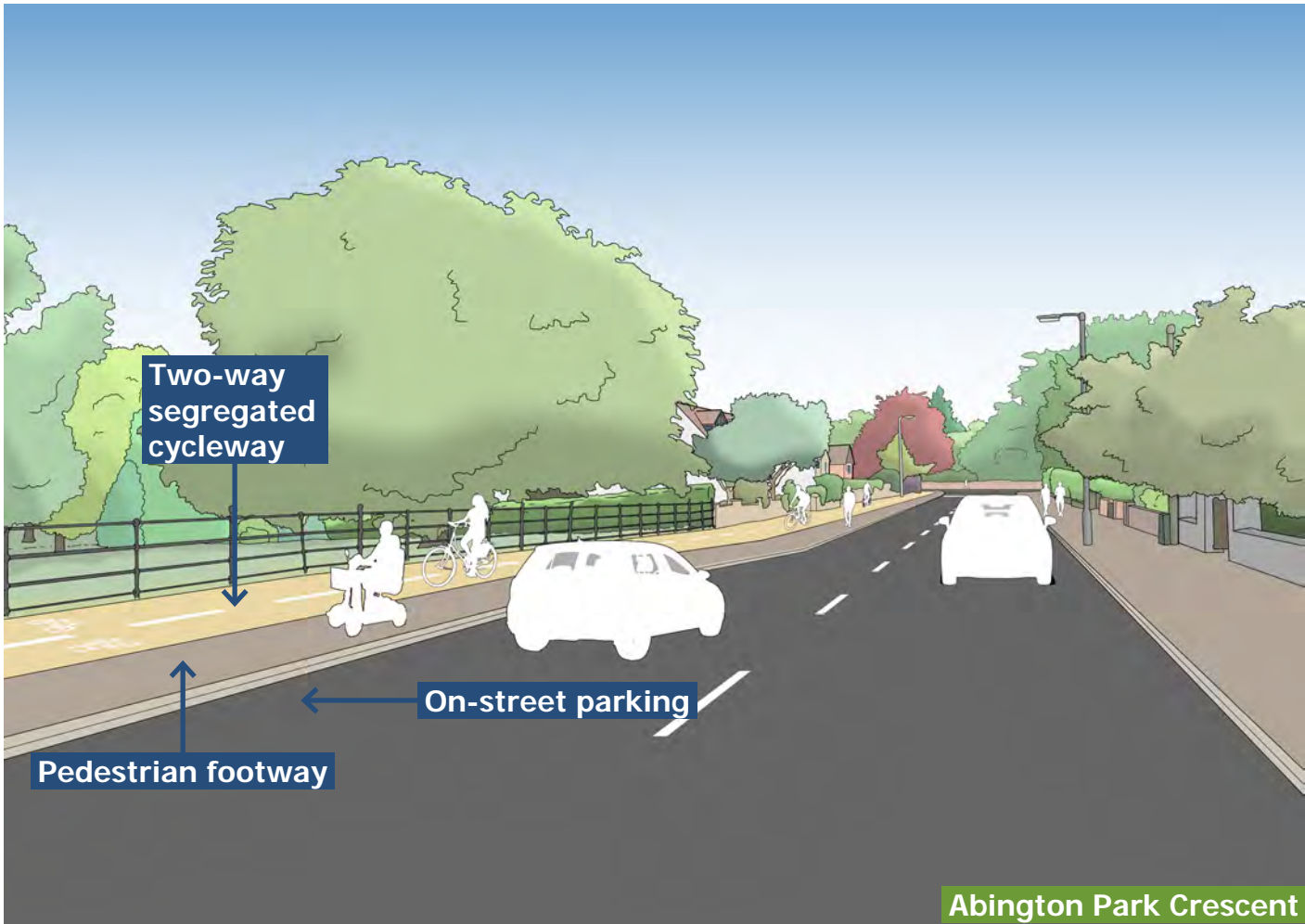
2022 outline design

2023 consultation – detailed design

2024 phased construction to reduce disruption

2024 onwards ongoing monitoring of use

Abington Park Crescent



Main features

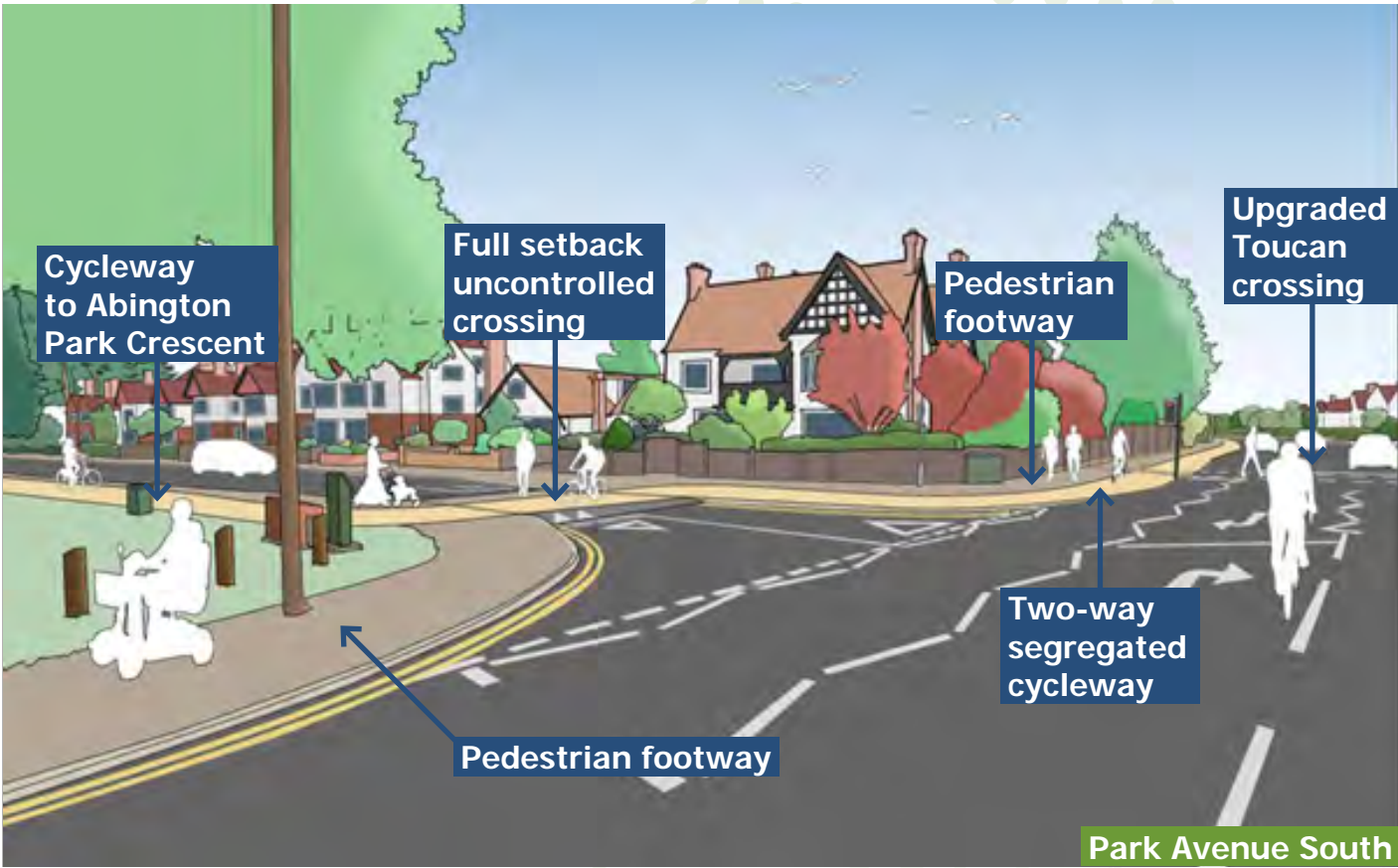
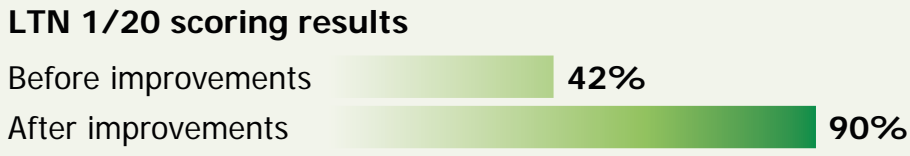
There will be a new cycle lane along the path for the length of Abington Park Crescent adjacent to Abington Park. This will be segregated from the existing path with a physical barrier (likely to be a kerb). To ensure that there is enough space to meet government standards, sections of the path will have to be widened.

In the vicinity of the junction of Abington Park Crescent and Bridgewater Drive, it is proposed that the existing Puffin crossing (south of the junction with Bridgewater Drive), will be upgraded to a Toucan crossing. This will allow cyclists to safely cross Abington Park Crescent without dismounting and continue their journey down Bridgewater Drive.

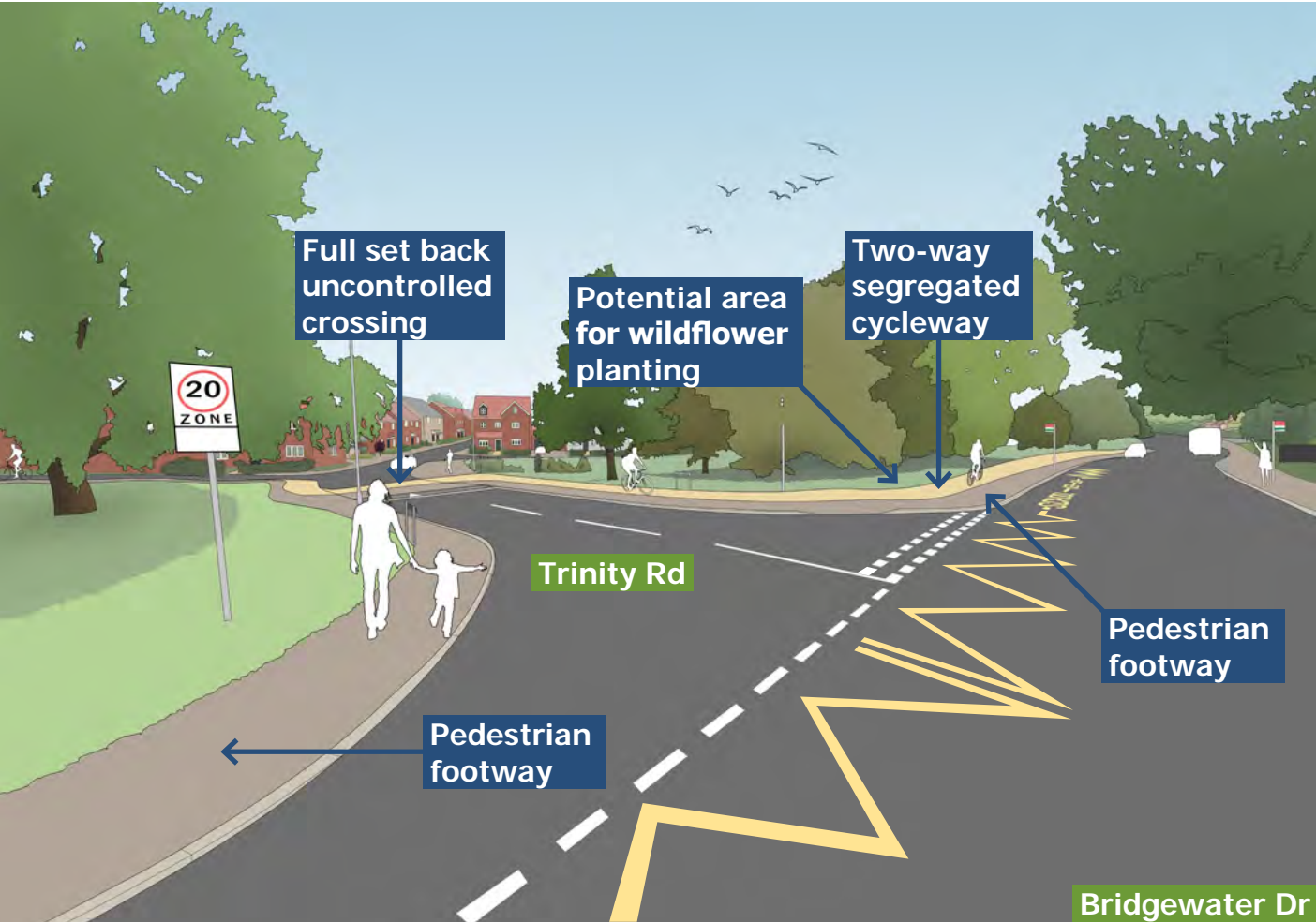
At the junction with Park Avenue South we are proposing a full set back crossing, meaning a safe dedicated crossing point for both cyclists and pedestrians, with right of way over vehicles. This will be installed along with a road-narrowing build out, providing a safe crossing place for cyclists and will ensure that vehicles entering Abington Park Crescent will be entering at an appropriate speed.

It has been designed so that, where possible, on-street parking is retained, resulting in the main element of path widening going into Abington Park.

LTN 1/20 scoring tool
based on cohesion,
directness, safety,
comfort, attractiveness.



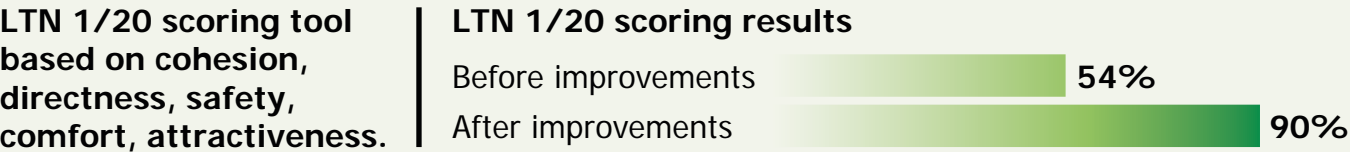
Bridgewater Drive



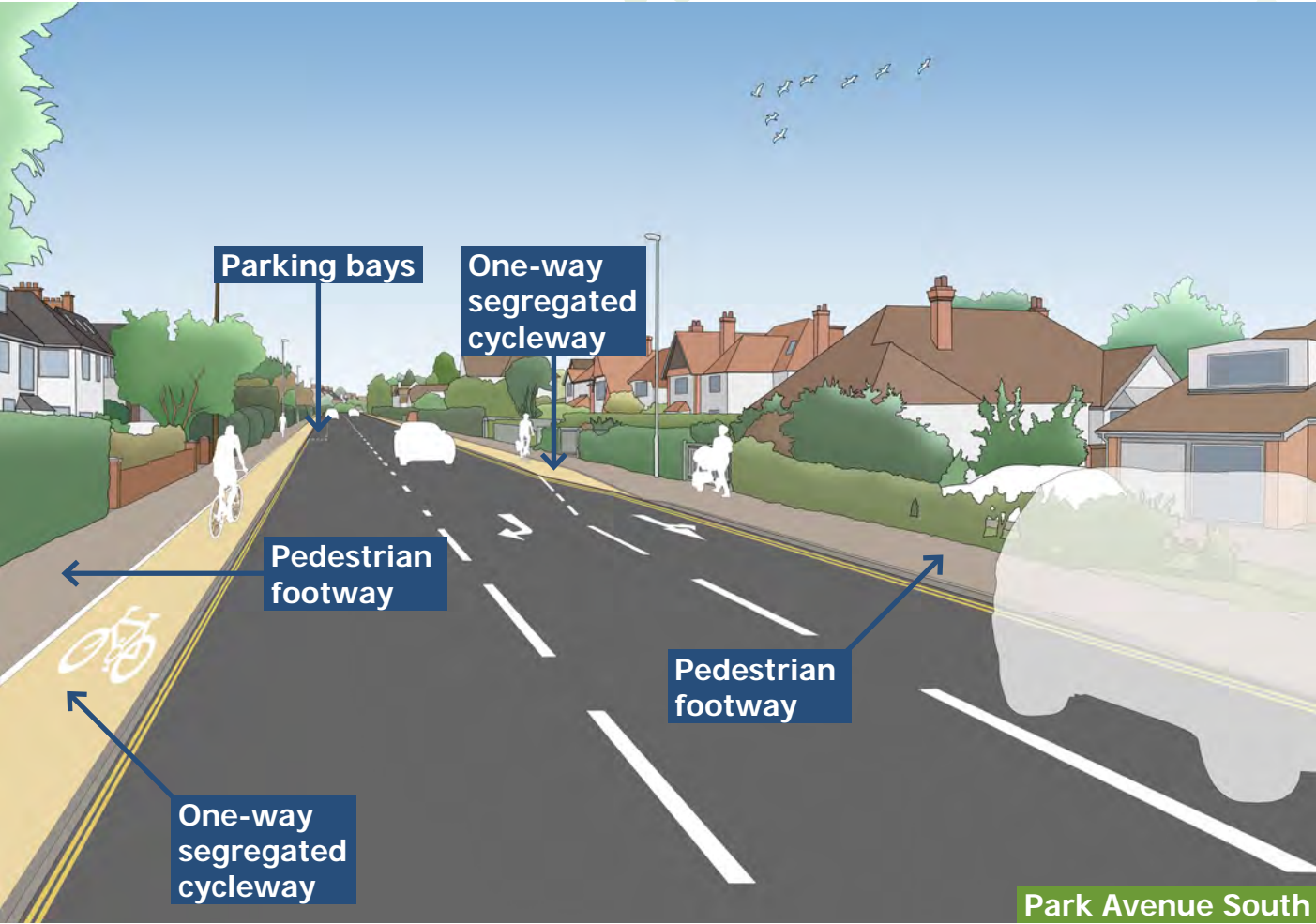
Main features

It is being proposed that a cycle link is provided from Abington Park Crescent to Bridgewater Primary School. This will be done by providing a two-way segregated cycle way from the Toucan crossing on Abington Park Crescent along the east side of Bridgewater Drive to Trinity Road and along Ellis Way to the school.

The new cycle way will be provided using the footway and verge that runs along the south side of Bridgewater Drive, and a designated partial set back crossing at the junction of MacLean Close. The cycleway then continues along Bridgewater Drive to the junction with Trinity Road, where a full set back crossing is provided at the existing speed hump to allow cyclists and pedestrians to cross over and continue along Ellis Way where the facility ties into Bridgewater Primary School and Abington Vale Playschool.



Park Avenue South

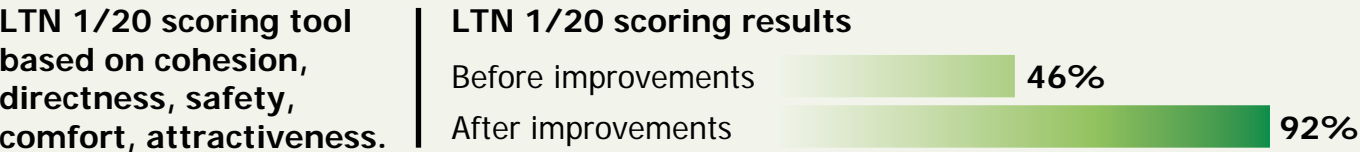


Main features

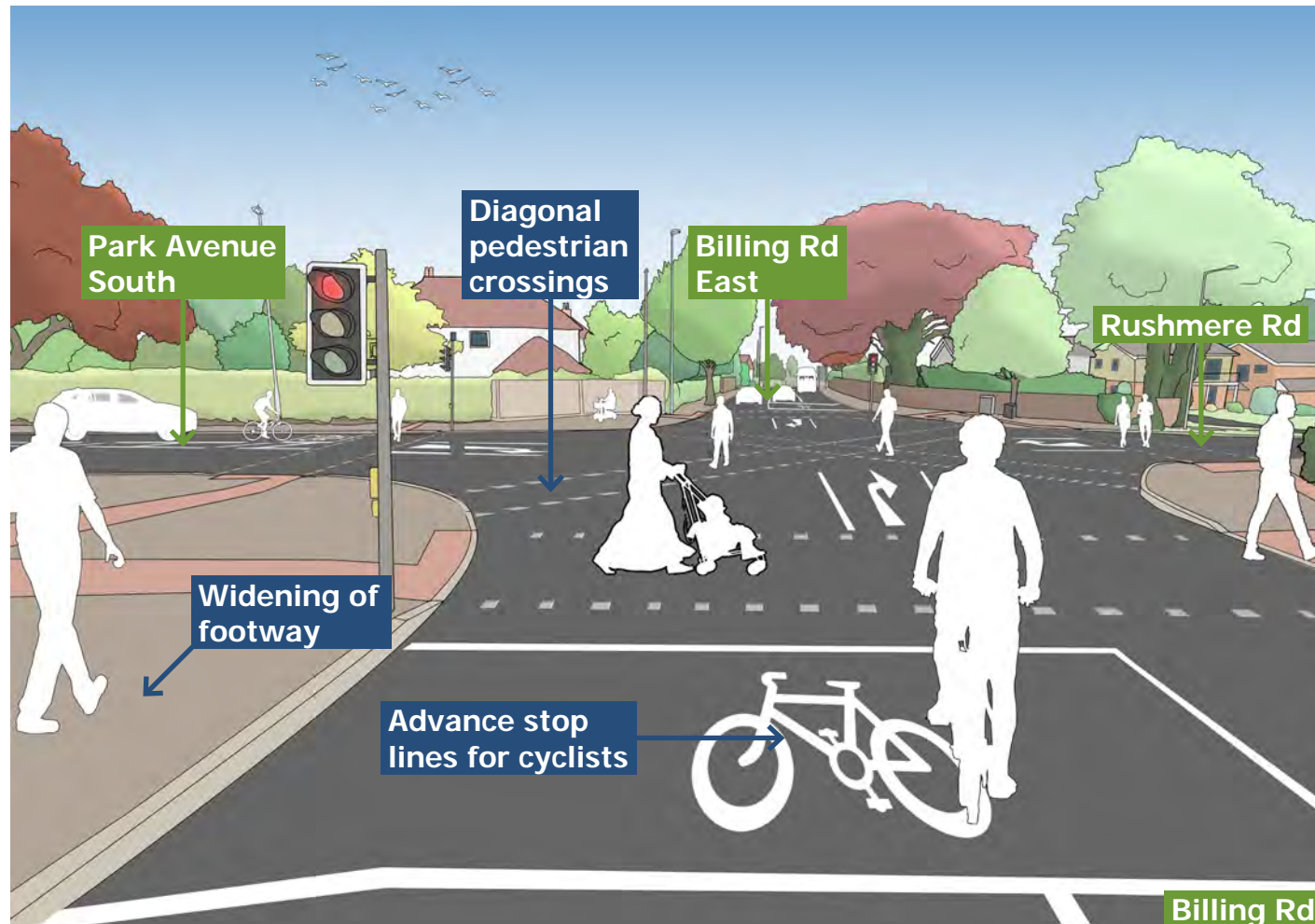
The works undertaken on Park Avenue South will tie into work being delivered on Abington Park Crescent, with the existing Puffin Crossing on Park Avenue South being upgraded to a Toucan crossing. This will allow cyclists who are travelling north to cross the road safely whilst mounted.

We will introduce a segregated cycle lane on the existing path, with cycles travelling north on the east side of the road and south on the west side (in the direction of traffic flow). To ensure that these cycleways will be unobstructed, it is proposed that parking down this road will be formalised by providing dedicated parking bays in the safest locations.

When entering Park Avenue South from the Billing Road/Rushmere Road junction, cyclists will have to cycle a short distance north until road markings, signage and dropped kerbs will allow cyclists to join the segregated off-road facility, heading north up Park Avenue South. Cyclists heading south on Park Avenue South will have to join the carriageway just north of the junction of Billing Road/Rushmere Road and will once again will be directed by road markings, signage and dropped kerbs.



Billing Road / Rushmere Road



Main features

We are proposing to redesign the traffic light junction of Billing Road and Rushmere Road in order to provide much needed safe, controlled crossing facilities. We want to simplify the junction by removing the islands. In particular, the left turn slip lane on the north west corner will become a widened area of footway. Pedestrians will be given light controlled crossings across all arms of the junction. To further improve pedestrian experience, diagonal crossings will be included to provide shortcuts across the junction. The crossings will operate under an “all red stage”, stopping all vehicles and providing a facility for pedestrians to cross to any part of the junction in the safest manner possible.

To help support cyclists navigate the junction we are continuing to provide Advanced Stop Lines (Stop Lines at a set of traffic lights to provide cyclists a refuge area ahead of queuing vehicles). This also provides cyclists with a head start on traffic to carry out any turning movements (such as crossing the road) before other vehicles set off, as this is the highest risk of a collision between cyclists and vehicles.

Through the design process, the proposals have been ‘modelled’ in computer software to assess how the changes will impact the junction and roads in the surrounding area. The modelling shows that whilst the changes will initially result in a longer wait for vehicles at this junction, through traffic will find alternative routes so that overall the anticipated journey time delays will be minimal. We expect that the surrounding road network will easily absorb most of the through traffic that chooses to find other routes.

The reduction of through traffic provides a much safer environment not only for pedestrians but also for cyclists and local residents.

Your views matter!

We have previously consulted the public on an initial design and we took the feedback into account to inform our design decisions.

- ▶ These works are for the local people. The facilities that we aim to provide are provided to assist local people travelling locally.
- ▶ The facilities that are going to be provided are there to be used and help aid the local communities travel around Northampton in a safe and comfortable way.
- ▶ This is an opportunity for local people to give their views to allow changes to be made to the design to ensure that we are delivering a safe, usable and attractive facility that benefits the local community.
- ▶ Use the online survey to tell us your views.

The consultation will be open from 1 February to 15 March 2023. Further details about these proposals can be found online at <https://www.westnorthants.gov.uk/transport/active-travel-fund> where there is also a link to our virtual consultation room, and a survey for you to provide your feedback.



www.pinpointcloud.co.uk/AbingtonActiveTravelScheme

Alternatively you can email us on Activetravelconsult@westnorthants.gov.uk

If you need assistance to enable you to respond to the consultation, including receiving information in large print, audio, Braille, alternative format or in a different language, please email or telephone **0300 126 7000** and we'll do our best to assist you.

We will also be holding an event at **Abington Park Museum on 16 February 2023 from 2pm to 8pm** where you can come along and see the proposals and have your say on the proposed scheme.

What happens next?

We will consider all of your comments and feedback in our next stages of design for the scheme, where we will look at every design aspect - from the types of material we use, to the drainage and types of wildflower planting.

We have already secured funding from the Department for Transport's Active Travel Tranche 2, and additional funding will be identified once the design is finalised.

As shown on the timeline on page 5, once we have the detailed design we will look to construct the scheme, beginning in 2024. This will be carried out in phases to reduce the impact and disruption to residents and park users.

We will monitor the impact of any scheme that is constructed to make sure it works and is safe for all users. We will use vivacity traffic sensors, surveys of pedestrian and cycle use and check road traffic collision information in the area to measure how well the scheme is delivering on our objectives.



**West
Northamptonshire
Council**

