

P e l l F r i s c h m a n n

Abington Active Travel - Phase 3

Consultation Analysis Report

Spring 2026

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Executive Summary

Introduction

The Abington Active Travel Scheme – Phase 3 focuses primarily on improving walking, cycling and wheeling routes along Abington Park Crescent and King Edward Road. This is planned to support the upcoming Northampton Local Cycling and Walking Infrastructure Plan and delivery of the key objectives of the draft West Northants Active Travel Strategy. Feedback received from the Spring 2023 consultation highlighted safety concerns at the King Edward Road eastern junction. Based on these comments, the draft Phase 3 designs have been revised and updated. This includes:

- The closure of the eastern end of King Edward Road's junction with A5095 Park Avenue South
- A one-way system on Abington Park Crescent, from Landcross Drive towards A5095 Park Avenue South
- Formalised parking arrangements on Abington Park Crescent
- Upgraded facilities in Abington Park

The proposed infrastructure will provide full segregation and enhanced facilities for pedestrians and cyclists, in order to support several key objectives:

- To provide a safer and more accessible environment for pedestrians and cyclists, especially pupils travelling to and from school.
- To reduce congestion and improve air quality.
- To create healthier and more active communities by reducing car dependency.
- To provide a coherent and connected active travel network.

Further public consultation was undertaken between 28th November 2025 and 18th January 2026 to seek feedback on the updated designs. This report presents an analysis of the responses received during the re-consultation, identifies key themes and ongoing concerns, and highlights opportunities to further refine the scheme prior to implementation.

Who took part in the consultation

A total of 997 survey responses were collected, with 934 from individuals, 11 on behalf of organisations or community groups and 52 giving no indication either way. A further 107 emails were received and analysed separately. The in-person consultation event was attended by approximately 350 people.

Key findings from the consultation

Overall, the quantitative analysis indicates that views on the different elements of the scheme are mixed, with a greater proportion of respondents expressing concerns than support, typically around 50% in comparison to 15-25%. In particular, the proposal of the suggested one-way system attracted lower levels of support, with approximately 70% disagreeing that it would improve road safety. Many respondents also felt that, in its current form, the design could better demonstrate how it meets the scheme's intended aims.

From the qualitative analysis, several prominent themes were identified. These include, briefly, concerns that current issues will be displaced elsewhere such as congestion or accidents, belief that the scheme is not necessary and concerns for disruption to car journey times. Alongside general feedback and concerns, many respondents offered alternative suggestions to the proposals. Common ideas include implementing a traffic light control system or roundabout at the junction of King Edward Road, A5095 Park Avenue South and Abington Park Crescent, reducing speed limits and restricting parking.

West Northamptonshire Council's response to feedback

On behalf of West Northamptonshire Council, Pell Frischmann has read and analysed each response to the consultation. Any aspects of the proposed design that have been highlighted through the consultation will be considered and inform the detailed design of the project. This will enable the implementation of the final proposal.

1 Introduction

1.1 Background

This chapter provides an overview of the consultation process, outlining the methods of communication used by West Northamptonshire Council to promote the consultation as well as engaging with elected members, the public, businesses and other stakeholders.

The consultation was launched on Friday 28th November 2025 and ran for seven weeks until Sunday 18th January 2026.



Figure 1: Proposals for Phase 3 of the Abington Active Travel Scheme

The aim of the consultation process was to seek feedback from individuals and organisations that live, have a business in or travel through the Abington Active Travel Scheme area, following the changes proposed after the 2023 consultation. Specifically identifying:

- How they currently travel through the area
- Their views on the proposal changes including:
 - The closure of the King Edward Junction with the A5095 Park Avenue South
 - The one-way out layout along Abington Park Crescent heading to the A5095 Park Avenue South junction
 - The formalisation of parking along Abington Park Crescent
 - Enhanced facilities for pedestrians and cyclists
 - The narrowing of Abington Park Crescent between Bridgewater Drive and Wellingborough Road
- Their thoughts on whether the scheme achieves its intended objectives and supports the community

1.2 Publicising the Consultation

West Northamptonshire Council used a number of different channels of communication to spread the word about the Abington Active Travel Scheme Phase 3 Consultation. These were:

- Existing stakeholder and community networks, such as, Abington Bowling Club and Abington Lawn Tennis Club among others
- A leaflet drop
- A public drop-in session
- Local Ward Members
- Highways and Transport Portfolio Holder
- Posts on WNC Highways Facebook and X accounts

1.3 Response Channels

There was a variety of ways that people could respond to the consultation, and these are detailed in the following sections.

1.3.1 Online survey

Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions, providing the opportunity for respondents to give additional comments.

1.3.2 Public drop-in session

An in-person consultation event was held at the Abington Park Museum on Thursday 11th December 2025 from 2pm to 8pm. This gave attendees the opportunity to view the proposals in person, meet the project team, ask questions and provide feedback. The event was attended by approximately 350 people.

Responses were captured where possible. Some key points raised by attendees were concerns over loss of parking along Abington Park Crescent and Park Avenue South, impacts of the proposed one-way on St Christopher's Care Home and causing congestion on Landcross Drive. Additionally, many queried the methodology used to justify the closure of King Edward Road.

1.3.3 Leaflet drop

The distribution of 4,000 leaflets was organised to maximise informing those most directly affected by the proposed works. Several key streets, below, were identified as the core with the remainder of leaflets distributed outwards from here.

- Park Avenue South
- Abington Park Crescent
- King Edward Road
- Bridgewater Drive
- Landcross Drive
- Billing Road
- Billing Road East

During the drop-in session, it was raised that the information on the leaflets was unclear and that they were not distributed widely enough which is significant feedback that should inform future consultation processes.

1.3.4 Direct contact

Residents and other interested parties were also invited to contact the project team via email or post with any additional queries or comments.

2 Methodology

2.1 Pell Frischmann

Responses to the consultation were collated and analysed on behalf of West Northamptonshire Council by Pell Frischmann. The results of this analysis are set out in this report.

2.2 Confidentiality

All responses to the on-line survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent. However, postcodes were collected in order to ascertain how people living in different locations responded to the survey. Additionally, respondents had the opportunity to opt in to receive updates on the scheme by providing their email address. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

Responses that came in directly via e-mail or by post were anonymised by West Northamptonshire Council prior to analysis.

2.3 Consultation Survey

The survey contained a mixture of 17 qualitative and quantitative questions. The quantitative questions asked people to rate the proposals on a scale and qualitative questions requesting people's comments in order to explain their views and suggestions. A blank template of the survey can be found in Appendix B. Response numbers to each of the quantitative (or "closed") and qualitative (or "open") questions varied.

2.4 Analysis of Responses

The purpose of the consultation analysis is to present the results of the online survey and additional responses in order to understand and compare general preferences of different aspects of the proposed scheme. This will aid West Northamptonshire Council in assessing whether the designs currently meet the objectives, which are:

- To provide a safer and more accessible environment for pedestrians and cyclists, especially pupils travelling to and from school.
- To reduce congestion and improve air quality.
- To create healthier and more active communities by reducing car dependency.
- To provide a coherent and connected active travel network.

This can then be used to guide the next steps, including any potential further engagement needed and development of detailed designs.

Those who responded to this consultation constitute a self-selecting sample, and therefore appropriate caution should be applied when interpreting and utilising the response numbers in this report. Public consultation is not a referendum or a vote on whether a specific proposal should be carried out or not. Instead, public consultation is a way of "actively seeking the opinions of interested and affected groups"¹ in relation to a proposal or set of options

2.4.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative ("closed") questions, with the preferences of respondents directly comparable. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

¹ Organisation for Economic Co-operation and Development (OECD)

2.4.2 Qualitative Analysis

Each of the qualitative responses was read, analysed, and assigned to a frequently detected theme or themes relevant to the question asked to categorise comments and provide context to the opinions previously quantitatively expressed. Themes were identified through recurring words or phrases but assignment of responses to themes were recorded manually to ensure the inclusion of misspellings and alternative wordings. An individual response often conveyed multiple themes. The themes were reviewed throughout the analysis and underwent quality assurance checks to ensure consistency, relevancy and accuracy.

While the numbers of respondents mentioning particular themes and issues have been recorded and noted, caution should be applied in viewing and using the figures alone to support a particular position. A large proportion of respondents chose not to provide answers to all the qualitative questions in the consultation; therefore, it is difficult to view these numbers as indicative of the views of the entire set of respondents. It is important that views and suggestions are taken on their individual merits and qualities, rather than their apparent popularity.

Nonetheless, being able to view the number of respondents who highlighted a particular theme does provide valuable insight into key drivers for the views expressed in the quantitative questions.

Alongside the survey results, the direct responses via email and post were qualitatively analysed for recurring themes as part of a separate exercise to not skew the survey results. A further group of responses from 'formal' organisations were summarised to highlight the key points raised and the stances of public organisations.

3 Summary of Survey Feedback

3.1 Number and Type of Responses

The consultation received 997 survey responses including hard copy responses. Of these, 934 were from individuals, 11 on behalf of organisations and 52 gave no indication either way, further details regarding response demographics are analysed in Section 3.2. Several questions invited additional written feedback, and these have been analysed for recurring themes alongside the corresponding question. Percentages where used have been rounded and therefore the totals may not equal 100.

3.2 About You

3.2.1 Interest in the scheme

Respondents were first asked to select their main interest in the scheme from a list of options. The results of this can be seen in Figure 2, with nearly 87% living in Northampton. A further 3% regularly visit Northampton, then less than 1% each are either a West Northamptonshire councillor, represent a business, group or organisation, represent a charity, voluntary or community sector organisation or represent a local community group or residents' association. It is recommended that further efforts should be made to directly engage with local businesses and organisations to ensure that the consultation further considers the impacts of the scheme beyond an individual level.

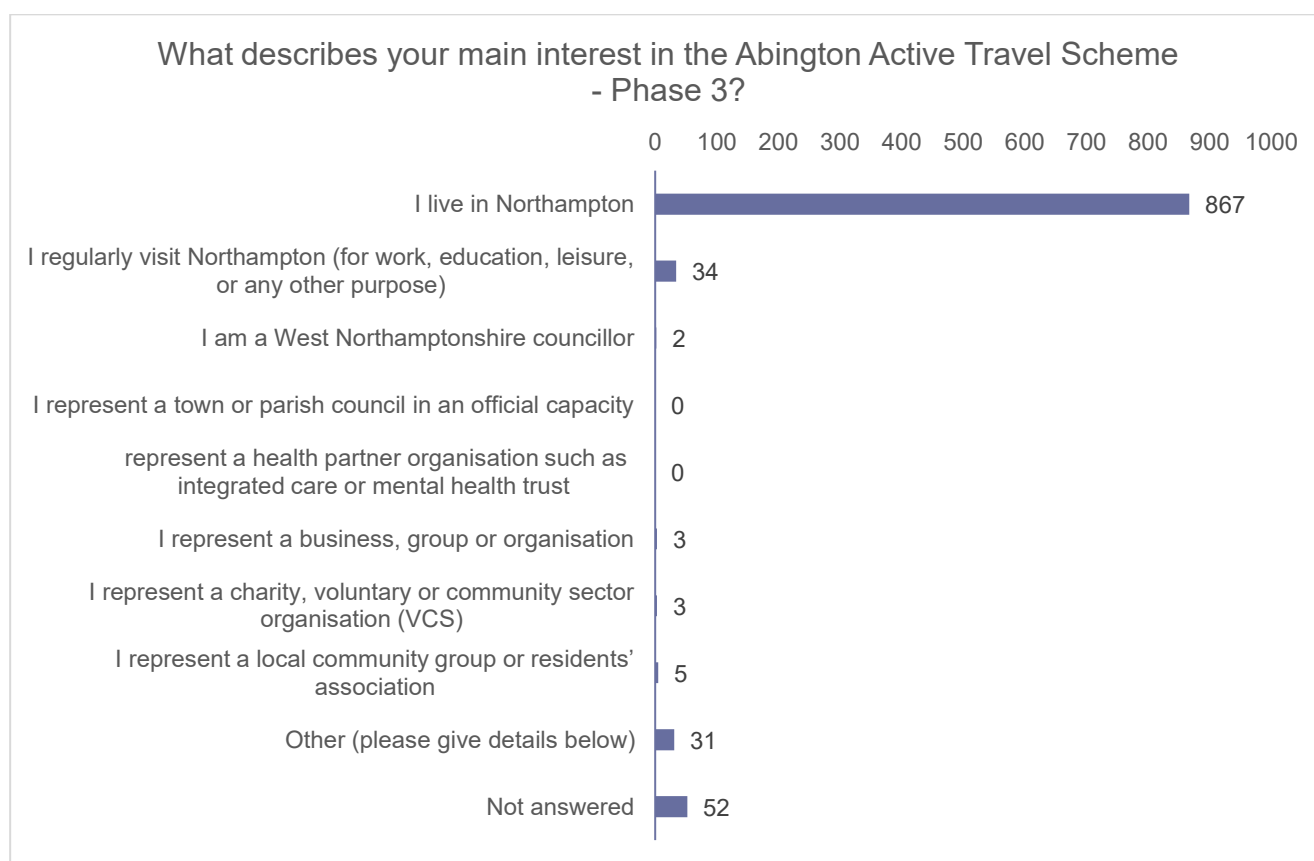


Figure 2: What is the respondent's main interest in the scheme

From the 8% that did not answer or selected 'other', 31 provided a written comment that indicated a primary interest from the available options. Of the 31, 27 provided details that denoted they live in Northampton and four regularly visit Northampton.

3.2.2 Location of respondents

Question two optionally asked respondents to provide their postcode. 867 individuals provided an answer to this question, and nine postcodes were recorded from responses from an organisation, business or community group,

or town or parish council. The responses have been mapped, as shown in Figure 3 with the individuals in blue and businesses or organisations in pink.

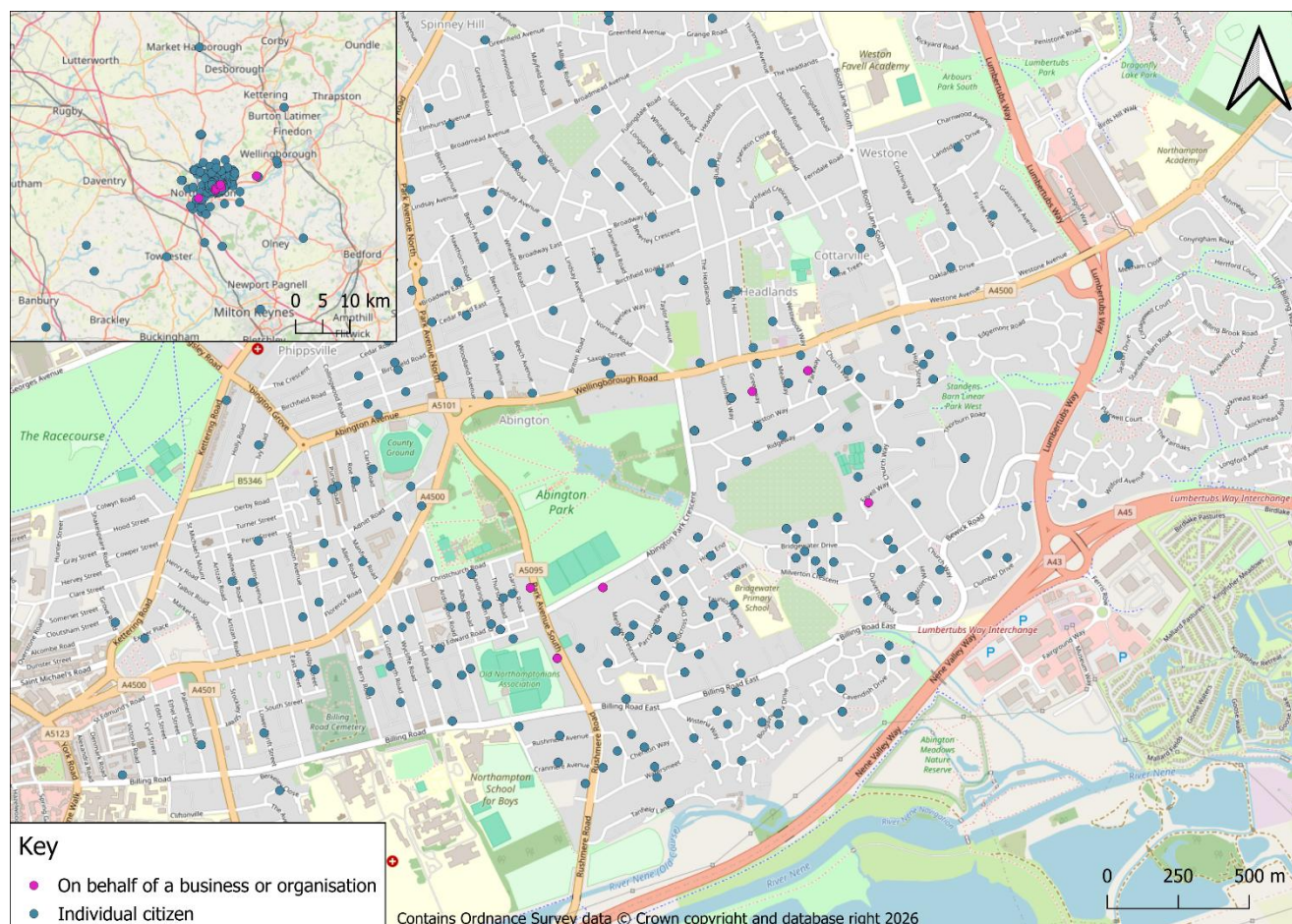


Figure 3: Location of respondents

Evidently, the majority of survey responses originate from postcodes in and surrounding the scheme extents. By applying distance buffers originating from the junction of Abington Park Crescent and Landcross Drive, the distance of each respondent from the scheme area can be broken down as shown in Table 1. The distances are applied 'as the crow flies' and the central point selected as a reasonable midpoint of the scheme extents.

Table 1: Distances of recorded postcodes from Abington Active Travel Scheme area

Distance from scheme	Number of responses
Within 2km	717
2- 5km	99
5- 10km	47
Over 10km	22

The results in Table 1 complement the postcode mapping, indicating that over 80% of respondents are based within 2km of the Phase 3 Active Travel Scheme area. A further 11% live between 2 and 5km of the area, 5% between 5 and 10km and a remaining 2% over 10km. The furthest response originated from over 35km away from the scheme, indicating the scale of impact the proposals could have. An aim of the scheme is for it to create healthier and more active communities; there is a strong response from the community directly adjacent to the scheme suggesting that any changes would be impactful. Another is for it to form part of a coherent network, the consideration of responses from those living further away is useful in forecasting the potential use of the scheme as an active travel corridor and increase in trips generated beyond living in the immediate area.

3.3 Your Journey

A series of questions were then asked to understand how respondents travel in, through or around the Abington Active Travel Scheme. This helps to gain an understanding of the current use of the area and how it could be best utilised as a strategic corridor in the wider active travel network.

3.3.1 Travel mode around the Abington Active Travel Scheme Area

The third question asked participants to select their primary travel mode from a list of options, 932 responses were recorded and the mode shares are illustrated in Figure 4. The largest proportion drive a car or van, accounting for 65% of all responses, the next largest travel mode is walking with 18% of responses. This shows that there is a clear need for greater active travel opportunities in order to support the modal shift required to meet the vision and objectives set out in the West Northamptonshire Local Transport Plan.

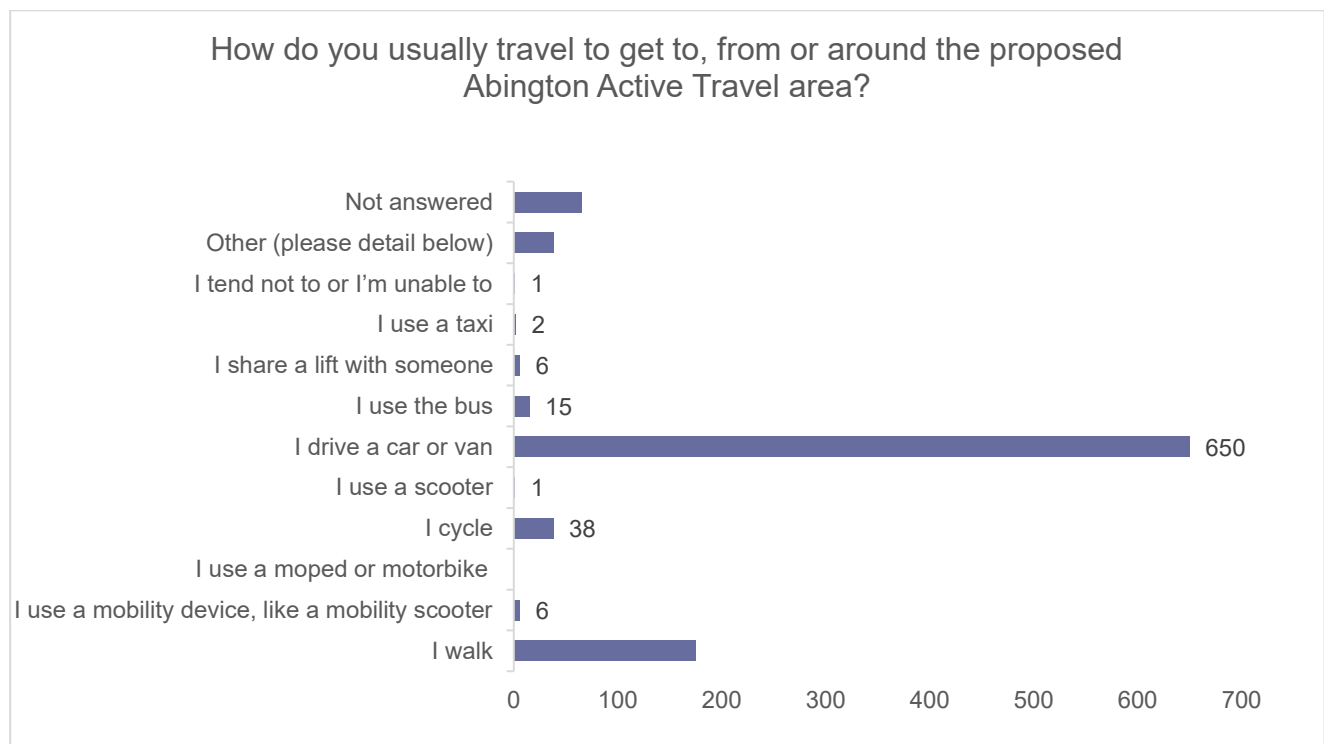


Figure 4: How respondents travel to, from or around the Abington Active Travel area

An additional 98 written responses were recorded, with 92 of these indicating split use of multiple modes of transport. In future consultations, wording should either be more explicit to ensure respondents select their primary travel mode or allow multiple selection to gain a clearer understanding of travel habits.

3.3.2 Frequency of journeys in the Abington Active Travel Scheme Area

Questions 4 and 5 asked respondents how often they travelled within the Abington Active Travel Scheme, in number of trips per day and per week respectively. Of the 997 total survey responses, 970 (97%) chose not to answer about their daily trips and 959 (96%) did not answer about weekly trips. Figure 5 illustrates the frequency of daily trips from the 27 completed responses, with '1 to 2' being the most common with roughly 50% of the answered responses.

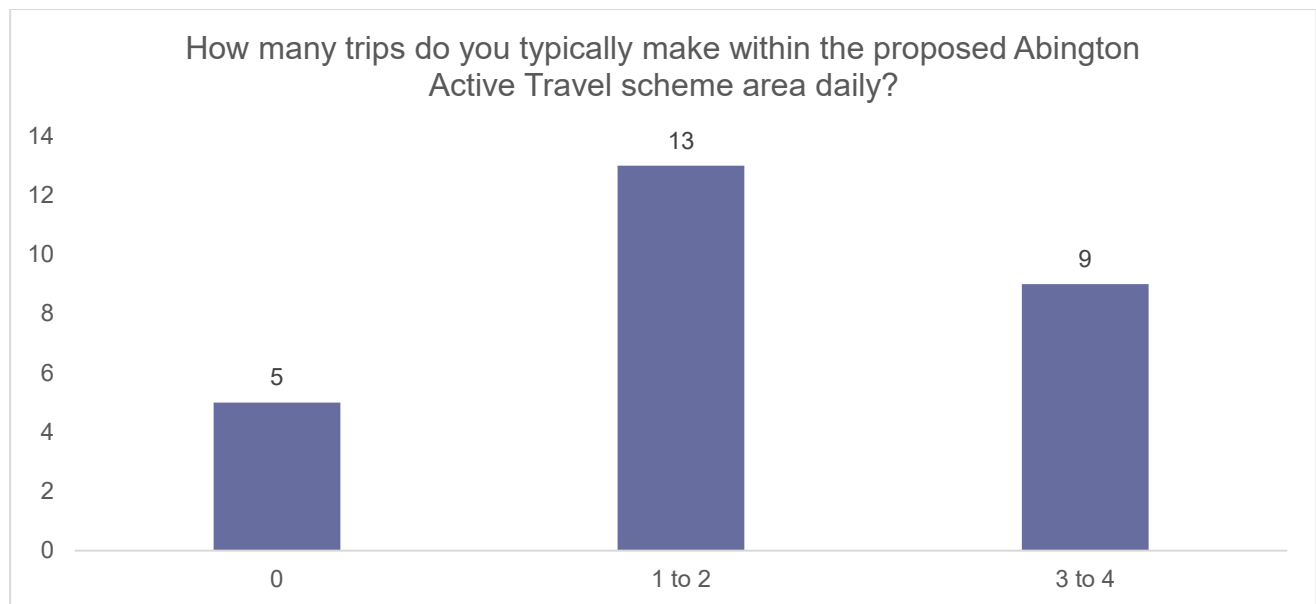


Figure 5: Typical number of daily trips made within the scheme area

A total of 38 responses were collected in response to number of weekly trips, shown in Figure 6, with '1 to 2' the most frequent answer with 13 responses, closely followed by '7 or more' with 11. None of the respondents selected '0'.

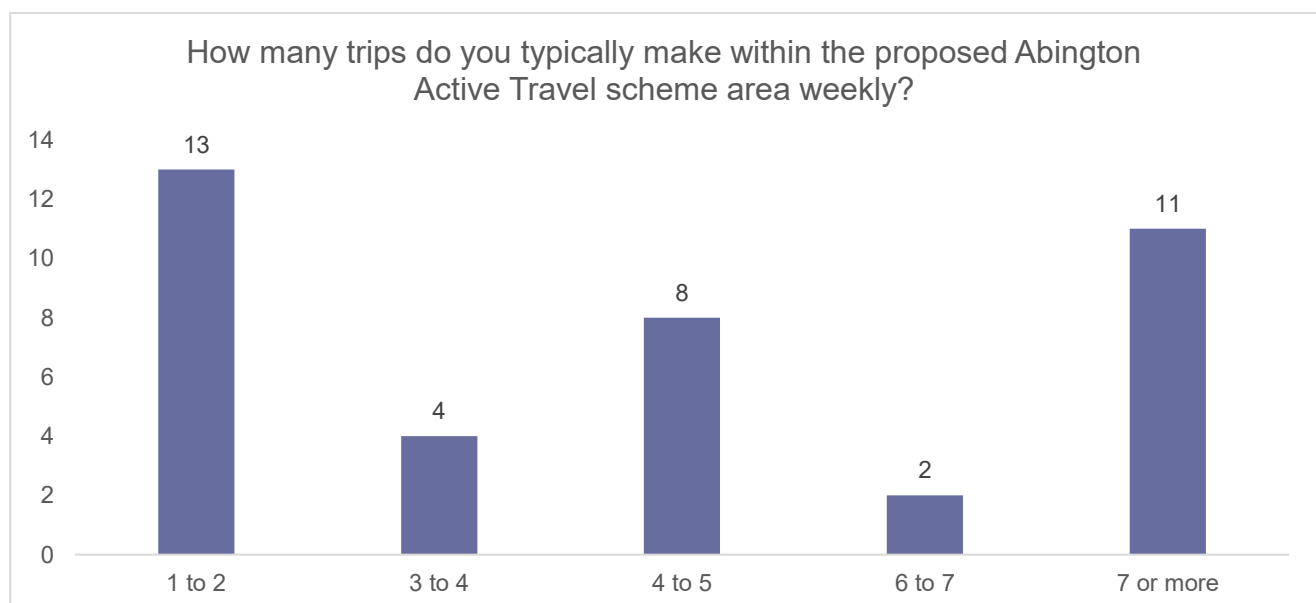


Figure 6: Typical number of weekly trips made within the scheme area

From the common selection of '1 to 2' daily trips it could be inferred that most people use the area daily to commute, '1 to 2' trips weekly could indicate that people travel to the area for a specific reason, whether that's potentially for exercise or visiting family. Due to the number of responses, it is difficult to draw conclusions as to whether this is an accurate indication of the habits of the entire community.

3.3.3 Purpose of trips in the Abington Active Travel Scheme Area

Next, for question 6, participants were asked the reason for their trips within the Abington Active Travel scheme area, with multiple selections allowed. 134 responses were received in answer to this question with 952 respondents not recording any answer. As multiple selections were allowed, the number of question responses total greater than the 997 survey responses. From the completed responses received, the frequencies of selected reasons are presented in Figure 7.

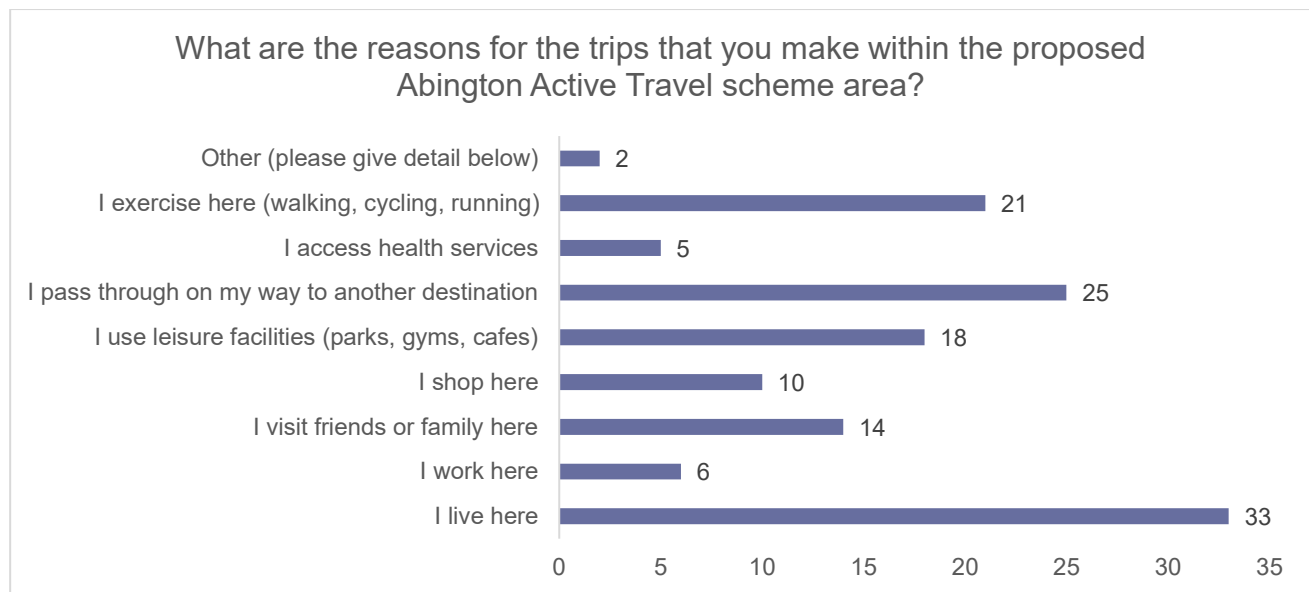


Figure 7: Reasons for trips made within the Active Travel scheme area

The most common answer with 33 responses (25%) is that respondents live within the area, followed closely by passing through to another destination (19%) and to exercise (16%). Due to the number of responses, it is difficult to conclude if this is representative of the use of the Active Travel scheme area as a whole. It is hoped that the implementation of the proposals would make the Abington area safer and more accessible, thereby encouraging more people to exercise, shop and travel through to another destination which would increase their proportion of the response share in the future.

3.4 A5095 Park Avenue South, King Edward Road, Abington Park Crescent junction

The next section of the online survey focused on the proposals for the junction of the A505 Park Avenue South, King Edward Road and Abington Park Crescent.

3.4.1 Closing King Edward Road junction with A5095 Park Avenue South

Question 7 asked 'To what extent do you agree or disagree that closing King Edward Road junction with the A5095 Park Avenue South will improve road safety in the area?', linking the design directly to one of the key scheme objectives. 879 people responded (88%), with the majority strongly disagreeing (42.93%) that the proposal would improve road safety. The next most common response was to agree, with 17% of respondents selecting this answer. A further 10% strongly agreed and similar numbers neither agreed nor disagreed and disagreed, with 9% of the response share each. Only 1% had no opinion on the proposal.

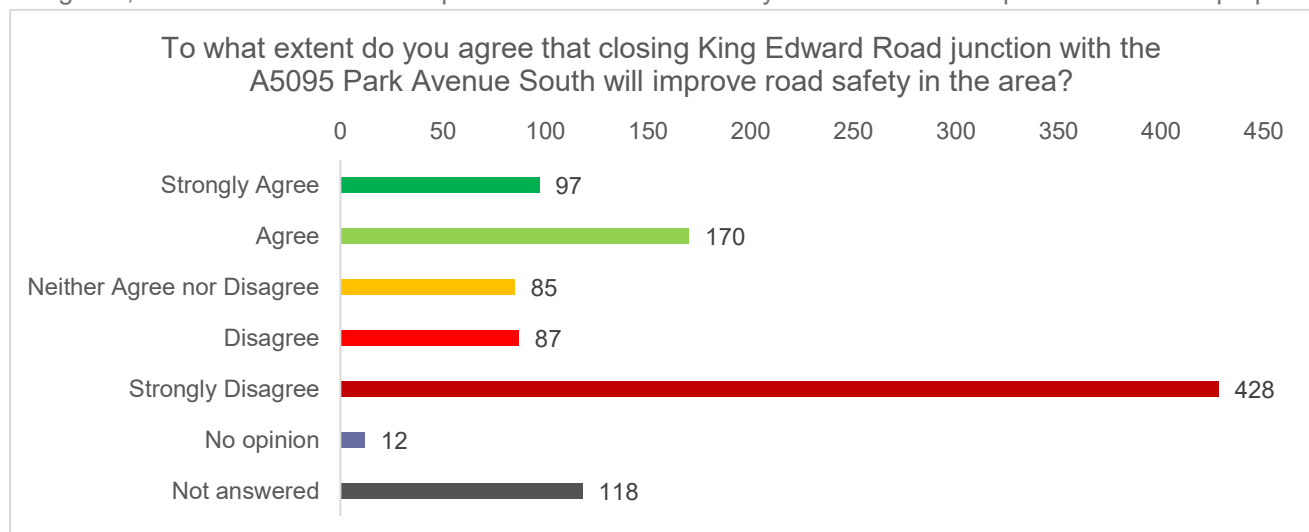


Figure 8: Opinions on closing the King Edward Road junction with the A5095 Park Avenue South, in relation to improved road safety

This was then followed by asking if respondents had any additional comments or suggestions on this aspect of the proposal. 509 responses were recorded and analysed for frequently recurring themes, which are detailed in Table 2 below in order of frequency. Percentages are calculated for the theme as a proportion of the total comments received, comments often contained multiple themes therefore the percentages may not total 100. Themes are detailed alongside corresponding randomly selected comments to provide context.

Table 2: Common themes from written responses to the closure of King Edward Road

Theme	Example comment	Number of comments	Percentage*
Concern it will cause problems elsewhere i.e. congestion, accidents	<i>"Road closure will force traffic round other residential routes..."</i> <i>"the proposal simply moves danger from one location to surrounding residential roads"</i>	239	49.0%
Safety – agree that the current junction is dangerous or difficult to navigate	<i>"The junction is a nightmare and at times can be dangerous"</i> <i>"I tend to avoid this busy junction and will already take the Christchurch rd route which is safer to pull out of"</i>	85	16.7%
Opposition - proposal will not support active travel or improve safety	<i>"This proposal will create its own problems and not resolve any"</i> <i>"In no way will it encourage more cycling or create less traffic in the area"</i>	60	11.8%
Comments about other elements of the scheme or council work	<i>"I do not see how making this junction a part one way will ease traffic"</i> <i>"Phase 1 of the active travel scheme at billing road has already caused inconvenience..."</i>	56	11.0%
Opposition – proposal is not needed	<i>"Not a necessary action. Not sure what purpose it would serve to anyone"</i> <i>"It's perfectly fine the way it is now"</i>	52	10.2%
Support for the proposal	<i>"Closing the junction completely would improve road safety in that area"</i> <i>"I fully support this as have witnessed many accidents there over the years"</i>	44	8.6%
Concern for access to local businesses and doctor's surgery	<i>"...restrict an important route to the doctor's surgery and pharmacy"</i> <i>"Closing King Edward Road shuts access to the small independent coffee shop, Premier, ADS and other businesses, never mind access to the surgery..."</i>	41	8.1%
Safety – do not believe there is a current safety issue at the junction	<i>"There is no evidence of a safety problem at this junction"</i> <i>"I am unaware of any accidents occurring there"</i>	34	6.7%
Opposition – proposal is a waste of money or better spent elsewhere	<i>"Surely the money could be spent much more wisely elsewhere"</i> <i>"this is another waste of council money and time"</i>	33	6.5%
Concern proposal will cause disruption, extend journey times	<i>"closing this junction will cause great inconvenience"</i> <i>"may make local journeys longer and more complicated"</i>	30	5.9%
Concern it will increase air and noise pollution elsewhere	<i>"the scheme will lead to increased pollution (air and noise) around the area"</i>	15	2.9%
Feedback about the consultation	<i>"this is not a useful question to ask"</i>	14	2.8%
Concern the proposal will not be maintained	<i>"you don't maintain existing cycle lanes, so why introduce a new one?"</i>	13	2.6%
Concern about dangerous use of bicycles or e-scooters	<i>"...two that I did see were both riding after dark with no lights on the cycles"</i>	5	1.0%

Theme	Example comment	Number of comments	Percentage*
Concern about parking on King Edward Road	<i>"...concerned about how the dead end of King Edward Road will now become a parking lot..."</i>	4	0.8%
Concern the proposal promotes cycling through the park	<i>"Presently there are signs in place for no cycling in the Park, Creating cycling paths around the park would encourage cyclists going through the park"</i>	3	0.6%

*Calculated as a proportion of the 509 responses, with some responses referencing multiple themes, therefore will not total 100.

The most common theme regarded concerns that the proposal will cause problems in another area, with 239 (49%) of comments mentioning issues including congestion or accidents. Other themes include the danger or difficulty of the current road layout (17%), opposition to the proposal due to a belief it will not improve road safety or encourage active travel (12%) and comments about other elements of the scheme (11%).

3.4.2 Junction of Abington Park Crescent and A5095 Park Avenue South one-way out

Question 8 asked 'To what extent do you agree or disagree that making the junction of Abington Park Crescent with the A5095 Park Avenue South into a one-way out will improve road safety in the area?'. A total of 875 responses were recorded, with the overall share of views displayed in Figure 9. 12% of survey respondents chose not to answer this question.

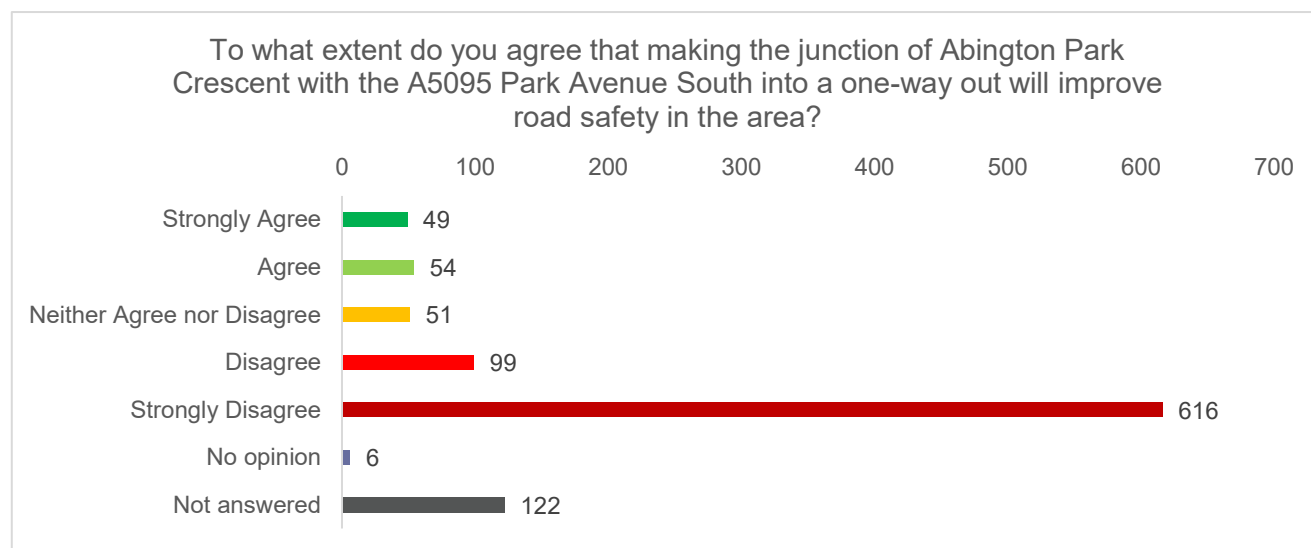


Figure 9: Opinions on making the western Abington Park Crescent junction one-way out, regarding road safety

Over 600 respondents (62%) strongly disagreed that safety would be improved by the proposed changes. Comparatively, 10% of respondents had a positive view ('Agree' or 'Strongly Agree') of the proposal whereas 72% had a negative view ('Disagree' or 'Strongly Disagree'). 5% of respondents neither agreed nor disagreed and less than 1% had no opinion.

A total of 561 written responses were recorded alongside this question, providing context to the opinions. A breakdown of the common themes found throughout the feedback is in Table 3.

Table 3: Common themes for written responses to making Abington Park Crescent one-way out

Theme	Example comment	Number of comments	Percentage*
Concern it cause problems elsewhere i.e. congestion, accidents	<i>"it is likely to cause traffic problems/accidents elsewhere"</i> <i>"It won't improve safety in any way it will just apply pressures elsewhere"</i>	358	63.8%
Opposition – proposal is not needed	<i>"Absolutely no need to change road layout in this area"</i> <i>"This seems so pointless"</i>	93	16.6%

Theme	Example comment	Number of comments	Percentage*
Concern proposal will cause disruption, extend journey times	<i>"...will cause extended journey times..."</i> <i>"It will create more difficulties for the local people..."</i>	75	13.4%
Safety – concerns regarding increasing traffic in proximity to nearby primary schools	<i>"This will increase traffic...close to primary schools"</i> <i>"both having primary schools in my opinion making it dangerous for the children"</i>	74	13.2%
Opposition – the proposal does not support active travel or improve safety	<i>"this plan does nothing to improve the situation"</i> <i>"I understand the desire to get people out of cars and vans onto bikes and on foot but that is not the way to do it"</i>	68	12.1%
Concern it will increase air and noise pollution elsewhere	<i>"This will increase air pollution in the park"</i> <i>"make local pollution even worse than it already is"</i>	42	7.5%
Safety – concerns about speeding or increased speeding	<i>"Making this road 1 way will encourage more higher speed activity"</i> <i>"This is already a road where too many speed."</i>	33	5.9%
Comments about other elements of the scheme or council work	<i>"I would like to see more details on parking plans"</i> <i>"the main prob(ble)m in this area is the new Rushmere Road junction where there have already been multiple accidents"</i>	31	5.5%
Concern for emergency access and access to local businesses and care home	<i>"It will restrict direct access to the play area, the museum and the café"</i> <i>"prevents the emergency services from getting easy access to the residents of Abington Park Crescent"</i>	28	5.0%
Opposition – proposal is a waste of money or better spent elsewhere	<i>"I'm sure there are other areas in Northampton more in need of this money"</i>	27	4.8%
Safety – concerns about increased use of right turn at Rushmere Road which is more difficult	<i>"...the newly redesigned junction at rushmere road had made it extremely difficult to turn right onto billing road east. This has made the main alternative to turning right onto park avenue north far more difficult to use..."</i>	23	4.1%
Feedback about the consultation/available information	<i>"Has the council completed any traffic surveys...?"</i>	22	3.9%
Necessity of both the KER closure and one-way out system	<i>"With the King Edward road closed, it will be perfectly possible for traffic to use the current junction."</i>	19	3.4%
Safety – agree that the current junction is dangerous or difficult to navigate	<i>"I am terrified of that junction. It feels incredibly unsafe."</i>	17	3.0%
Safety – right turn out of APC still remains an issue	<i>"Traffic will still have same problem exiting APC when turning right onto PAS."</i>	15	2.7%
Support for the proposal	<i>"I really like this suggestion as it will reduce traffic using Abington park crescent as a cut through."</i>	13	2.3%
Safety – concerns about increased right turn from W'borough Rd which is more difficult	<i>"will be forced to turn right at other end of Abington park Crescent (from W'borough road) this is an incredibly dangerous junction"</i>	13	2.3%
Necessity of one-way due to cycle path	<i>"wide enough at the moment to accommodate a cycle lane"</i>	12	2.1%
Concern about dangerous use of bicycles or e-scooters	<i>"we already have dump your ride on scooter on pavements and bicycles on pavement which is not safe for pedestrians"</i>	8	1.4%

*Calculated as a proportion of the 561 responses, with some responses referencing multiple themes, therefore will not total 100.

The most frequent theme was concern that the proposal would cause problems elsewhere, such as congestion or accidents, often referencing Landcross Drive. This amounted to over 63% of the feedback commenting within this theme. Similarly, other common themes involved comments that the proposal is not needed (17%), concerns that it would disrupt journeys through the area (13%) and concerns regarding traffic proximity to local schools (13%).

3.5 Abington Park Crescent Proposals

The following three questions relate to proposed changes along Abington Park Crescent.

3.5.1 Proposed parking changes along Abington Park Crescent

In question 9, participants were next asked, 'To what extent do you agree or disagree that the proposed parking changes along Abington Park Crescent will be an improvement?'. Figure 10 displays the opinions of the 845 responses received.

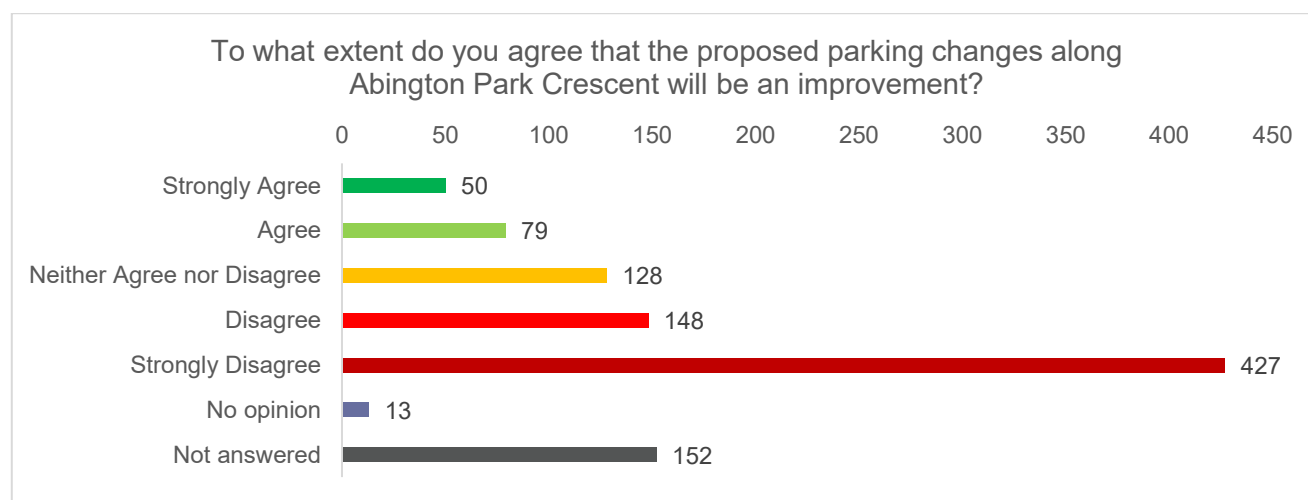


Figure 10: Opinions on whether parking changes along Abington Park Crescent would be an improvement

The most popular response was that respondents strongly disagreed that parking changes would be an improvement, with 43% of the share. This was followed by a further 15% selecting 'disagree', 13% of respondents answered positively, with another 13% neither agreeing nor disagreeing. 1% of respondents had no opinion.

A total of 470 additional written responses were received for this question, with 19 recurring themes identified and displayed in Table 4.

Table 4: Common themes of written responses to proposed parking changes on Abington Park Crescent

Theme	Example comment	Number of comments	Percentage*
Opposition – proposal is not needed	<i>"I don't think there's an issue with parking there."</i> <i>"Plenty of parking. Leave it how it is."</i>	152	32.3%
Concerns over a reduction in parking	<i>"You will make less parking it will be chaos!"</i> <i>"There won't be enough parking for recreational visitors to the park"</i>	90	19.1%
Comments about other elements of the scheme or council work	<i>"Significant potholes have already begun in the billing road and park ave south junction that has only just been completed"</i> <i>"There is no need for improved pedestrian paths on Abington Park Crescent as there is plenty of room"</i>	69	14.7%
Concerns that parking will be displaced onto nearby roads	<i>"It will bring the parking onto already busy local streets"</i> <i>"Parking will overflow into neighbouring streets"</i>	60	12.8%

Theme	Example comment	Number of comments	Percentage*
Opposition – the proposal will not work or will make the problem worse	<i>“Not going to stop people parking illegally.”</i> <i>“I think it will make parking more difficult and time consuming”</i>	55	11.7%
Support for the proposal	<i>“This I feel will certainly be an improvement.”</i> <i>“...anything to improve parking can only be a good thing”</i>	42	8.9%
Concerns regarding current dangerous parking	<i>“The problem is people’s inability to park safely”</i> <i>“Parking across private driveways is already a problem”</i>	38	8.1%
Concerns related to narrowing the street for parking	<i>“Narrowing the road to allow for this will never be an improvement”</i> <i>“The road is not wide enough to accommodate this anyhow, and making narrower will make it more dangerous”</i>	38	8.1%
Lack of clarity on proposal	<i>“Unclear what formalising parking means.”</i> <i>“It’s not clear how many spaces are being proposed”</i>	33	7.0%
Opposition – proposal is a waste of money or better spent elsewhere	<i>“why is there the need to spend these funds”</i> <i>“Why make it narrower and waste money when 99% of the time there is plenty of parking”</i>	30	6.4%
Identifying weekend or event parking as a problem	<i>“at weekends, the football pitches (and Park Run type events) attract a lot of parked cars and crossing the road is more hazardous.”</i> <i>“Parking is only ever a problem during football season at the weekends”</i>	29	6.2%
Concerns that park land will be used to enable parking	<i>“I think it would be a shame to encroach onto the Park land to facilitate this scheme”</i> <i>“We do not need any more parking or a part of the park used for that”</i>	23	4.9%
Concerns that parking will incur a charge	<i>“I would be in disagreement of parking charges being put in place”</i>	13	2.8%
Concerns that vehicles will park in the cycle lane	<i>“Cycleways will just become more parking bays”</i>	8	1.7%
Concerns that it will encourage more parking	<i>“...do not see why parking around the park should be encouraged.”</i>	7	1.5%
Concerns regarding bus route	<i>“Bridgewater Drive/Landcross Drive/Abington Park Crescent is a bus route, which is another consideration which should be taken into account before changing the layout of the road”</i>	5	1.1%
Concerns regarding maintenance	<i>“What is the point of adding bays that will fall into disrepair.”</i>	4	0.9%
Safety concerns related to crossing cycle lane	<i>“How are they going to get out of there drive safely when cycle lane going past their drives”</i>	3	0.6%
Concerns over lack of green infrastructure	<i>“use some parking spaces for tree planting”</i>	2	0.4%

*Calculated as a proportion of the 561 responses, with some responses referencing multiple themes, therefore will not total 100.

The primary theme was opposition to the proposal due it to being viewed as unnecessary (32%), with nearly a third of comments referencing this. Other common responses included concerns over a reduction in parking (19%), that parking will subsequently increase on nearby roads (13%) and that the proposal will make parking worse (12%). 15% of comments focused on other elements of the design or phases of work so were grouped to account for this and instead primarily concentrate on themes relevant to the question. These have still been analysed and incorporated in understanding the overall perception of the scheme.

3.5.2 Providing additional facilities in Abington Park

Following on from this, question 10 asked, 'To what extent do you agree or disagree that providing additional facilities in Abington Park, such as new cycle lanes, any appropriate street furniture e.g. signs highlighting the Abington Park's importance, and extra cycle parking is a benefit?'. Figure 11 collates the views of the 847 responses, with 15% not answering this question.

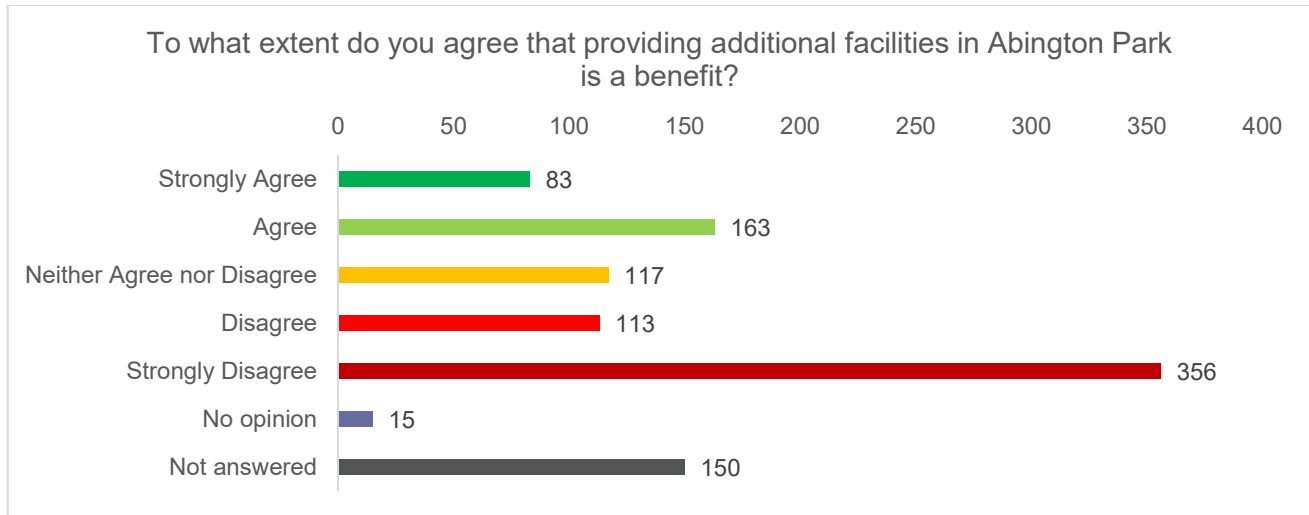


Figure 11: Opinions on the benefit of providing additional facilities in Abington Park

This question received the greatest split between options, though the majority answer was that respondents strongly disagreed that additional facilities would be a benefit, with 36% of the total. Second and contrary to this, 16% of respondents agreed that it would be a benefit, followed by 12% neither agreeing nor disagreeing, 11% disagreeing and 8% strongly agreeing.

A further 422 written responses were received, with 13 recurring themes outlined in Table 5.

Table 5: Common themes of written responses to the provision of additional facilities in Abington Park

Theme	Example comment	Number of comments	Percentage*
Opposition – proposal is not needed	<i>"No need for any changes to Abington Park."</i> <i>"Not sure the cycle lanes are necessary in the areas outline."</i>	192	45.5%
Concerns there will be an increase in cyclist/e-scooter incidents with pedestrians	<i>"It may just lead to conflict and potential accidents between cyclists and pedestrians."</i> <i>"Concern over pedestrian safety especially young children with increased cyclists in the park and e scooters"</i>	80	19.0%
Opposition – proposal will not work or will negatively impact use of Abington Park	<i>"You are reducing the accessibility to the park for the existing users"</i> <i>"It will certainly not encourage anybody, even experienced cyclists to attempt the steep hills of Abington Park Crescent"</i>	80	19.0%
Opposition – proposal is a waste of money or better spent elsewhere	<i>"Do not waste money on cycle lanes around the park that will be hardly used"</i> <i>"My only concern is money spent on something that has little, to no, tangible return on investment"</i>	65	15.4%
Support for the proposal as a whole	<i>"This will benefit the park and users"</i> <i>"It will further encourage people to access our lovely park for positive activities"</i>	56	13.3%
Support for new cycle lanes	<i>"The cycle lane will be very beneficial."</i> <i>"I am very keen that we have a new cycle path which is separate from pedestrians and away from the road"</i>	38	9.0%

Theme	Example comment	Number of comments	Percentage*
Concerns it will encourage cycling in the park	<i>"increase in enforcement to stop cyclists and scooters riding through the park and endangering children's lives"</i> <i>"By encouraging cycling in the area, the cyclists would obviously cross the park making it dangerous for pedestrians on the narrow pathways"</i>	33	7.8%
Comments about other elements of the scheme or council work	<i>"Traffic moves to quickly through the park on park ave south."</i> <i>"parking will be a nightmare"</i>	32	7.6%
Oppose adding signage	<i>"New signage is pointless"</i> <i>"I think that anybody using the park is already aware of its importance therefore signs would seem to be an irrelevance"</i>	25	5.9%
Concerns regarding integration of the scheme with the wider cycle network	<i>"as they leave the cycle paths they still need to go back onto normal highway roads without cycle paths"</i> <i>"not sure how this proposal contributes to coherent and connected cycle routes within the town"</i>	23	5.5%
Requested further clarity	<i>"Not entirely clear what is intended here"</i> <i>"I'd be interested to understand the data behind this decision a bit more."</i>	19	4.5%
Opposition – proposal will increase congestion or disruption	<i>"additional cycle lanes yes but not at the expense of causing such disruption in the traffic flow"</i>	15	3.6%
Support only for adding signage or some improvement to facilities	<i>"I agree that signage would be a good thing as a lot of people know little about Abington Park and the Museum in the park and the history connected to it."</i>	14	3.3%

*Calculated as a proportion of the 422 responses, with some responses referencing multiple themes, therefore will not total 100.

Nearly half of the comments made reference to no changes being needed (46%), followed by 19% of responses concerned that there would be an increase in collisions between pedestrians and cyclists or e-scooters. Other recurring themes opposed the proposals due to a belief it will negatively impact Abington Park (19%) or that the money is better spent elsewhere (15%).

3.5.3 Narrowing Abington Park Crescent, from Bridgewater Drive to Wellingborough Road

Question 11 asked, 'To what extent do you agree or disagree that narrowing Abington Park Crescent, from Bridgewater Drive to Wellingborough Road will have little effect on traffic in the area?'. A total of 843 respondents answered this question, with views displayed in Figure 12. Again, 15% of participants chose not to answer this question.

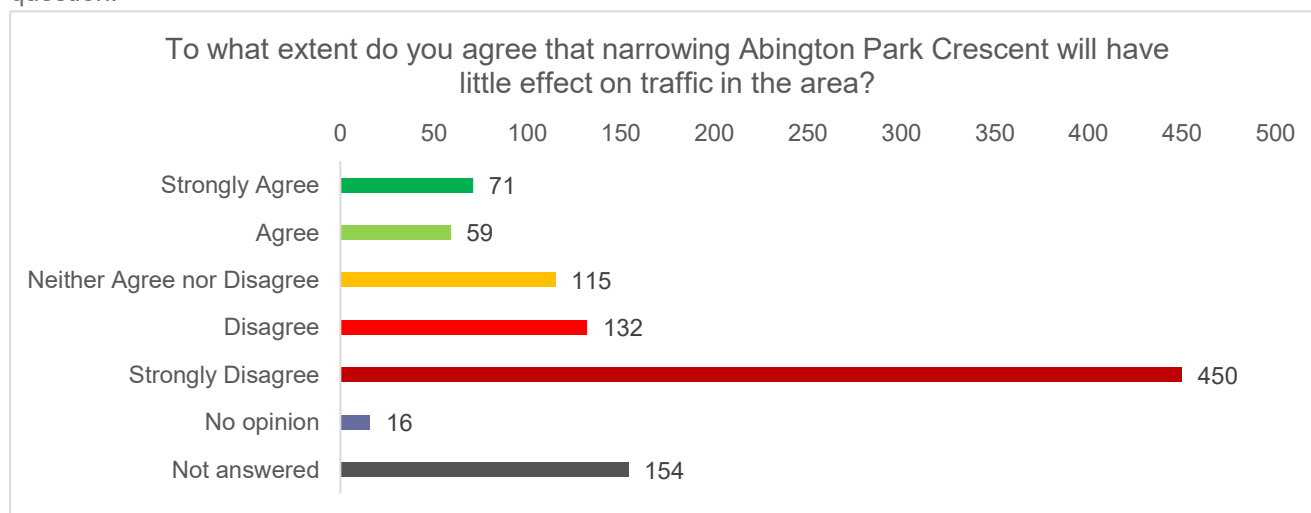


Figure 12: Opinions on the narrowing of Abington Park Crescent having little effect on traffic

45% of respondents strongly disagreed that narrowing the section of Abington Park Crescent would have little effect on traffic. A further 13% also disagreed, 12% neither agreed nor disagreed whereas 7% strongly agreed it would have little effect and 6% agreed. Over four times the number of responses had a negative view ('strongly disagree' or 'disagree') of the proposal compared to positive ('strongly agree' or 'agree').

From the other 444 written responses, nine themes were frequently referred to. Table 6 sets out the common themes in order of decreasing frequency.

Table 6: Common themes of written responses to the narrowing of Abington Park Crescent

Theme	Example Comment	Number of comments	Percentage*
Opposition – proposal is not needed or will not work	<i>"We don't need this. It's going to cause so much disruption"</i> <i>"You will just make it more difficult for everyone. It's a major road that needs leaving alone"</i>	208	46.8%
Concerns it will increase congestion	<i>"narrowing the road will inevitably cause congestion"</i> <i>"it's going to cause further congestion and make travelling in the area worse"</i>	141	31.8%
Concerns it will reduce safety	<i>"Narrowing the roads will create pinch points, increase delays, and heighten the risk of collisions."</i> <i>"If you narrow the road you will make driving and parking less safe"</i>	74	16.7%
Support for the proposal	<i>"It's quite wide there and can cope with being narrowed"</i> <i>"I don't think it will have any effect on traffic but may take cyclists off the path, which would be a good thing"</i>	48	10.8%
Requested further clarity	<i>"No idea as info provided is too vague."</i> <i>"Not enough information has been supplied regarding the extent of the narrowing proposed to make an educated judgement"</i>	28	6.3%
Concerns it will displace parking to nearby streets	<i>"This will again force parking in side streets and does not warrant the upset"</i> <i>"narrowing it would result in more cars parked in already narrow near by streets"</i>	23	5.2%
Comments about other elements of the scheme or council work	<i>"I agree with the closure of this junction..."</i> <i>"making from Landcross Drive to Park Avenue South one way will create other rat runs"</i>	17	3.8%
Opposition – proposal is a waste of money or better spent elsewhere	<i>"Traffic measures in busier roads would be better spent money."</i> <i>"Spend the money on pot holes."</i>	13	2.9%
Concerns with existing issues of flooding	<i>"The regular flooding opposite Bridgewater Drive will need to be sorted"</i> <i>"You do need to sort out the frequent flooding on ABC near that area"</i>	6	1.4%

*Calculated as a proportion of the 444 responses, with some responses referencing multiple themes, therefore will not total 100.

The most common theme is an opposition to the proposal due to it not working or not being needed, with 47% of the feedback referencing this. Other themes include concerns that congestion will increase (32%) or the proposals reduce safety (17%) and indications of support for the proposal (11%).

3.6 Comparison of Proposal Preferences

To summarise the opinions shared on the different elements of the scheme, they are presented again below in direct comparison for ease of understanding. Opinions varied across the scheme elements, indicating that respondents largely considered each proposal separately and on its own merits.

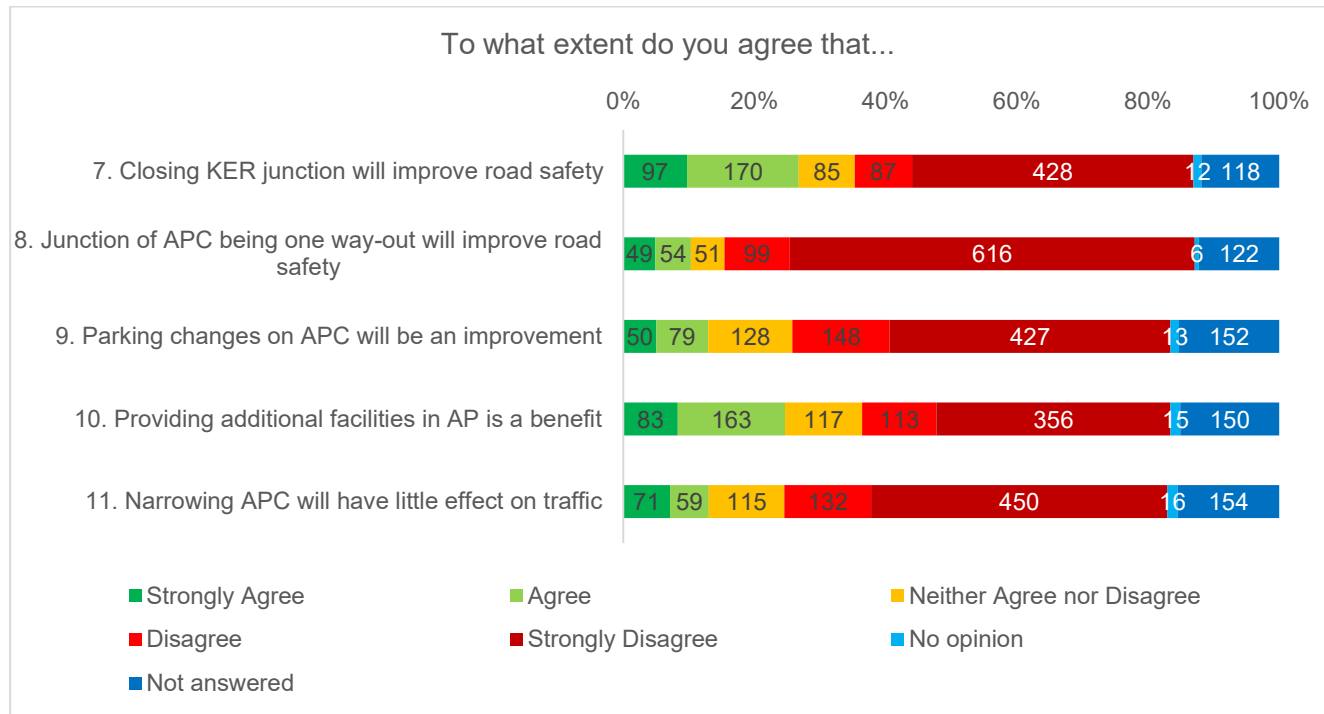


Figure 13: Comparison of quantitative responses to questions 7 to 11

Across all design features surveyed, the most frequent opinion was to 'strongly disagree' with the proposal, amounting to a significant proportion of the responses to every question (43% to 62%). Introducing a one-way system on Abington Park Crescent, from Landcross Drive to Park Avenue South was particularly unpopular, with nearly three-quarters of respondents disagreeing or strongly disagreeing that this would improve road safety.

The most positively received proposals were closing King Edward Road junction with Park Avenue South and providing additional facilities in Abington Park. However, these still received primarily negative responses at 52% and 47% ('strongly disagree' or 'disagree') respectively.

Question 7 had the greatest response rate, likely due to its position in the survey with respondents potentially losing interest through the survey process. This is additionally evidenced by a large proportion of qualitative comments to question 7 referencing other elements of the scheme, respondents then may have felt they had already answered the subsequent questions.

Many similar themes were frequently referenced across all the questions, particularly: that the proposals are not needed, concerns that it will cause problems elsewhere and that the proposals will not work in regard to meeting the scheme objectives. This is similarly evidenced by comments and concerns raised at the public drop-in session (Section 1.3.2) and from direct email or post correspondence, referenced later in Section 4.1.

3.7 Overall Scheme Design Views

The next section of the online survey aimed to seek feedback on the overall updated designs to understand if the changes achieve the intended benefits and work for the community, closely linking to the scheme objectives. This consisted of four questions (questions 12-16) which respondents could select an answer from a range of Strongly Disagree to Strongly Agree or No Opinion. For each question, over 15% of the survey respondents did not answer.

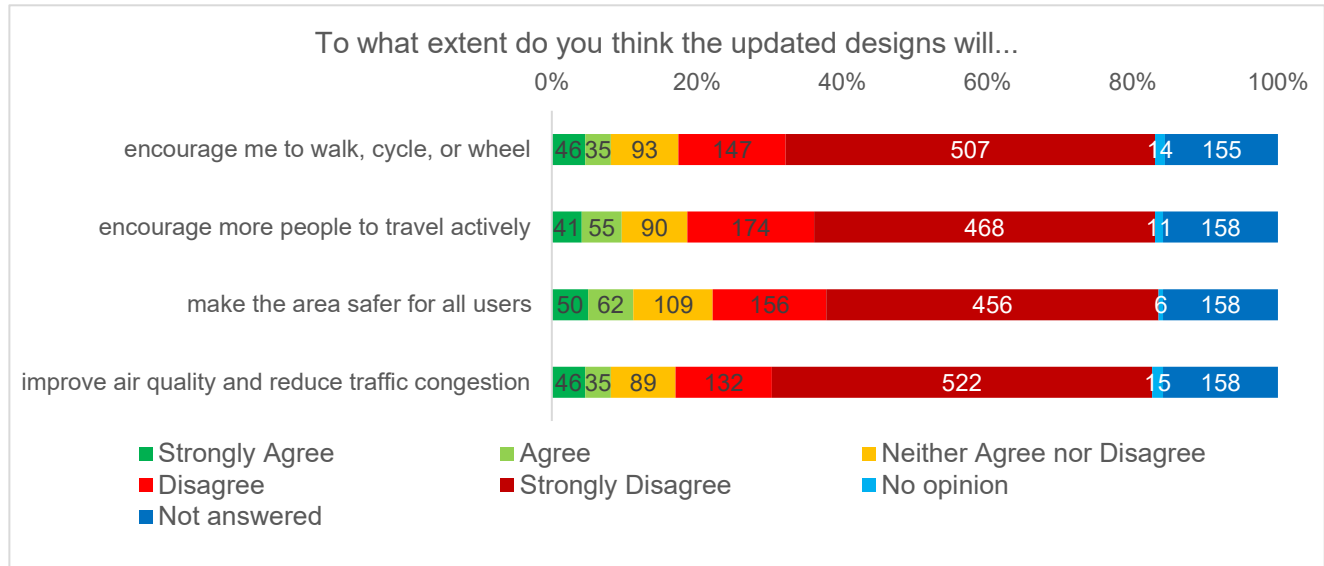


Figure 14: Overall opinions on scheme designs in relation to encouraging active travel, safety and reducing congestion

Across all four questions, the general opinion was that respondents strongly disagreed that the proposal would achieve all of the envisioned objectives. Though there is some variation in opinions between the aims with a slightly more positive (2-3% increase) response to the proposals making the area safer for all users and the most strongly negative response to the designs improving air quality and reducing congestion.

3.8 Previous Involvement

To map the efficacy of the consultation process, respondents were asked, in question 17, if they had participated in previous consultations for the Abington Active Travel Scheme. This is also of particular interest given that Phase 3 designs were updated based on responses to the previous consultation. Results are displayed in Figure 15, with 16% not answering.

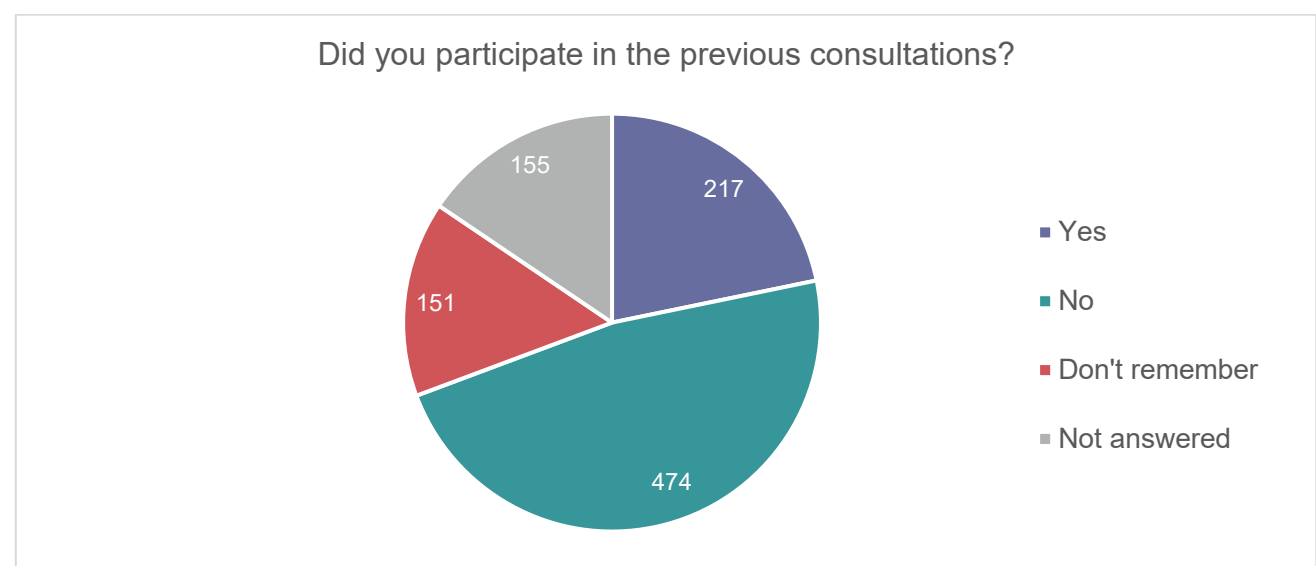


Figure 15: Participation rates in the previous consultation

The largest proportion of survey responses came from people who had not previously participated in the consultations, accounting for 48% of the total response share. A similar number of respondents had participated previously as those who could not remember, making up 22 and 15% respectively.

The 217 respondents that answered 'yes' were then asked how they felt about the changes to the proposals to identify if the previous feedback shaped the scheme desirably. The satisfaction levels are illustrated in Figure 16.

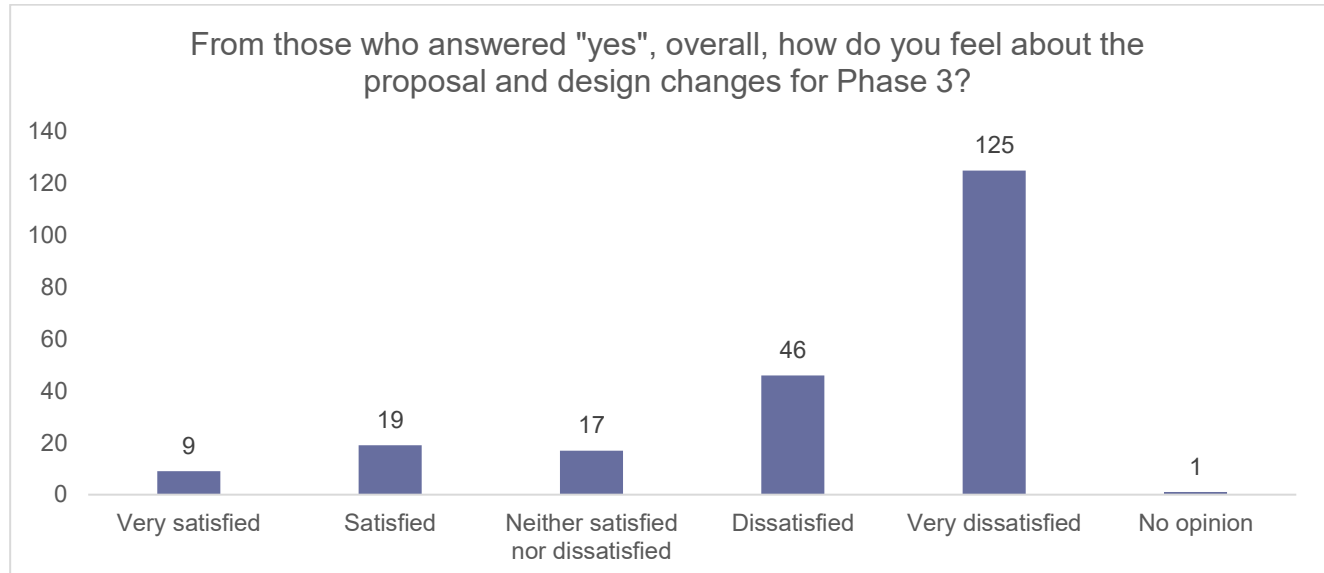


Figure 16: Subsequent opinion on design changes for Phase 3

The majority of participants selected 'very dissatisfied' with the design changes, making up 58% of responses then followed by 'Dissatisfied' with 21%. Only 13% of responses indicated a positive outlook on the updated proposals ('Very satisfied' or 'satisfied').

3.9 Further Comments

The final question of the online survey asked respondents if there were any further comments to make on the proposals which had not already been discussed. 569 responses were received in answer to this, then, as previously, recurring themes were identified. 18 common ideas were found and are detailed in Table 7 below.

Table 7: Common themes identified from further comments

Theme	Example comment	Number of comments	Percentage*
Concerns that the scheme will displace or create additional traffic	<i>"You will just move traffic in different directions with more traffic you will create more congestion..."</i> <i>"This scheme will not reduce traffic or reduce pollution, it just moves it to other surrounding roads"</i>	207	36.4%
Proposals are not needed	<i>"these proposals are not necessary and lack local support"</i> <i>"It ain't broke so don't fix it."</i>	155	27.2%
Proposals do not encourage active travel or does not work	<i>"Token effort to provide active travel facilities"</i> <i>"I feel this proposal will have little impact on the number of cyclists in the future"</i>	133	23.4%
Proposals are a waste of money or better spent elsewhere	<i>"This is a complete waste of tax payers money"</i> <i>"The council waste so much money on trivial, pointless updates"</i>	103	18.1%
Comments about the consultation	<i>"Poor communications"</i> <i>"There have been no focus groups to listen to local people"</i>	97	17.0%

Theme	Example comment	Number of comments	Percentage*
Concerns that the proposals will reduce safety	<i>"You are putting lives at risk doing this"</i> <i>"...much greater risk to children and families, schools and buses in that area"</i>	80	14.1%
Concerns the proposal will increase environmental pollution	<i>"Too much tarmac& No planting of trees involved.bad for the environment and airquality& visual perce"</i> <i>"The air quality will be worse in this area"</i>	48	8.4%
Raising issues with previous phases of the scheme	<i>"The improvements made to the billing road/rushmere road/park ave junction have not been improvements at all"</i> <i>"There are potholes in newly opened and renovated junction at Billing Road and Park Ave South"</i>	46	8.1%
Expressing general dissatisfaction	<i>"This is a terrible proposal"</i> <i>"Please reconsider this proposal."</i>	41	7.2%
Concerns over a reduction in parking	<i>"Reducing parking at Abington park will have a massive impact on parking where live"</i> <i>"parking will be considerably less for the park and the bowling club"</i>	38	6.7%
Concerns about road quality	<i>"The roads will degrade due to increased traffic"</i> <i>"Fix the potholes so cyclists and scooter riders aren't put in constant peril"</i>	34	6.0%
Requesting further clarity	<i>"Could the proposal please be updated to include the data which lead to the decision to make changes? I can't see the problem that you're trying to solve"</i> <i>"The plans are not very clear so it's been hard to give a honest opinion on the works"</i>	29	5.1%
Concern for emergency access and access to local businesses	<i>"Small businesses in the area, such as No. 68 Coffee House, depend on short-stay parking and passing trade, which may be negatively affected by the proposed changes"</i>	27	4.7%
Concerns there will be an increase in cyclist/e-scooter incidents with pedestrians	<i>"Urgently need to consider how you can better segregate the shared track and path to avoid issues or injury"</i>	27	4.7%
Concerns about the inclusivity of the scheme and/or consultation	<i>"There have been no focus groups to listen to local people. Everyone is afraid that no matter what they say you will go ahead anyway"</i>	22	3.9%
Support for the proposals	<i>"I am thankful that there are people who came up with this scheme, and I welcome the change."</i>	21	3.7%
Identifying alternative root causes of issues	<i>"Congestion is caused when there are events on in the park"</i>	9	1.6%
Concerns regarding road narrowing	<i>"Add some cycle lanes in the park but do not narrow the roads, it will be horrendous for the residents"</i>	6	1.1%

*Calculated as a proportion of the 569 responses, with some responses referencing multiple themes, therefore will not total 100.

The most common theme was concern that the proposal would create additional congestion in the area and on nearby roads, with 36% of comments making reference to this. This is closely followed by responses stating that the proposals are not needed (27%) and that the proposals do not encourage active travel (23%). Over 100 of the responses (18%) referred to the proposals being a waste of money, or that the money was better spent elsewhere. Just behind this, 17% of responses commented on the consultation itself including concerns that local residents have not been included, difficulty accessing consultation materials and notification of the consultation events.

3.10 Alternative suggestions

Throughout the responses to the written answer questions several suggestions were also proposed alongside general feedback. These have been collated and presented in Table 8 below.

Table 8: Alternative suggestions to proposals

Suggestion	Example comment
Junction of King Edward Road, Park Avenue South and Abington Park Crescent	
Traffic lights	<i>"Better still would be traffic lights..."</i>
(Mini) Roundabout	<i>"Maybe a mini roundabout would be more cost effective"</i>
Left turn only out of King Edward Road	<i>"If you want to do anything just prevent turning right out of Abington park Crescent and king Edward Road"</i>
Left turn only onto Park Avenue South	<i>"Making it left turn only would make the junction much safer and improve flow."</i>
Widening the junction	<i>"Widen the road at the junction?"</i>
Additional pedestrian crossings	<i>"you could try installing a new pedestrian crossing at the to(p) of Abington Park Crescent instead"</i>
Speeding	
Reducing or enforcing speed limits	<i>"Twenty mph speed limits should be actively enforced..."</i>
Traffic calming measures	<i>"Would recommend traffic calming road bumps."</i>
Parking	
Reducing parking around Park Avenue South junctions	<i>"Alternatively stop parking close to this junction...to increase visibility"</i>
Enforcing parking restrictions around schools	<i>"Enforce parking restrictions and monitor school parking"</i>
Using Parkland for parking to avoid road narrowing	<i>"I suggest creating a car park in the actual park"</i> <i>"providing alternative parking such as utilising the cricket car park"</i>
Reduce available parking along Abington Park Crescent	<i>"need for double yellow lines opposite the Weston Way junction in order to safely manage the junction"</i> <i>"You need to consider parking restrictions along this section to avoid people parking on the path"</i>
Facilities	
Improved maintenance of existing facilities	<i>"More road sweeping to ensure the sides of the roads/gutters are clear would be much more valuable to cyclists."</i>
Improved lighting	<i>"Other than better lighting there is no current issue for cyclists and pedestrians."</i>
Toilet facilities in Abington Park	<i>"Money would be better spent on new toilets"</i>
Security for cycle parking	<i>"To install cycle parking a lot of thought has to be put into security or it will be a bike theft hub"</i>
Additional bins in Abington Park	<i>"more bins would be helpful to prevent littering"</i>
Cycle Lane	
Cycle lane in the park rather than using road space	<i>"I would be happy for light footpaths or cycle paths to be in the park itself so they do not need to take away space from the road."</i>

Suggestion	Example comment
Cycle lane on Park Avenue South	<i>"Rather than on Abington Park Crescent, a cycle lane is much needed on Park Avenue South"</i>
Other	
Camera enforcement	<i>"The use of safety cameras in the area would also be an excellent idea"</i>
Trialling changes	<i>"I would test for 4 weeks using cones and signs for the trial"</i>
One-way out eastbound on Abington Park Crescent	<i>"the one way system should be the opposite way round"</i>
Pedestrian crossing at Weston Way	<i>"there should be a Toucan Crossing at the end of Weston Way."</i>

Many responses showed an inclination for alternative solutions at the junction of King Edward Road, A5095 Park Avenue South and Abington Park Crescent. Across all question responses it was frequently proposed that traffic lights or a mini roundabout would be preferable to the road closure and one-way out system. Other alternatives included left-turn only out of both King Edward Road and Abington Park Crescent, widening the junction and additional pedestrian crossings.

Other popular suggestions included reducing speeds of vehicles in the area, either through enforcing speed limits or additional traffic calming measures. Also, restricting parking around key junctions to improve visibility and monitoring parking at busier times, such as school drop off or during Abington Park events.

Further suggestions for facilities, cycle lane placements and other scheme elements made up a smaller proportion of comments but are still presented for completeness.

4 Summary of Other Feedback

4.1 Email responses

An additional 106 emails were received in relation to the consultation; these were then anonymised for analysis. One email was left blank and six were requests for links to the consultation or survey form. The remaining 99 were taken forward for thematic analysis.

Similarly to the previous qualitative analysis, themes of concerns, comment and suggestions were identified. Many of these mirror those discovered during the online survey analysis and are presented in Table 9 for comprehensiveness.

Table 9: Common themes from email responses

Theme	Description
Traffic Displacement	Many fear that the proposed closure of King Edward Road and one-way out system on Abington Park Crescent will divert traffic onto other narrow residential streets, worsening congestion and safety.
Increased safety risks	A belief that the proposals will create new hazards rather than resolving existing ones. Concerns often refer to poor visibility, sharper turning movements and increased conflict between drivers, pedestrians and cyclists.
Risks to school children and pedestrians	Danger posed to children walking to Abington Vale Primary School and Bridgewater Primary School, concerns that current difficulties would be exacerbated by the proposals.
Preference for simpler alternatives	Suggestions for solutions such as traffic lights, improved road markings or minor junction upgrades as more proportionate than the proposed designs.
Congestion, increased journey times and pollution	Predictions that the scheme will increase congestion, extend journeys, heighten emissions and worsen driver frustration. Particularly at peak times or during events at Abington Park.
Loss of parking and impacts on access to Abington Park	Concerns for reduced parking capacity and the effects for users of Abington Park and nearby organisations. Issues with parking then potentially being displaced onto other nearby residential streets.
Emergency services and access to the Care Home	Concerns that the scheme would delay emergency services vehicles and complicate access to St Christopher's Care Home. Additional risks posed by using diverted routes through more congested residential streets.
Bus route disruption	Concerns about the viability of the No. 5 bus route considering the reliance on Landcross Drive, reduced access or increased congestion in the area potentially undermining an essential service for residents – particularly the elderly and people with limited mobility.
Cycling demand and value for money	Questions raised as to whether current cycling levels justify the scale, cost and disruption of the scheme. Suggestions that changes are only driven by funding availability rather than local need.
Consultation quality	Reports of poor clarity, contradictory information, lack of detailed plans, inadequate engagement, absent traffic modelling and incorrect consultation materials.

4.2 Responses from Businesses and Organisations

A number of email responses were also received from local businesses and organisations, outlining the impacts that the scheme would have on their work and the wider community. These have been summarised below, the full responses are presented in Appendix C.

The committee of Abington Angling Club object to the proposals, primarily due to concerns that the designs would lead to reduction in parking that would limit accessibility for less able members. They suggest that the scheme as presently designed excludes a section of the community, potentially impacting the physical and mental health benefits that are currently enjoyed by members.

A response from the Committee of Abington Vale Residents Association outlined their concerns that the proposal will have a detrimental impact on the area. Primary issues raised include increased congestion on nearby

residential roads that are not equipped for the volume of traffic, access to St. Christopher's Care Home, the displacement of parking and the wider connectivity of the cycle path.

Several communications were received on behalf of St. Christopher's Care Home. The communications expressed a serious concern over an increase in congestion and journey times for those accessing both the Care Home and Abington Park which could impact the care the residents receive. Other issues referenced the displacement of parking and therefore the impact on use of the park and a dissatisfaction with the consultation process, regarding it as ineffectual and tokenistic.

Living Streets Northampton provided a response to the scheme, highlighting further areas that should be considered to improve the overall effectiveness of the proposals. Points raised include ensuring that parking at King Edward Road does not block cycle access and additional facilities such as signage, green infrastructure and dropped kerbs along King Edward Road. Norman Road is also identified as an important link to other low traffic roads, further promoting active travel use.

Finally, concerns were raised by The Reverend Canon Byung Jun Kim on behalf of the parishioners of Abington. The concerns were that the proposals would affect the accessibility of the churches in the area and that there would be a negative impact on children and parents getting to local schools.

5 Summary

5.1 Consultation Process

To gain feedback on the updated Abington Active Travel – Phase 3 Scheme, a consultation was run from 28th November 2025 to 18th January 2026. This consisted of an online questionnaire, an in person drop in event on 11th December 2025 or by contacting the Active Travel mailbox. The consultation was publicised through a leaflet drop, existing key stakeholder communication channels and use of the West Northamptonshire Council's social media accounts and Citizen Space.

The online questionnaire consisted of both quantitative and qualitative questions and received 997 total responses. An additional 106 email communications were received.

5.2 Key Findings

The quantitative analysis focused on identifying opinions on five elements of the scheme:

- the closure of King Edward Road
- the one-way system on Abington Park Crescent
- the formalisation of parking along Abington Park Crescent
- providing additional facilities in Abington Park
- narrowing Abington Park Crescent, between Bridgewater Drive and Wellingborough Road

The majority response to all five questions was that respondents 'strongly disagreed' that the proposals would improve road safety, be an improvement or have little effect on traffic. Opinions varied slightly on different elements of the scheme; however, the overriding response was negative. The one-way out westwards system proposed on Abington Park Crescent from Landcross Drive was particularly unpopular with 62% (616 answers) of respondents strongly disagreeing that this would improve road safety.

Respondents were also asked about whether the changes would meet the needs of the community and achieve the intended benefits. Similarly, the general opinion on the overall scheme was also negative, with approximately 50% of respondents strongly disagreeing that the proposals encourage active travel, make the area safer or will improve air quality and congestion. In addition, most respondents who had participated in the previous consultation expressed dissatisfaction with the proposals.

The qualitative questions provided respondents with the opportunity to provide additional feedback or reasoning behind their choices. Through a thorough analysis, several prominent themes were consistently identified. These included concerns that issues would be displaced elsewhere such as congestion or accidents, beliefs that the scheme is not needed and concerns for extended car journey times. Additional responses received via email communication echoed the themes raised through the online questionnaire.

In addition to providing general feedback, many respondents took the time and opportunity to offer alternative solutions. Frequently, suggestions mentioned the implementation of a traffic light control system or roundabout at the junction of King Edward Road, the A5095 Park Avenue South and Abington Park Crescent. Other ideas included reducing speed limits, restricting parking or changing junctions to left turn only.

5.3 Next Steps

The finalised consultation report will now be presented to West Northamptonshire Council's Cabinet Member for Highways and Transport for approval prior to publication. A summary of this report will also be made available.

West Northamptonshire Council plans to address the feedback raised in the consultation report and outline the actions taken in response. This will include any timescales for any potential further engagement, detailed design and construction.

Currently, the final proposals are planned to be constructed through a phased schedule in 2027, seeking to minimise any disruption to residents, businesses and park users throughout the works. This will also take into account school traffic, particularly to Abington Vale Primary School, Bridgewater Primary School and Northampton School for Boys, and any planned activities in and around Abington Park.

Following this, it is expected that the scheme would be fully operational by the end of 2027 with ongoing monitoring taking place once the scheme is implemented. Similarly to the previous two phases, this monitoring would assess the way the scheme is being used to ensure it is operating as intended and is safe for all users. This includes the collation of route intercept surveys, business surveys and vehicle flow data for three years post construction completion. Vivacity traffic sensors, surveys of pedestrians, cycle use, and traffic collision information would all be used to aid the ongoing assessment of the scheme in compliance with requirements of the Active Travel funding.

Appendix A Consultation Materials



Abington Park Crescent

Abington Park Crescent

Improved
Toucan
Crossing

New segregated two-way cycle
lane & resurfaced footpath
improving link to Primary School

Improved
Crossing
Point

Bridgewater Drive

Improved access to
primary school



Landcross Drive

The proposed footway/cycleway will extend into the park between Park Avenue South and Bridgewater drive to allow space for the facility. Additionally along this section there will be new benches, signage and cycle parking.

Wellingborough Road

Abington Park Crescent

Weston Way

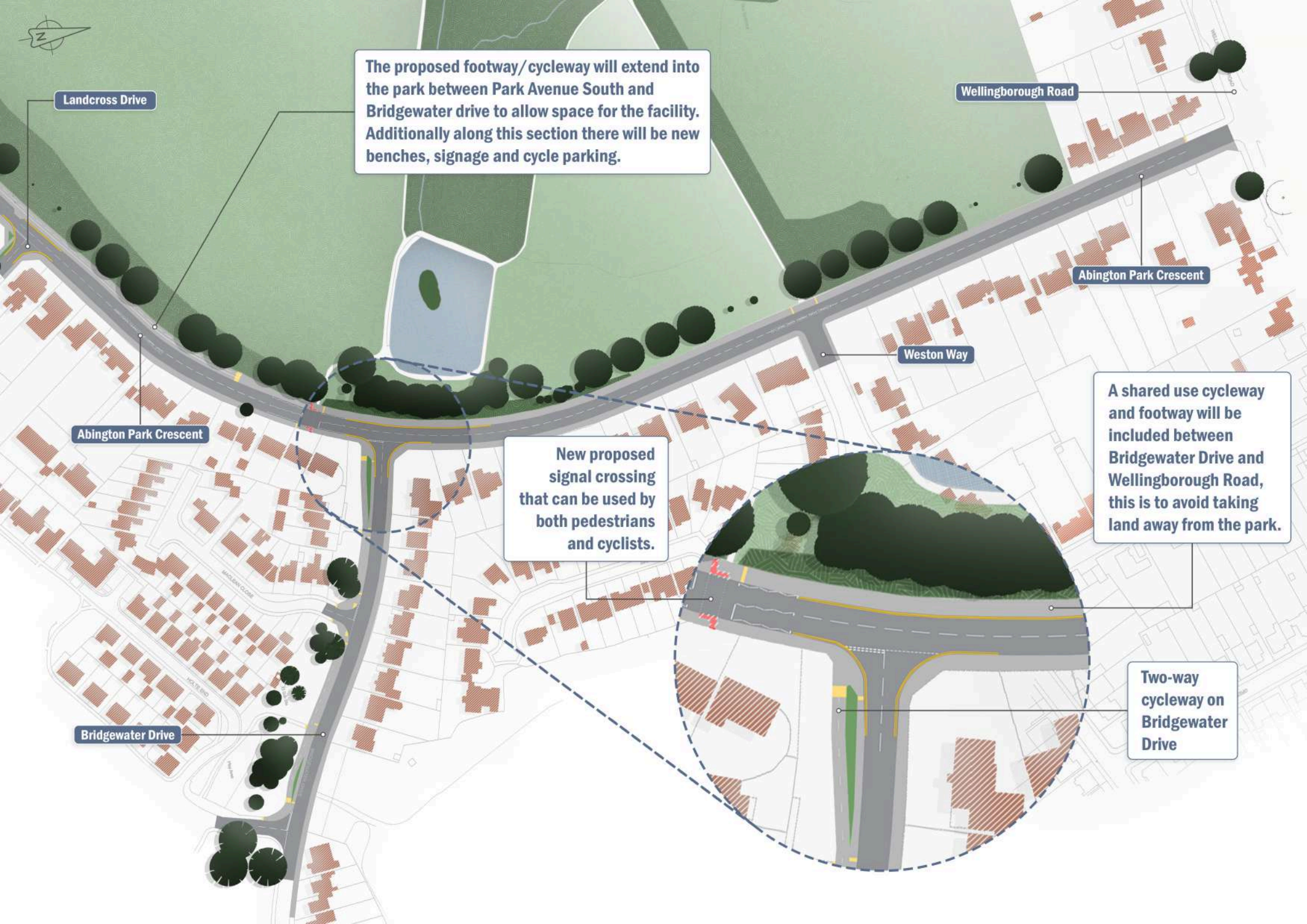
Abington Park Crescent

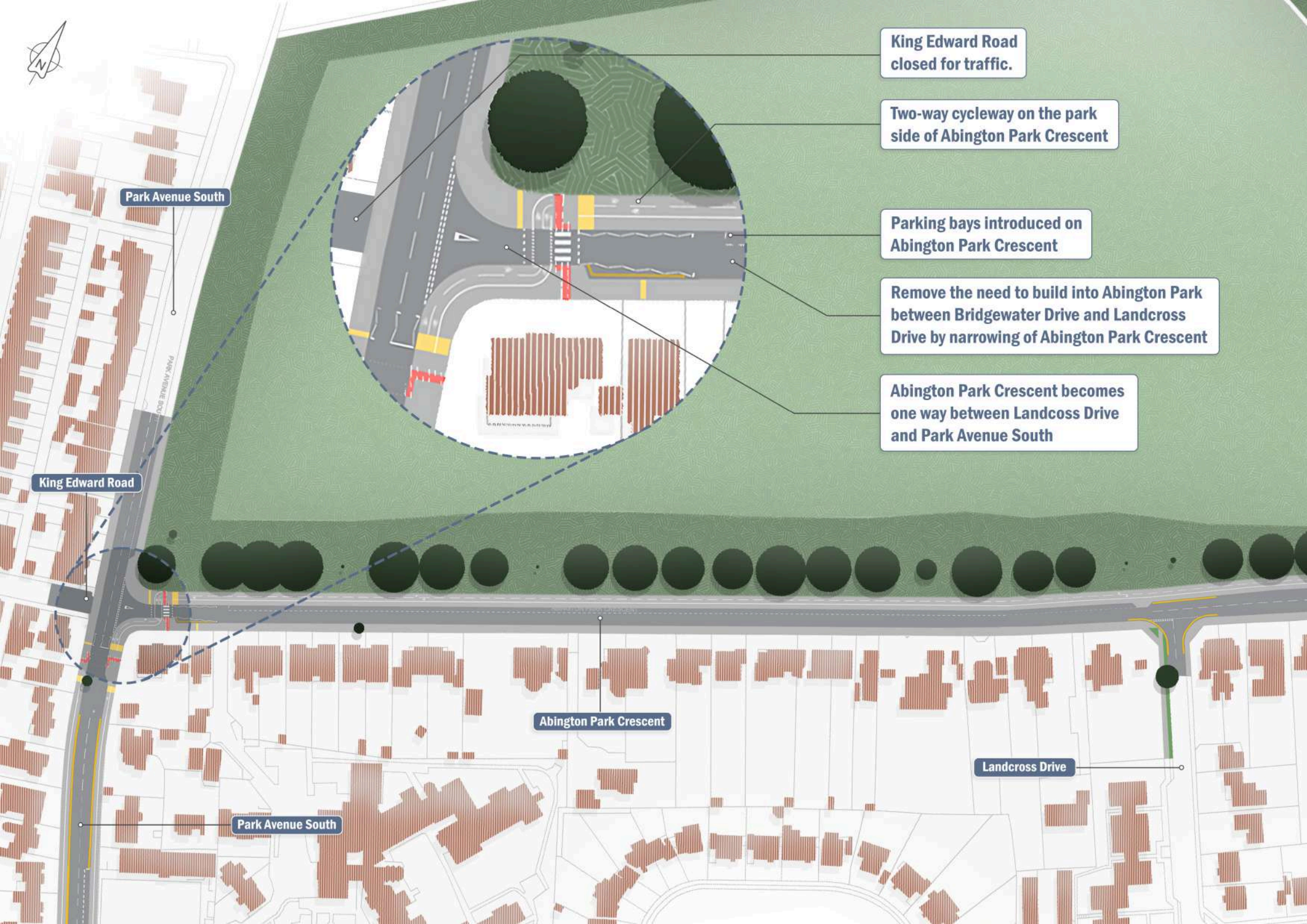
New proposed signal crossing that can be used by both pedestrians and cyclists.

A shared use cycleway and footway will be included between Bridgewater Drive and Wellingborough Road, this is to avoid taking land away from the park.

Bridgewater Drive

Two-way cycleway on Bridgewater Drive





King Edward Road
closed for traffic.

Two-way cycleway on the park
side of Abington Park Crescent

Parking bays introduced on
Abington Park Crescent

Remove the need to build into Abington Park
between Bridgewater Drive and Landcross
Drive by narrowing of Abington Park Crescent

Abington Park Crescent becomes
one way between Landcross Drive
and Park Avenue South

Park Avenue South

King Edward Road

Abington Park Crescent

Landcross Drive

Park Avenue South



Improved
Toucan
Crossing

Abington Park Crescent

New surfaced footpath and
south-bound cycle lane

Relocate telegraph pole,
removing conflict point

Park Avenue South

Newly formalised parking
area with 0.5m buffer
added next to new cycle

New surfaced
footpath and
north-bound
cycle lane

Billing Road

Phase 1 complete
December 2024





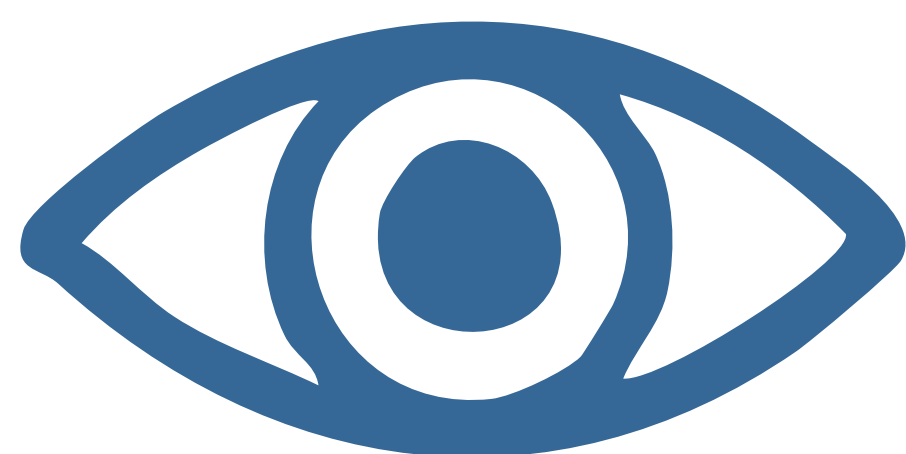
Phase 1 Billing Road
junction complete
December 2024

1. Improved and safer Toucan crossing for pedestrians and cyclists.
2. Dedicated car parking facilities.
3. Improved walkway and cycleway.
4. Road closed & footpath extended.



Have your say:

Abington Active Travel Scheme Phase 3



Explore the proposals

Follow the boards
around the room



Talk to our team

We're here to answer your
questions



Share your views

Scan the QR to take in
our online consultation

**Tell us what you think, your views matter.
Please scan the QR code to fill out our
online consultation.**



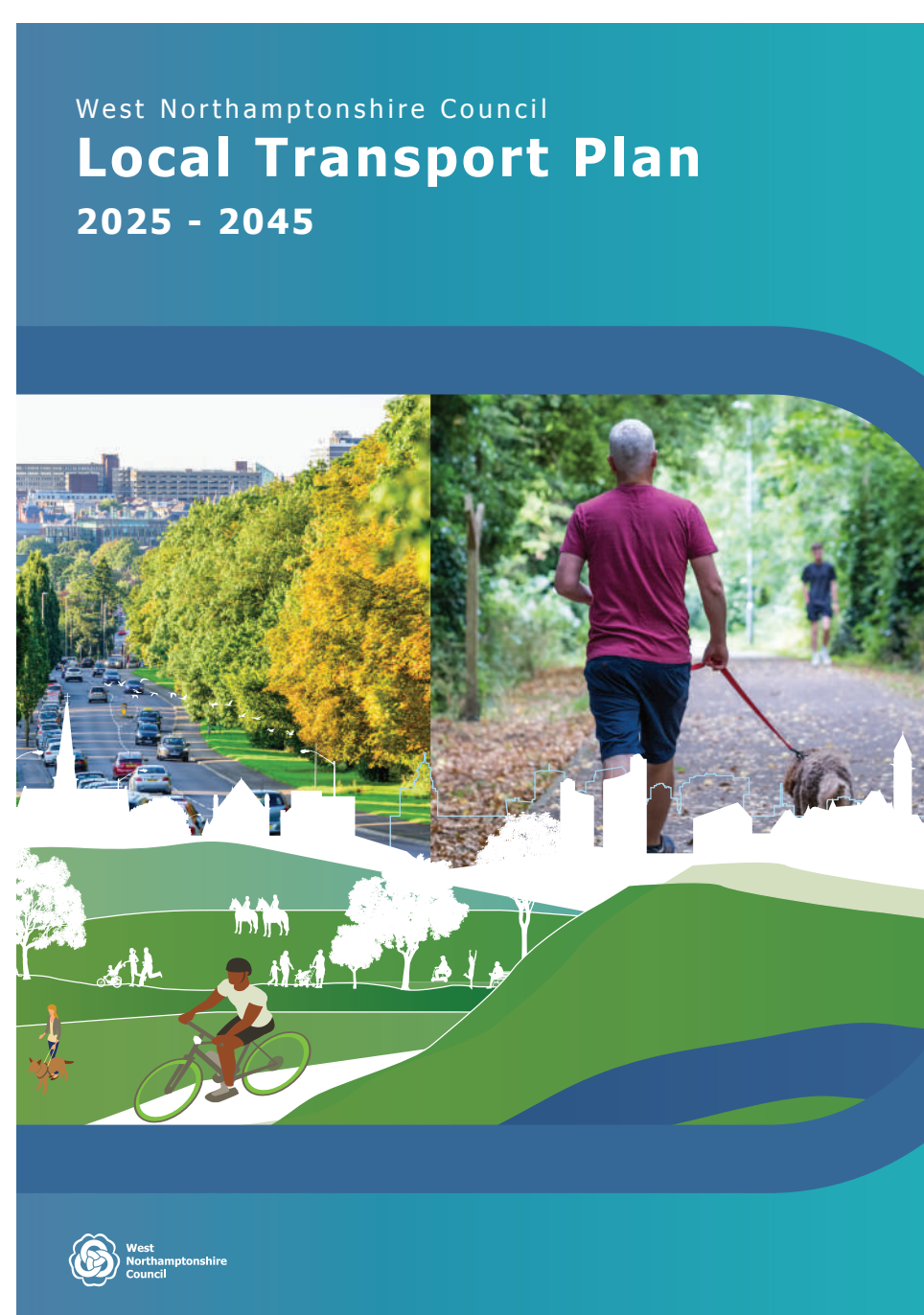
or search
'Consultations'
on
www.westnorthants.gov.uk



**Please help keep this a positive space
for everyone**

Your feedback helps shape your community

Vision for Active Travel



Local Transport Plan 2025 – 2045 Active Travel objectives

- Short trips done safely without a car
- Better connections to schools, parks, services
- Cleaner air, safer streets, healthier communities
- Reduced congestion on the road network

Northampton LCWIP (Local Cycling & Walking Infrastructure Plan)

- Creates a connected network of safe walking and cycling routes
- Identifies key corridors for investment, including Abington
- Supports WNC's wider aims: safety, accessibility, healthier movement choices

Why Abington is a Priority

- A key link between Weston Favell, Abington Park and the Town Centre
- Junction safety concerns repeatedly raised in Spring 2023 consultation
- Opportunity to create continuous, predictable, safer movement
- High demand for better walking / wheeling/cycling facilities

Funding & Investment

- Funded through Active Travel England and national programmes
- Funding is ring-fenced – it cannot be spent elsewhere
- Strong delivery increases WNC's likelihood of future funding for the wider LCWIP network

Your feedback helps shape your community

Abington Active Travel Scheme

Overview



The Abington Active Travel Scheme is being delivered in three phases:

Phase 1 (Delivered 2024):

Billing Road junction completed, better pedestrian facilities & safer movements

Phase 2 (Approved for 2026):

Upgrades to footpaths, cycle lanes, and parking layout along Park Avenue South and Bridgewater Drive

Phase 3 (This consultation):

Completing the route through Abington Park Crescent, linking into Phase 2

What you told us in spring 2023 and how your feedback changed the design

- Safety concerns at junctions -> Junction redesign prioritised at A5095/King Edward Road
- Worries about parking loss -> Parking retained where safe; formalised near Abington Park Crescent
- Concerns about disruption and impact on the park -> Revised layout to reduce impact on Abington Park
- Requests for clearer information about funding and purpose -> Second consultation underway seeking feedback

Your feedback helps shape your community

Phase 2 Park Avenue South

For Information Only

What Phase 2 delivers

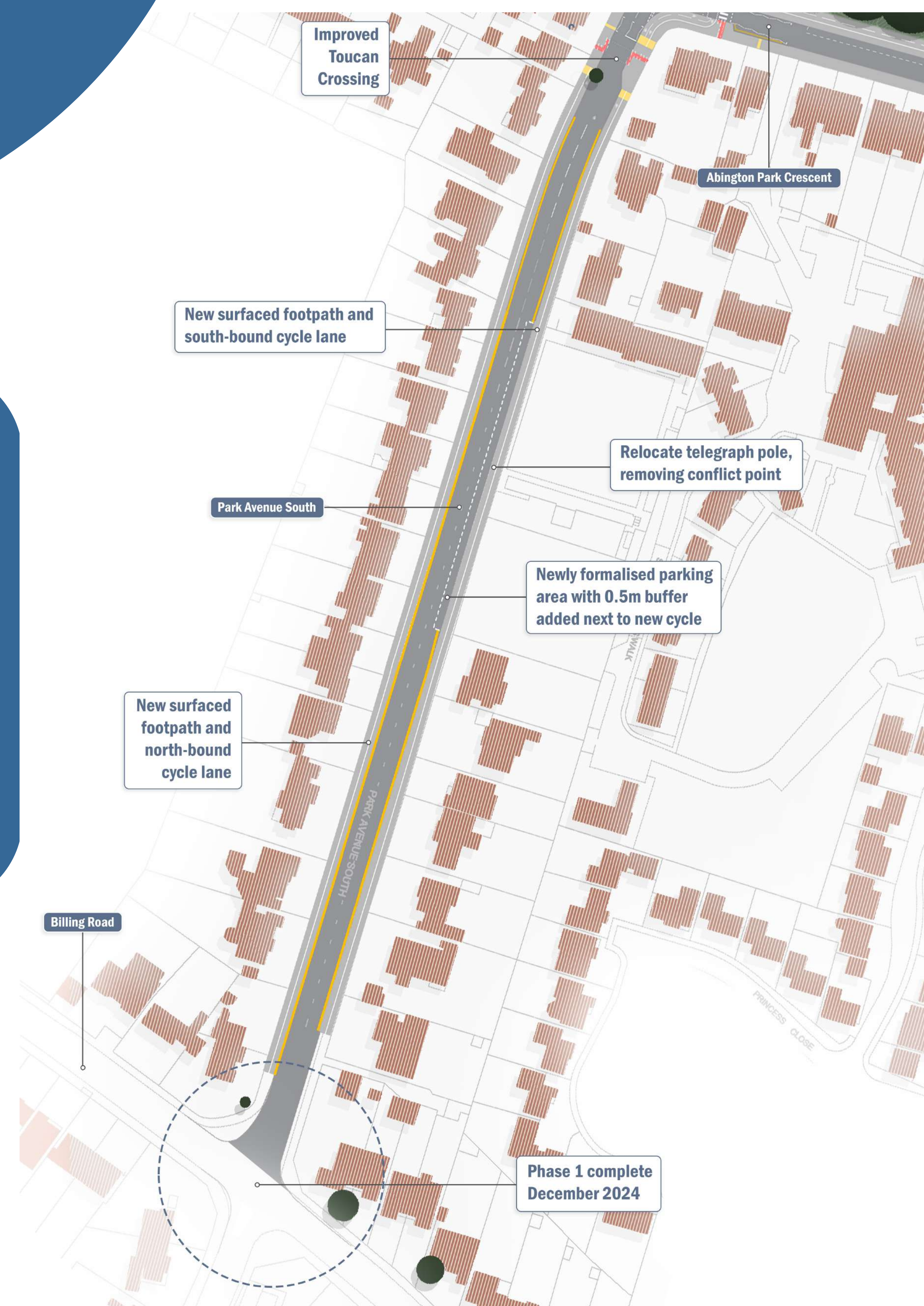
- New surfacing and footway upgrades
- Northbound and southbound cycle lanes added and resurfaced
- Improved Toucan crossing providing a safer point to cross
- Relocation of telegraph pole to remove a pinch-point
- Newly formalised parking areas with buffer space

Timescale

- Final design underway, construction Spring 2026

Key benefits

- Smoother, safer space for people walking and cycling
- Reduced conflict between users
- Strengthens the route into Abington Park Crescent and onwards to Phase 3



Your feedback helps shape your community

Phase 2 Bridgewater Drive

For Information Only

What's included

- New segregated two-way cycle lane
- Resurfaced footpath increasing space and comfort
- Upgraded Toucan crossing and crossing points
- Improved access to the primary school and local streets

Key benefits

- Safer daily journeys for children and families
- Better visibility and safer turning movements
- More direct links to the wider active travel corridor
- Supports independent and active travel to school

Timescale

- Final design underway, construction Spring 2026



Your feedback helps shape your community

Abington Active Travel Scheme

Phase 3 Overview



Key benefits

- Safer junction layout at Park Avenue South / King Edward Road
- Reduce conflicts by making the exit from Abington Park Crescent onto Park Avenue South one-way westbound
- Wider, clearer and more comfortable walking and cycling space
- New Toucan crossings improving safety for pedestrians and cyclists

How feedback shaped the design

- Concerns about turning conflicts
> simplified traffic movements
- Desire for safer crossings
> new controlled crossing added
- Requests for better separation
> clearer, more distinct walking/cycling space
- Avoiding land take from the park
> design adjusted at Wellingborough Road end

Why we're consulting now

- To check the balance between safety, access and traffic flow
- To seek community opinions on the revised scheme ahead of delivery in 2026

Your feedback helps shape your community

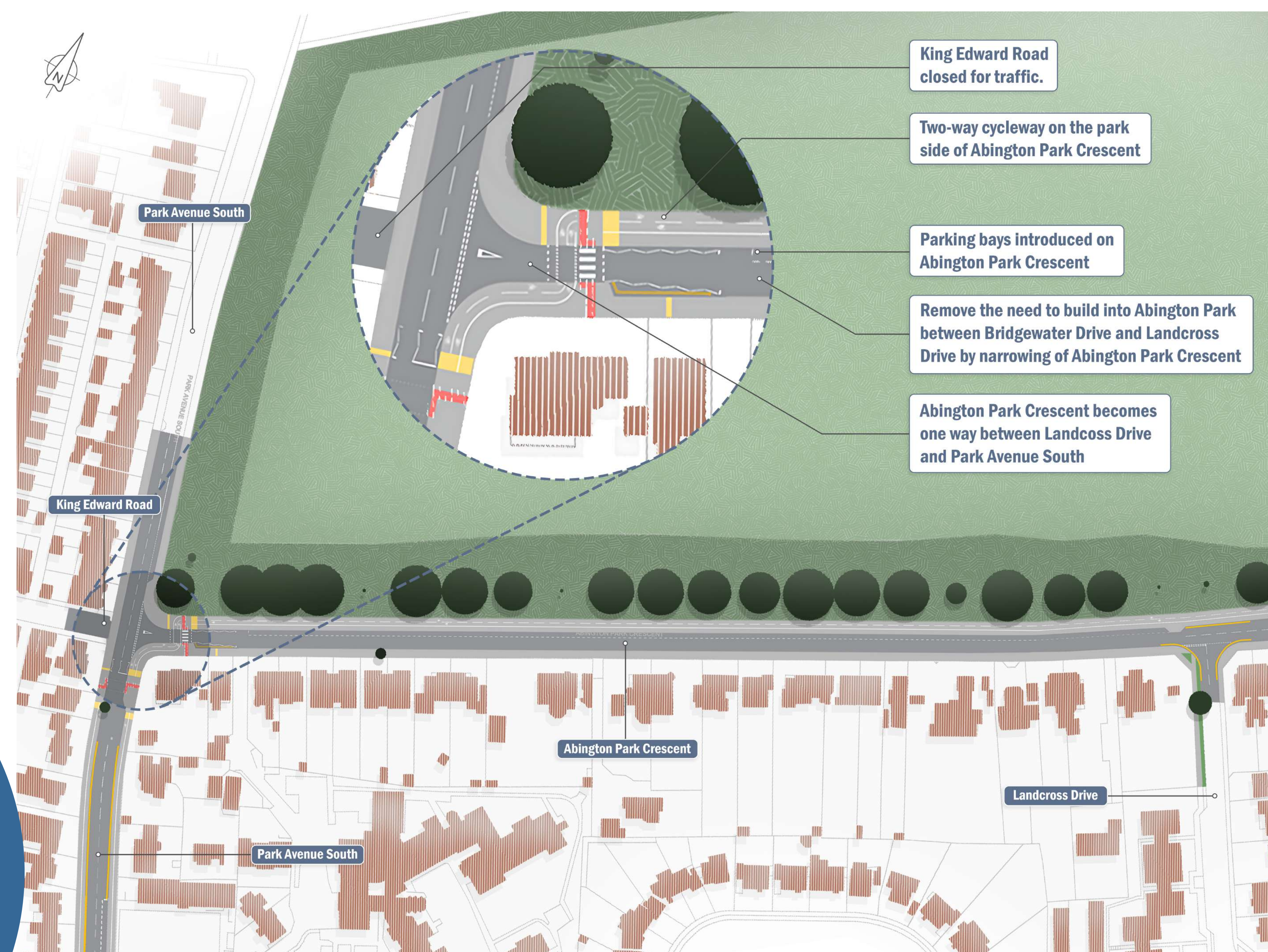
Abington Park Crescent West

Main changes

- Abington Park Crescent made one-way westbound between Park Avenue South and Landcross Drive
- King Edward Road closed to traffic to address safety concerns
- New two-way cycleway built on the park side of the Crescent
- Parking bays introduced to organise on-street parking
- Narrowed carriageway to reduce speeds and avoid land take from the park

Key benefits

- Safer, more managed movements through the junction
- Reduced conflict between people walking, cycling and driving
- Clearer routes that are easier to navigate
- Smoother link through to the upgraded Toucan crossing at Park Avenue South



Your feedback helps shape your community

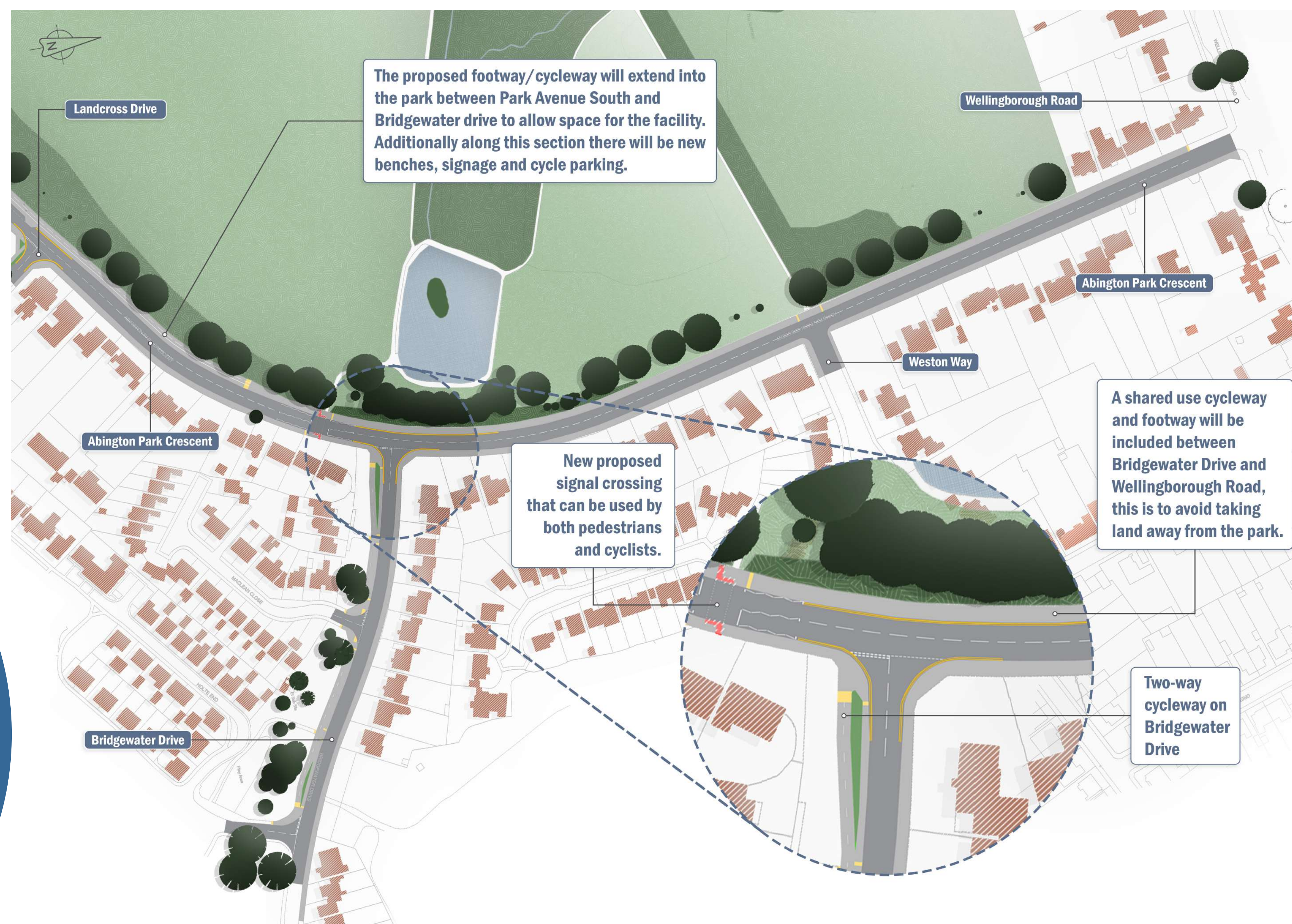
Abington Park Crescent East

Main changes

- Shared-use walking / cycling route between Bridgewater Drive and Wellingborough Road
- New Toucan crossing giving safer access across the Crescent
- New benches, signage and cycle parking along the improved route

Key benefits

- More comfortable and coherent route for pedestrians and cyclists
- Better visibility and safer crossing movements
- Stronger link toward key destinations including local schools and Wellingborough Road
- Lays the groundwork for future LCWIP corridor upgrades toward the town centre



Your feedback helps shape your community

Have your say

Your views matter

What we're asking for

- Your views on the junction changes at Abington Park Crescent and at King Edward Road
- Whether the proposed walking and cycling improvements meet local needs
- The balance between safety, movement and parking
- How well the proposals address issues raised in 2023



How to take part

- Scan the QR code and complete the online survey
- Survey open until 18 January 2026
- Email: activetravelconsult@westnorthants.gov.uk
- Call: 0300 126 7000 for accessibility support

What happens next

- Review and communication of consultation findings (Winter 2026)
- Agreement on next steps, commencing detailed design (Spring 2026)
- Construction planned to start late Summer 2026
- Ongoing monitoring and evaluation once complete (required by Active Travel England)

Your feedback helps shape your community

Have your say and help shape West Northants

Have
your say

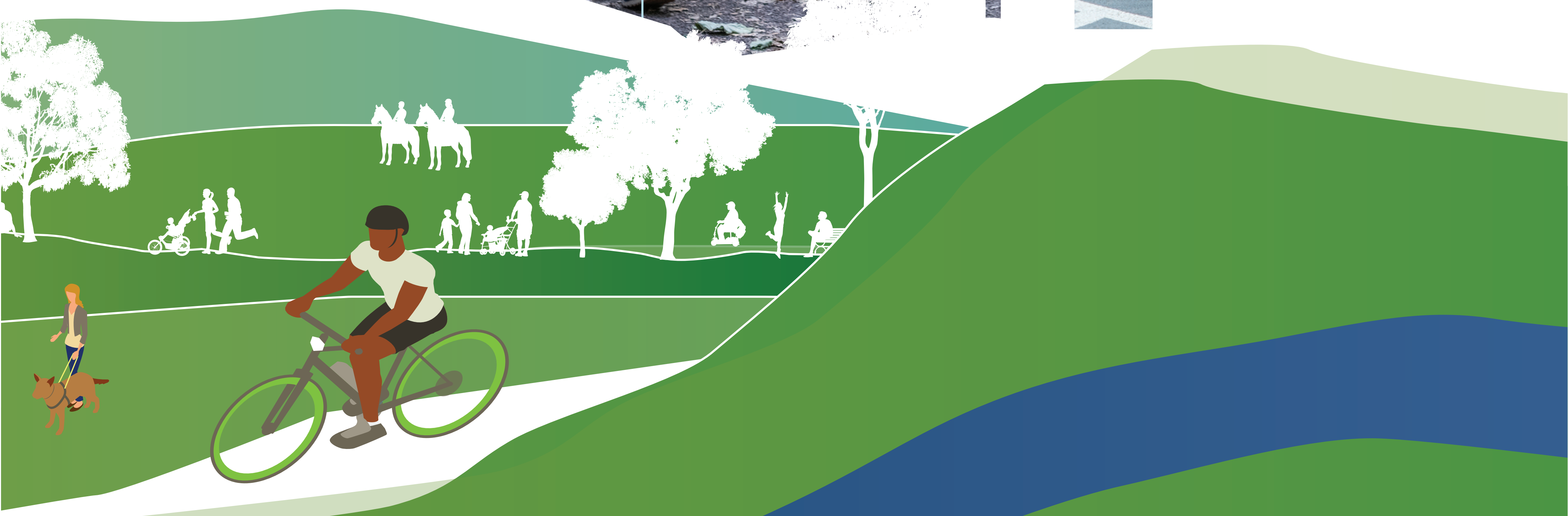
Rail Action
Plan



Active Travel
Strategy



Mobility Hubs
Action Plan



Learn more and have your say, scan the QR code or search 'local transport plan' at westnorthants.citizenspace.com



Have your say:

Abington Active Travel Scheme – Phase 3 Consultation

Frequently Asked Questions (FAQs)

1. What is the scheme about?

The Abington Active Travel Scheme, led by West Northamptonshire Council (WNC) is a project to improve walking and cycling infrastructure around Abington Park in Northampton, including the creation of new segregated cycleways on Abington Park Crescent and Bridgewater Drive, upgraded crossings, and enhanced pedestrian facilities at the Billing Road/Rushmere Road junction.

Phase 1 of the scheme included upgrades to the A5095 Park Avenue South, Billing Road, Rushmere Road junction. Construction was completed in December 2024.

Phase 2 includes walking and cycling enhancements along A5095 Park Avenue South and Bridgewater Drive. Construction will start in early 2026.

Phase 3 includes proposals along Abington Park Crescent from A5095 Park Avenue South / King Edward Road junction to Wellingborough Road.

The focus of this consultation is for Phase 3 only.

2. Why is this happening?

West Northamptonshire Council are committed to providing a safer and more accessible environment for pedestrians and cyclists, especially pupils travelling to and from school. The scheme also aims to help reduce congestion, improve air quality, and create healthier, more active communities.

3. Who is paying for it?

The scheme is funded by the Department for Transport's Active Travel Fund (Tranches 2 and 5), UK Shared Prosperity Fund, and Central Government's grants to improve transport, particularly walking and cycling.

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Have your say:

4. What has changed since the last consultation?

Since the first consultation during Spring 2023, West Northamptonshire Council have carefully considered the feedback received, which has been reflected in the design proposals and enabled Phase 1 (A5095 Park Avenue South / Billing Road / Rushmere Road) and Phase 2 (A5095 Park Avenue South and Bridgewater Drive) to progress.

Following the review of the outcome of the 2023 consultation, the key change is focussed on the junction of A5095 Park Avenue South / Abington Park Crescent / King Edward Road, and the route along Abington Park Crescent. We listened to the specific safety concerns raised by residents during the consultation, and we are asking for views on the proposed changes. The changes include the following key improvements.

- **Junction of the A5095 Park Avenue South / King Edward Road / Abington Park Crescent.**
 - Closure of the eastern end of King Edward Road at its junction with the A5095 Park Avenue South. This will remove the existing West to East link between King Edward Road and Abington Park Crescent to address existing safety concerns.
 - Change the junction layout into a one-way out westwards, starting from Landcross Drive to the junction with the A5095 Park Avenue South. This change would create more space to improve the pedestrians' and cyclists' movements.
 - Upgraded Toucan crossing on the A5095 Park Avenue South. This will allow both cyclists and pedestrians to safely cross the A5095 Park Avenue South at the same time. This will protect cyclists as they will be kept separate from vehicles.
- **Abington Park Crescent proposals.**
 - **Between the A5095 Park Avenue South and Bridgewater Drive** - Full segregation and enhanced facilities for pedestrians and cyclists. This means that a footway separate from the cycleway will be dedicated to pedestrians and cyclists.
 - **Between the A5095 Park Avenue South and Landcross Drive** - The road may be slightly narrowed and parking next to Abington Park will be formalised, making it clearer and better managed. This will allow active travel improvements to be introduced while keeping parking by Abington Park. We may then avoid encroaching into Abington Park.
 - **Between Landcross Drive and Bridgewater Drive** - The scheme will extend slightly into Abington Park to add a cycle lane in each direction, any appropriate

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Have your say:

- street furniture e.g. signs highlighting the Abington Park's importance, and extra cycle parking.
- **From Bridgewater Drive to Wellingborough Road** - Abington Park Crescent carriageway may be slightly narrowed to ensure safe space between cyclists' handlebars and the historic railings inside Abington Park while improving the shared footway and cycleway.

5. What impact will this proposed one-way on Abington Park Crescent have on the surrounding road network?

To improve safety and make space for new walking and cycling facilities, we are proposing to make the section of Abington Park Crescent between Landcross Drive and the A5095 Park Avenue South / Abington Park Crescent junction one-way for motor vehicles.

- **How traffic will flow:** Vehicles will only be able to travel westbound from Landcross Drive towards A5095 Park Avenue South along this stretch.
- **Access to homes and local facilities:** All properties along Abington Park Crescent will still be accessible by car. Drivers approaching from the A5095 Park Avenue South direction will need to use nearby routes such as Billing Road East and Landcross Drive, or Bridgewater Drive or other connecting roads to reach their destination.
- **Impact on wider traffic:** Through-traffic that currently uses Abington Park Crescent in both directions will be redistributed onto the main road network, reducing conflict between vehicles, pedestrians, and cyclists in this residential area.

This change is designed to create a safer, calmer environment around Abington Park, while still maintaining access for residents, visitors, and service vehicles.

6. What impact will the proposed junction change at King Edward Road have on the surrounding road network?

Removal of the West to East link to Abington Park Crescent and any turning movements in and out of the eastern side of King Edward Road Access between King Edward Road (east) and Abington Park Crescent (west) will be removed under these proposals. Vehicles will have to move using the other routes above. This has been a considered change in response to the safety concerns strongly voiced during the original consultation during Spring 2023.

Have your say:

7. Will any bus routes be affected by the one-way section on Abington Park Crescent?

The bus service 5 Southfields - Town Centre will remain unaffected.

The 80P peak hour commuter service towards Mawsley will be rerouted around Abington Park. A new stop will be introduced on A5095 Park Avenue South replacing the existing one on Abington Park Crescent. The routing towards Northampton will remain unchanged.

8. Will there be road closures during the construction phase?

Yes, some temporary closures and diversions will be needed to safely enable the works take place. We will give advance notice, put up clear signs, and do our best to keep disruption to a minimum. However residents will have access at all times and be assisted by traffic marshals.

9. Will the works programmed by Cadent Gas in the area have an impact?

West Northamptonshire Council are working closely with Cadent Gas to minimise disruption for residents and the travelling public during 2026.

10. What about parking spaces?

We know parking is important and have tried to keep changes to a minimum. Parking across the scheme will be formalised with dedicated marked bays. This will discourage any unlawful parking.

The opportunity for kerbside parking will be reduced in some locations as we improve junction safety and movement for those using the new cycle lanes and safer junctions.

Details of the specific changes are shown on the scheme plans.

11. How will this help people with disabilities or mobility issues?

Footpaths surfaces will be improved, with crossings upgraded and new dropped kerbs, tactile paving, and wider paths all introduced.

12. How does it link to other routes?

West Northamptonshire Council (WNC) have set clear ambitions to increase walking, wheeling, and cycling as part of its transition toward a more sustainable transport network. Through its adopted Local Transport Plan 2025–2045, the Council aims to make active travel

Your feedback helps shape your community

Have your say:

the natural first choice for short journeys, improve safety and accessibility, and create well-connected, inclusive neighbourhoods.

To support this vision, WNC have developed a comprehensive Northampton Local Walking and Cycling Infrastructure Plan (NLCWIP). Consultation has recently taken place and adoption expected in March 2026. The NLCWIP establishes a coordinated network of high-quality walking and cycling routes across Northampton and surrounding areas.

A key component of the NLCWIP is the Abington active travel scheme, which aims to provide an essential connection between Northampton and Weston Favell, supporting the delivery of an integrated, continuous corridor for active travel movements. Collectively, these initiatives reflect WNC's wider commitment to improving public health, reducing car dependency, and delivering a safer, more coherent active travel network across the authority area.

13. When will the works happen?

Works to deliver Phase 2 on A5095 Park Avenue South and Bridgewater Drive will start early 2026 and are being coordinated with the planned Cadent Gas work in the area.

Phase 3, along Abington Park Crescent from A5095 Park Avenue South / King Edward Road to A4500 Wellingborough is planned to commence later in 2026. This is subject to the outcomes of this consultation and approvals.

14. How do I provide my comments on the scheme?

The consultation will close on 18 January 2026. You can provide your feedback using the Council's Have your say consultation hub.

Additionally, Council officers will be available in person at the Abington Park Museum, Park Avenue South, Northampton. NN1 5LW, on Thursday 11 December between 2pm and 8pm to answer any questions regarding the scheme.

An email inbox has also been set up for any additional queries:
activetravelconsult@westnorthants.gov.uk

Your feedback helps shape your community

Appendix B Online Survey Template



Have your say:

Abington Active Travel Scheme – Phase 3 Consultation

Overview

We would like your feedback on the Abington Active Travel Scheme – Phase 3. Our proposals focus primarily on improving walking, cycling, and wheeling routes along Abington Park Crescent and King Edward Road.

During the Spring 2023 consultation, residents provided valuable feedback on the Abington Active Travel Scheme, which helped shape the final designs for Phase 1, A5095 Park Avenue South, Billing Road, Rushmere Road junction which was upgraded and completed in December 2024.

The consultation also helped shape the final design for Phase 2, which will see footpath and cycle lane upgrades along A5095 Park Avenue South and Bridgewater Drive. This work will commence in early 2026. The consultation also highlighted concerns about safety at the King Edward Road eastern junction.

More information on previous phases

- Phase 1: Improvements at the junction of the A5095 Park Avenue South, Billing Road, Rushmere Road were completed in December 2024.
- Phase 2: We asked for your views on proposals for the A5095 Park Avenue South and Bridgewater Drive. Your feedback shaped the final design; work commences early 2026.

The Abington Active Travel Scheme will support the following objectives.

- The upcoming Northampton's Local Cycling and Walking Infrastructure Plan (NLCWIP). We recently asked residents and stakeholders for their views on the draft NLCWIP and are now reviewing the feedback.
- Delivery of the key objectives of the draft West Northants Active Travel Strategy, will be undergoing its own separate consultation this year.

We have revised and updated the Phase 3 designs based on your comments, please see the overall plan image on the next page.

We are now inviting you to share your feedback on these updated proposals.

Your feedback helps shape your community



1. Improved and safer Toucan crossing for pedestrians and cyclists.
2. Dedicated car parking facilities.
3. Improved walkway and cycleway.
4. Road closed & footpath extended.

Have your say:

Our proposals will affect:

A5095 Park Avenue South, King Edward Road, Abington Park Crescent junction

The design has been updated based on the stakeholders' feedback from previous consultation raising concerns about the safety at this junction. We are suggesting the following proposals:

- Close the eastern end of King Edward Road at its junction with the A5095 Park Avenue South. This would remove the West to East link to Abington Park Crescent and remove any turning movements in and out of the eastern side of King Edward Road.
- Change the junction of Abington Park Crescent and the A5095 Park Avenue South into a one-way out westbound. Travelling from Landcross Drive, traffic would only exit onto the A5095 Park Avenue South.
- Upgraded Toucan crossing on the A5095 Park Avenue South. This will allow both cyclists and pedestrians to safely cross the A5095 Park Avenue South at the same time. This will protect cyclists as they will be kept separate from vehicles.

Abington Park Crescent, between A5095 Park Avenue South and Wellingborough Road.

We suggest the following approach:

- Between the A5095 Park Avenue South and Bridgewater Drive - Full segregation and enhanced facilities for pedestrians and cyclists. This means that a footway separate from the cycleway will be dedicated to pedestrians and cyclists.
- Landcross Drive to the A5095 Park Avenue South - The road will be slightly narrowed, and parking next to Abington Park will be better arranged.
- Landcross Drive to Bridgewater Drive – The scheme may encroach slightly into Abington Park to add one cycle lane in each direction, any appropriate street furniture e.g. signs highlighting the Abington Park's importance, and extra cycle parking.
- Bridgewater Drive to Wellingborough Road: Abington Park Crescent may be slightly narrowed to create a safer clearance between cyclists and the historic railings inside Abington Park.

Your feedback helps shape your community

Have your say:

How to provide your views:

We want to hear the views of residents, as well as other interested parties and stakeholders. Give us your views by:

- completing this survey and post it to the address listed below. You don't have to answer every question and if you are unsure about a question, feel free to skip it.
- attending a drop in consultation event - Meet the project team on Thursday 11 December 2025, between 2:00pm and 8:00pm at: Abington Park Museum, Park Avenue South, Northampton. NN1 5LW. You will be able to view the proposals, ask questions, and provide your feedback.

If you have any queries, comments, you can contact us using the details below.

Email: activetravelconsult@westnorthants.gov.uk

Postal address:

Highways and Transport
West Northamptonshire Council
One Angel Square (Service Yard)
Angel Street
Northampton
NN1 1ED

Please allow enough time to complete and return before the closing date. Responses received after the closing date will not be accepted.

For information about how consultation and engagement responses are managed, please see the consultation and engagement privacy notice on the West Northamptonshire Council website.

This consultation closes at **11.59pm on Sunday 18 January 2026.**

Your feedback helps shape your community

Have your say:

What happens next?

We will consider all comments and feedback and may update our design accordingly. When the:

- detailed design is complete; we will programme the construction of the scheme in stages to minimise the impact and disruption to the residents and park users.
- scheme is complete, we will use Vivacity traffic sensors to collect data about pedestrians' and cyclists' movements and monitor recorded road accidents to measure the delivered scheme's objectives and performance.

Your feedback helps shape your community

Have your say:

About you

This survey can be submitted anonymously; however, we would like to know some basic information about you to understand more about our respondents.

Which of the following describes your main interest in the Abington Active Travel Scheme - Phase 3?

Please select only one item

- ☐ I live in Northampton
- ☐ I regularly visit Northampton (for work, education, leisure, or any other purpose)
- ☐ I am a West Northamptonshire councillor
- ☐ I represent a town or parish council in an official capacity
- ☐ I represent a health partner organisation such as integrated care or mental health trust
- ☐ I represent a business, group or organisation
- ☐ I represent a charity, voluntary or community sector organisation (VCS)
- ☐ I represent a local community group or residents' association
- ☐ Other (please give details below)

If you are answering as yourself (not for a business, organisation, community group, or town or council), please provide your postcode.

Providing your postcode helps us map the survey results more accurately. By doing so, you consent to us using this information solely for analysis purposes to understand the areas represented in the survey.

If you do not wish to provide this information, please leave the space below blank.

Postcode:

Your feedback helps shape your community

Have your say:

If you are responding in an official capacity on behalf of an organisation, business or community group, or town or parish council please provide the following details:

Name of organisation:

Role or position:

Organisation postcode

Your journey

These next questions about your journey around Abington Active Travel Scheme.

Please select only one item

- ☐ I walk
- ☐ I use a mobility device, like a mobility scooter
- ☐ I use a moped or motorbike
- ☐ I cycle
- ☐ I use a scooter
- ☐ I drive a car or van
- ☐ I use the bus
- ☐ I share a lift with someone
- ☐ I use a taxi
- ☐ I tend not to or I'm unable to
- ☐ Other (please detail below)

Your feedback helps shape your community

Have your say:

More about your journey

	0	1 to 2	3 to 4	4 to 5	6 to 7	7 or more
Per day Please select only one item						
Per week Please select only one item						

What are the reasons for the trips that you make within the proposed

Abington Active Travel scheme area? (select all that apply)

Please select all that apply

- ☐ I live here
- ☐ I work here
- ☐ I study here (school, college, university)
- ☐ I visit friends or family here
- ☐ I shop here
- ☐ I use leisure facilities (parks, gyms, cafes)
- ☐ I pass through on my way to another destination
- ☐ I access health services
- ☐ I exercise here (walking, cycling, running)
- ☐ Other (please give detail below)

Your feedback helps shape your community

Have your say:

A5095 Park Avenue South, King Edward Road, Abington Park Crescent junction

We would like to understand if you support or do not support the proposed changes at this junction.

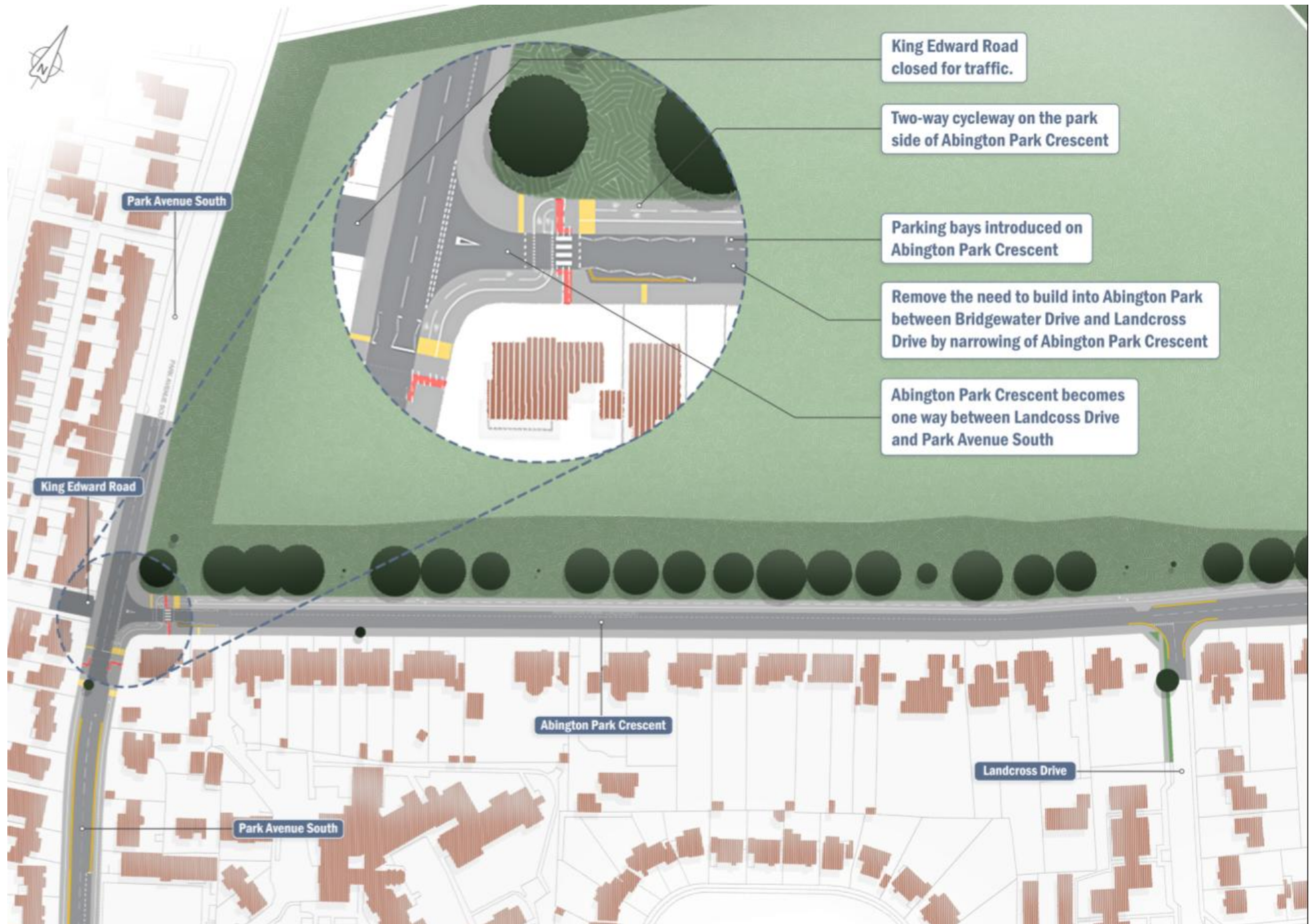
Following concerns raised in the previous Spring 2023 consultation and a review of collision data over the past 5 years, we are proposing changes to improve road safety at the junction of the A5095 Park Avenue South, King Edward Road, Abington Park Crescent.

Our objective is to change the junction layout into a one-way out westwards, starting from Landcross Drive to the junction with the A5095 Park Avenue South. This change would create more space to improve the pedestrians' and cyclists' movements. This would also support active travel initiatives.

The proposal includes the following interventions.

- Full segregation of pedestrians and cyclists using enhanced facilities to move safely around the junction.
- Upgraded Toucan crossing on the A5095 Park Avenue South. This will allow both cyclists and pedestrians to safely cross the A5095 Park Avenue South at the same time. This will protect cyclists as they will be kept separate from vehicles.
- Closure of the eastern end of King Edward Road at its junction with the A5095 Park Avenue South. This will remove the existing West to East link between King Edward Road and Abington Park Crescent.

Your feedback helps shape your community







Have your say:

To what extent do you agree or disagree that closing King Edward Road junction with the A5095 Park Avenue South will improve road safety in the area?

Please select only one item

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither Agree nor Disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ No opinion

Please add any further comments or suggestions.

Your feedback helps shape your community

Have your say:

To what extent do you agree or disagree that making the junction of Abington Park Crescent with the A5095 Park Avenue South into a one-way out will improve road safety in the area?

Please select only one item

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither Agree nor Disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ No opinion

Please add any further comments or suggestions.

Your feedback helps shape your community

Have your say:

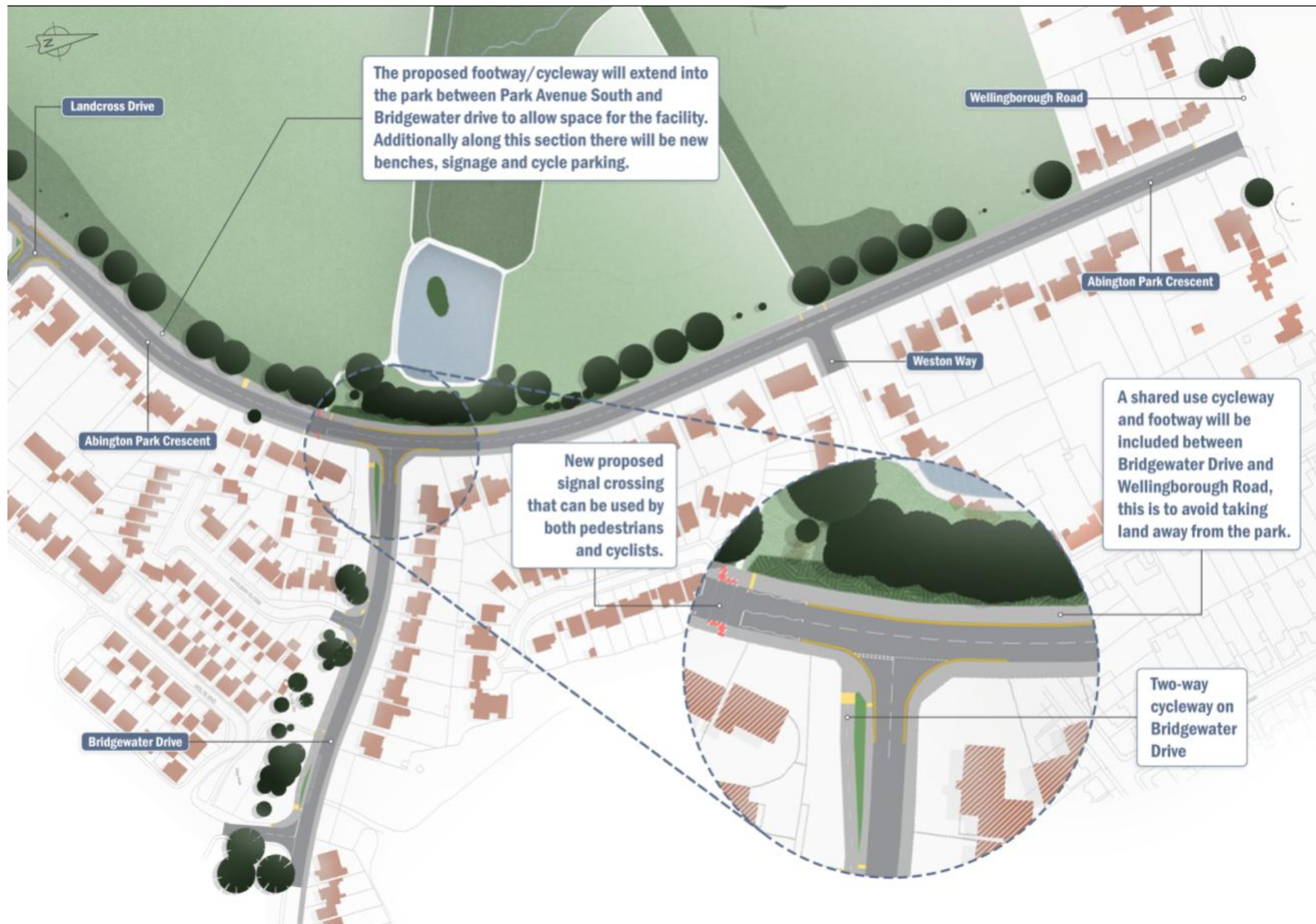
Abington Park Crescent Proposals

We are proposing changes along Abington Park Crescent to achieve a better balance between on-street parking provision and road safety, whilst improving the routes for walking, cycling or wheeling. This will also be the opportunity to enhance Abington Park with new cycle parking facilities, signage to promote the historical importance of Abington Park, and to improve the visitors' experience.

Our proposals are as follows:

- Between the A5095 Park Avenue South and Bridgewater Drive - Full segregation and enhanced facilities for pedestrians and cyclists. This means that a footway separate from the cycleway will be dedicated to pedestrians and cyclists.
- Between the A5095 Park Avenue South and Landcross Drive - The road may be slightly narrowed and parking next to Abington Park will be formalised, making it clearer and better managed. This will allow active travel improvements to be introduced while keeping parking by Abington Park. We may then avoid encroaching into Abington Park.
- Between Landcross Drive and Bridgewater Drive - The scheme will extend slightly into Abington Park to add a cycle lane in each direction, any appropriate street furniture e.g. signs highlighting the Abington Park's importance, and extra cycle parking.
- From Bridgewater Drive to Wellingborough Road - Abington Park Crescent carriageway may be slightly narrowed to ensure safe space between cyclists' handlebars and the historic railings inside Abington Park while improving the shared footway and cycleway.

Your feedback helps shape your community





Have your say:

To what extent do you agree or disagree that the proposed parking changes along Abington Park Crescent will be an improvement?

Please select only one item

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither Agree nor Disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ No opinion

Please add any further comments or suggestions.

Your feedback helps shape your community

Have your say:

To what extent do you agree or disagree that providing additional facilities in Abington Park, such as new cycle lanes, any appropriate street furniture e.g. signs highlighting the Abington Park's importance, and extra cycle parking is a benefit?

Please select only one item

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither Agree nor Disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ No opinion

Please add any further comments or suggestions.

Your feedback helps shape your community

Have your say:

To what extent do you agree or disagree that narrowing Abington Park Crescent, from Bridgewater Drive to Wellingborough Road will have little effect on traffic in the area?

Please select only one item

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither Agree nor Disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ No opinion

Please add any further comments or suggestions.

Your feedback helps shape your community

Have your say:

Your views on overall scheme designs

We are seeking feedback on the overall updated designs for the proposed scheme. Your responses will help us understand whether the changes meet the needs of the community and achieve the intended benefits.

Please read each statement carefully and indicate how much you agree or disagree. There are no right or wrong answers—your honest opinion is valuable.

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	No opinion
The active travel proposals for the Abington Area will encourage me to walk, cycle or wheel. Please select only one item						
The updated designs will encourage more people to travel actively (walk, cycle, or wheel) Please select only one item						
The updated designs will make the area safer for all users. Please select only one item						
The scheme will improve air quality and reduce traffic congestion. Please select only one item						

Your feedback helps shape your community

Have your say:

About your involvement

Did you participate in the previous consultations regarding the Abington Active Travel Scheme?

Please select only one item

- ☐ Yes
- ☐ No
- ☐ Don't remember

As you answered “yes” to the previous question, overall, how do you feel about the proposal and the design changes we are putting forward in Phase 3?

- ☐ Very satisfied
- ☐ Satisfied
- ☐ Neither satisfied nor dissatisfied
- ☐ Dissatisfied
- ☐ Very dissatisfied
- ☐ No opinion

Do you have further comments to make on the proposals which you have not already told us about?

Your feedback helps shape your community

Have your say:

Staying involved

If you would like to be kept up to date on this work, please provide your details below.

By providing us with your name and contact detail, you are consenting for us to contact you to keep you informed about progress on this area of work. Your details will not be used for any other purpose.

If you do not consent to us using this information in this way, please do not provide your details.

Name:

Email:

Your feedback helps shape your community

Appendix C Public Stakeholder Responses

Abington Angling Club

Dear Sir/Madam,

I am writing on behalf of Abington Angling Club to formally object to the proposed Abington Active Travel Scheme currently under consultation.

Our club consists of around 80 active members, the majority of whom are aged between 50 and 80 years old. Many of our members rely on being able to park close to Abington Park in order to access the fishing areas safely. The proposed removal of parking on the park side of Abington Park Crescent, along with the introduction of one-way systems, road narrowings, restrictions at key junctions, and potential double-yellow lines, will make it significantly more difficult—if not impossible—for many of our less able anglers to continue participating.

For older members and those with limited mobility, long walks carrying fishing equipment are simply not feasible. If parking is pushed further away into surrounding residential streets or removed entirely, many members will be forced to stop attending. This will inevitably lead to a decline in club membership, weakening an organisation that has been part of the local community for decades.

It is important to highlight that fishing provides substantial mental health and physical-wellbeing benefits, especially for older individuals who may rely on the activity for social interaction, gentle exercise, and stress relief. The scheme, as currently designed, unintentionally discriminates against residents who depend on accessible parking to continue enjoying these health-boosting outdoor activities.

The current proposal appears to overlook the impact on angling club members, football clubs, and park users attending afternoon or evening matches and events. Redirecting traffic into residential streets will also create additional congestion and inconvenience for local residents.

We respectfully request that the council reconsiders the parking removal and access restrictions around Abington Park Crescent. Retaining suitable nearby parking, or providing dedicated accessible spaces for anglers and other less mobile park users, is essential to ensure that the scheme does not unfairly exclude a significant section of the community.

Thank you for considering our concerns. We would welcome the opportunity to discuss practical amendments that would protect accessibility while still supporting active travel improvements

Kind regards

The committee

Abington angling club

WNC Response

Dear ,

Many thanks for taking the time and trouble to write in expressing your concerns over the proposed Abington Active Travel proposal.

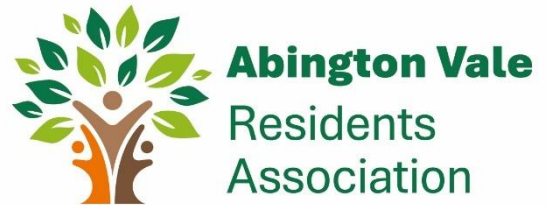
It is crucially important that views such as yours, outlining clearly the potential impact on an established club and range of activities is brought to our notice so that full and careful consideration can be given to every sector of society, and those that live near, or use and visit the park on a regular basis.

The council will consider your response along with any other responses and respond to you more fully in due course.

If at any time you have any further comments to add, please feel free to write in again.

Kind regards,

Abington Vale Residents Association



January 16th 2026

To Whom it may concern

Ref: Abington Active Travel Scheme Phase 3

This response is being made by the **Committee for Abington Vale Residents Association** and should not be seen as a response from its members who have been encouraged to respond individually to the consultation or collectively where they are unable to engage online.

Whilst in principle we support WNC in their ambitions to create safer cycle and pedestrian paths we are concerned that the current proposal will in fact have a detrimental impact in the very areas that you are seeking to make so called improvements namely Abington and Abington Vale.

We are opposed to your proposals on the following grounds:

- The effect of not allowing the right hand turn from Park Avenue South into Abington Park Crescent will result in traffic being diverted from a wide urban road into unsuitable local roads which are often heavily congested with school traffic.
- The righthand turn is extensively used by residents accessing the Abington Vale area including those leading to housing off Bridgewater Drive and Landcross Drive.
- Bridgewater Drive and Landcross Drive also lead through to two primary schools, Abington Vale and Bridgewater with the additional traffic that builds up around the schools at peak times of the day especially between 8 and 9am when there are already vehicles using the two roads as cut throughs to their onward journeys to places of work. The closure would exacerbate this further.
- Neither Landcross Drive nor Bridgewater Drive are suitable for additional displaced vehicles especially as Bridgewater Drive is a bus route and a learner driver area. There are regularly around 10 learners on Bridgewater Drive and surrounding roads at any one time and is used as a first 'go' for many driving instructors. The Road to Morocco pub area is considerably busy with additional vehicles parked in and around the pub.
- The recently installed VAS (Vehicle Activate Sign) on Bridgewater Drive demonstrates that over 11,000 vehicles currently use this busy road each week.
- Landcross Drive is a residential area and a bus route. It has vehicles parked along both sides of the road and a row of shops that encourages additional visitors and therefore additional parked vehicles. The nature of at least one of the businesses means cars are parked for between one and three hours.

- St Christopher's Care Home entrance is very close to the A5095 so significant numbers of employees, volunteers, residents and family members need daily access through the narrow entrance as well as Ambulances and delivery vehicles on a regular basis.
- The number 5 bus route from the town centre to Southfields servicing the Abington Vale area will be disrupted should this plan go ahead.

The phase 3 proposal also seeks to reduce the amount of parking on Abington Park Crescent so that parking is restricted to the left-hand side of the road as you look toward the A5095 junction. We question whether WNC has done a thorough vehicle flow survey as had they done so, they would have seen that parking along both sides of the park is a regular feature throughout the year and even more so during the summer months and when there are activities/events on the park.

- Where do WNC see the displaced vehicles parking? Users of the park come with children, buggies, prams, bikes and equipment and rely on parking close to the park so will naturally extend into Landcross and Bridgewater Drives and Weston Way, thus creating even more problems for residents, pedestrians other road users, particularly at the junctions.
- Bridgewater Primary School regularly asks its parents to park considerably by using Abington Park Crescent, but this is likely not going to be possible under your proposals.

We would like also to raise the question of the cycle path being constructed at the top of Bridgewater Drive through to the school.

- No consideration has been taken with regards to the footpath that runs through Abington Vale Park in the other direction linking the Langlands area to the school. The footpath is used extensively by residents, school pupils and parents/guardians but was not built to accommodate bicycles. Why was this not considered as part of the active travel scheme.
- Similarly, WNC has not considered safe cycling through Abington Park itself. Again, paths are footpaths not shared/cycle paths meaning that there is no dedicated route for children (or the cyclists that currently ride bicycles and illegal scooters etc) to their schools in Abington Vale if they live on the other side of the park.
- During the public consultation event at Abington Park Museum in December, a WNC representative stated that part of the intention of these proposals is to encourage users of Abington Park to cycle there. However simply providing a safer route to cycle around the park will not achieve this without much wider cross-town cycle path connectivity.

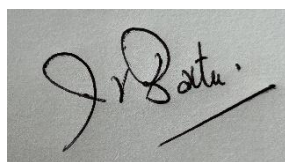
During discussions with our colleagues at Weston Favell Village Residents Association we can see the merit in looking further at what they propose as an alternative for the A5095 junction.

Signed

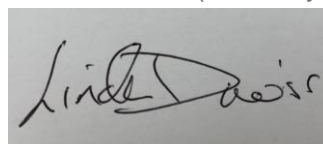
Liz Cox, (Chair)



John Baxter, (Treasurer)



Linda Davis-Sinclair,
(Secretary/Deputy Chair)



Committee Members Katie Baxter, Val Harvey Jenny Rumbold

Abington Vale Residents Association

From: Abington Vale Residents Association <abingtonvra@gmail.com>

Sent: 18 January 2026 13:49

To: Active Travel Scheme Consultation <Activetravelconsult@westnorthants.gov.uk>

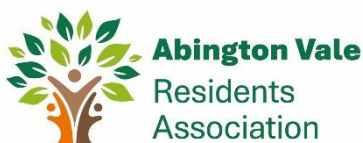
Subject: Abington Vale Residents Association - Committee Response to Active Travel Plan Consultation

To whom it may concern

Please find attached our concerns about the current proposals for the Active Travel Scheme which will negatively impact on the Abington Vale area as well as our neighbours in the areas surrounding Abington Park.

Our response is made collectively as the **Committee of Abington Vale Residents Association**.

Linda Davis-Sinclair
Secretary and Deputy Chair
Abington Vale Residents Association
T: 07711 710245



WNC Response

Dear Linda,

Thank you very much for forwarding this very helpful response from the AVRA Committee.

We really appreciate bodies such as your in taking the time to collectively discuss and evaluate schemes at this early stage. We particularly value your input, thoughts, views and alternative suggestions.

Please convey our thanks to the Committee for their hard work.

Their responses will be taken into account along with the others we have received.

Kind regards,

Active Travel Team

St Christopher's Care Home

From: Senior Housekeeper <support@stchristopherscofehome.co.uk>

Sent: 17 December 2025 09:27

To: Active Travel Scheme Consultation <Activetravelconsult@westnorthants.gov.uk>

Subject: Objection to Proposed changes for Abington Park Crescent

Mrs Jane Green

C/O St Christopher's Home

Abington Park Crescent

Northampton

NN3 3AD

17th December 2025

To: West Northamptonshire Council

Abington Active Travel Scheme

One Angel Square

Angel Street

Northampton

NN1 1ED

Formal Objection to Proposed Changes for Abington Park Crescent (Abington Active Travel Scheme – Phase 3)

Dear Sir / Madam,

I am writing to formally object to the proposed changes for Abington Park Crescent under the Abington Active Travel Scheme (Phase 3). While I acknowledge the council's and Government's commitment to promoting greener travel, the current proposals present serious practical, environmental, and social concerns.

1. One-Way System and Traffic Disruption

Converting part of Abington Park Crescent into a one-way system will likely cause confusion and inconvenience for residents and visitors. This change will divert traffic onto surrounding narrow residential streets, creating congestion and longer journey times—particularly during peak hours.

2. Environmental Impact and Emissions

The proposed one-way restrictions will **increase harmful emissions**, contradicting the scheme's sustainability goals. UK data shows:

- **Transport accounts for 28% of UK greenhouse gas emissions**, producing **113.2 MtCO₂e in 2022**, alongside 49% of domestic NO_x and 22% of PM_{2.5} emissions.
- Increased vehicle miles directly correlate with higher emissions. Detours caused by one-way systems lengthen journeys, raising CO₂, NO_x, and particulate outputs.
- Stop-start traffic in bottlenecks significantly elevates pollutants, even without an overall increase in mileage.
- A 2024 Birmingham study found air quality improvements only when total traffic volumes were reduced—not simply rerouted into residential streets.

By forcing vehicles to take longer, more convoluted routes through already narrow and impractical streets, the scheme risks **worsening local air quality**, particularly near vulnerable populations.

3. Impact on Vulnerable Adults and Care Services

Abington Park Crescent is home to a large care home providing residential and independent living accommodation for **over 80 vulnerable adults**, supported by more than **100 staff members** and numerous visitors. The proposed changes will:

- Restrict access for emergency services.
- Complicate staff shift changes.

Converting part of Abington Park Crescent into a one-way system will likely cause confusion and inconvenience for residents and visitors. This change will divert traffic onto surrounding narrow residential streets, creating congestion and longer journey times—particularly during peak hours.

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3. Impact on Vulnerable Adults and Care Services

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- Restrict access for emergency services.
- Complicate staff shift changes.

Any disruption to this critical service could have severe consequences for resident wellbeing and safety.

4. Parking and Accessibility

Formalising parking may reduce available spaces, negatively affecting residents, park visitors, and care home operations. Limited parking will likely lead to increased illegal or obstructive parking elsewhere, undermining the scheme's objectives.

Additionally, Abington Park Crescent is always extremely busy due to its park side location, attracting large numbers of families on weekends visiting the park itself, hosting regular football league matches and other significant events e.g. race for life etc. These activities already create significant parking pressure, and any reduction in spaces will exacerbate congestion and accessibility issues for both recreational visitors and essential care home services.

5. Emergency Services Impact

The proposed one-way system and reduced parking will hinder emergency vehicle access to the care home and surrounding properties. Ambulances, fire engines, and other critical services **require direct, unobstructed routes**. Longer detours and congested side streets could delay response times, **putting lives at risk**.

6. Lack of Genuine Engagement

While in-person consultation sessions have been offered, many residents have found council representatives dismissive and unwilling to listen to legitimate concerns. This undermines the purpose of consultation and

erodes public trust. I request that the council provide clear accountability by publishing how feedback will influence the final decision and ensure future engagement is meaningful, not tokenistic.

7. Call for Comprehensive Impact Assessments

Before any changes are implemented, I strongly urge the council to conduct and publish **full impact assessments**, including:

- **Traffic flow analysis** to model congestion and diversion effects.
- **Air quality and emissions assessment** to quantify environmental impacts.
- **Accessibility and emergency response review** to ensure safety for vulnerable residents.
- **Parking and visitor impact study**, particularly considering the park-related activities.

These assessments should be transparent and subject to public scrutiny before any decision is finalised.

8. Insufficient Consultation and Alternatives

The consultation period ending January 2026 does not allow adequate time for thorough engagement. Alternative solutions should be explored, including:

- Targeted traffic calming measures the existing 20mph limit along Park Avenue South between the two sides of the park is totally disregarded by most if not all road users.
 - Improved signage and junction safety upgrades, the simple addition of Traffic lights at the four-way junction between Abington Park Crescent, King Edward Road and Park Avenue South would resolve a lot of concerns regarding junction safety.
 - Partial cycle lane integration without major road layout changes would be welcomed.
-

Summary

While the goals of the scheme are commendable, the proposed changes risk creating new problems without adequately solving existing ones. They will **increase emissions, reduce accessibility, impact vulnerable residents, compromise emergency response times, and fail to meet standards of genuine public engagement**. I urge the council to reconsider these plans, conduct full impact assessments, and engage further with local stakeholders to develop a balanced approach that prioritizes safety, accessibility, and genuine environmental benefits

Yours faithfully,

Jane Green

Email: support@stchristopherscofehome.co.uk

Phone: 01604 637125 or 07902313893

Kind Regards

Jane Green

Senior Housekeeper

St Christopher's

Church of England War Memorial Homes

Registered Charity No 203787

WNC Response

Dear Jane,

Thank you for taking the time and trouble to outline your concerns regarding the proposed Abington Park Active Travel scheme and the possible impacts on the St Christopher's Home.

They will all be taken into account with the other consultation responses which we have received.

If we need any clarification on any of the points you raise we will contact you in due course. Alternatively, if you have any other thoughts please feel free to write in again.

Thank you for providing such a comprehensive appraisal of the scheme. View, considered, such as yours are invaluable in assisting us in developing the most appropriate and effective scheme possible.

Kind regards,

Active Travel Team

St Christopher's Care Home

Response to West Northampton Council's Abington Active Travel Scheme as depicted in pamphlet delivered to 9 Watersmeet, Northampton NN1 5SQ.

9th January 2026

Dear Sirs,

I object to this proposal as a resident who uses these roads everyday and as Chair of Trustees of St Christopher's Care Home, 3, Abington Park Crescent.

1. The pamphlet

Nowhere on the pamphlet does it say that you intend to make Abington Park Crescent (APC) one way so there is no turning into APC from Park Avenue South (PAS). You sneak in a no entry sign on the front page and use the word 'wheeling' not driving to confuse people. On the back page of the pamphlet in the Legend numbers 1-4 there is no number 5 to advise the intention to one way APC. Surely that is the most significant change you are consulting on. Or are you consulting at all?

2. Consultation



I attended the consultation in the Museum around 6pm to find many people unhappy with the proposal and when I asked one of the representatives of WNC how many people she had spoken to were in favour she replied none! This was not surprising. This proposal is a very hot topic in the Abington area, and I trust that there will be transparency in Council meetings as I have already spoken to two Councillors on this matter. Has a resolution been passed in Council for this work to proceed yet? I personally witnessed all the GPR surveys being carried out in PAS and APC prior to Christmas to locate the services and surface objects.

3. Impact

Having lived in Watersmeet for 53 years, being a trustee at St Christopher's Care Home and a member of Abington Church for many years I can only conclude that your engineers are not aware of the daily grind of traffic, the many sporting and cultural events that take place in the area of the park abutting Abington Park Crescent. If they had looked and studied, they would have seen that the park roadside is full of vehicles from outside 5 APC down as far as past Bridgewater Drive (BD). This is for local soccer at weekends and school cross country running events to name but two. There are also others who park here when they go for their runs or take children to the park or bring friends to walk or be pushed around if they cannot walk. Where will these people park when you have done your worst? There is casual parking in the street by owners and visitors every day. Have you considered the town show and the effect this will have on it.

With my Trustee hat on I ask you to reconsider, because you could not have properly considered the impact of closing APC at PAS and closing Landcross Drive will have on us. We have a hundred staff many of whom come in their own car and others who are brought by car. See below my marked-up plan to show the daily diversion that will be needed for all those working, living (as some independent residents have cars) visiting or delivering to St Christopher's Home (SCH). By the way it is home to 52 care residents and 34 independent residents. Your engineers were not at all aware of any of this at the consultation. They saw it is a narrow little driveway but did know where it led to. I invite you to attend our Home and see. Also, emergency vehicles will be sent the extra 2Km long way around to us.

Legend to map below

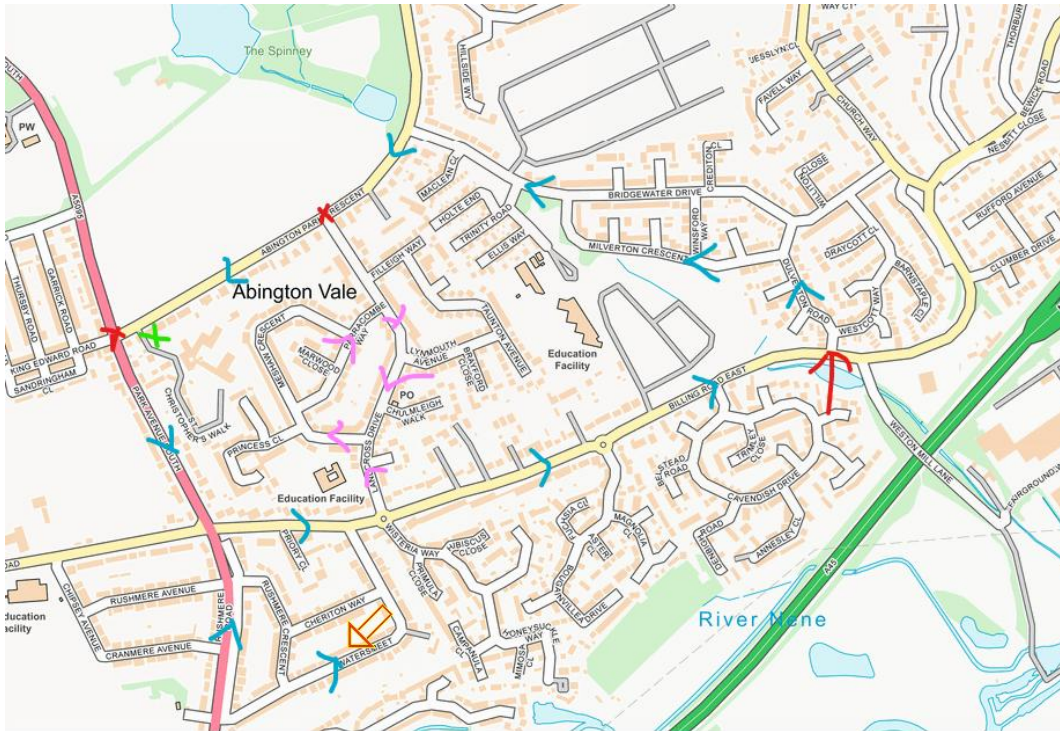
Red crosses show proposed closure

Red arrow where turning off Billing Road East for blue diversion

Blue arrows show diversion from Park Avenue South and Rushmere Road

Green cross shows entrance to St Christopher's Home (SCH)

Pink – route through Abington Vale for all residents and school drop off for parents



So, if you take the time to study it, our residents, staff, visitors or deliveries from the south would have to turn right at the top of Rushmere Road (or cut through Watersmeet together with those who already continue east) and travel all the way down Billing Road East and cut back through Bridgewater Drive. Have you seen Bridgewater Drive when the school starts in the morning and picks up in afternoon. Clearly not. Having fought your way through Bridgewater Drive (BD) you can eventually approach SCH; this is about an extra 2Km for those 'wheeling' as you describe it in your unfortunate pamphlet. I do not think Bridgewater Drive was ever designed to take this volume of extra traffic. Have you done a proper traffic study? It seems the one road that can take that traffic you are intending to make only one way! Where is the logic in that? OK you say footpath and cycle route is needed well there is very good footpath already, so all this for a cycle route to jam up the roads even more.

The other consideration must be that closing off Landcross Drive will cause congestion around the Abington Vale estate at the especially at school drop off and pick up times. This is also a route for buses, so does the estate lose this benefit? I am sure this change will have an effect of the livings of the shopkeepers in Abington Vale when you are wanting to make more paths for us trip up on and provide cycle and scooter routes for the few.

Other people who would normally turn left into APC from PAS, who live in, work, visit, or pass onto Landcross and Bridgewater will need to go along the Wellingborough Road to the north end of APC and turn right to drive all the way back around APC to St Christopher's at the western end. This is another 2km diversion.

In my view, the only good thing you are proposing is the closing off King Edward Road at the junction with PAS. Why not just do that and repairs some roads and paths.

The rest of the proposal, in my view, is poorly researched and badly planned and a waste of our money as far as the locals are concerned but clearly you do not have them in mind at all. You have some money you need to spend. It is an insult to the local residents and democracy to purport to consult with them when you are clearly set up to carry out the works.

Donald Loe

WNC Response

Dear Donald,

Thank you for taking the time and trouble to write in with your thoughtful observations and comments regarding the proposed Abington Active Travel scheme.

The feedback you have provided is crucial to us understanding the local concerns, and also assisting us to develop the very best scheme possible, and appropriate for the area.

We view all comments very seriously and are grateful for all views as we further develop the scheme.

One point should be noted, however, which is that due to an error the leaflet did indeed state that Landcross Drive was being closed at one end. This is categorically not the case.

Also, regarding the one-way proposal, all emergency vehicles can have an exemption to a No Entry sign which, in an emergency still gives them access to the Care Home as they have now.

If any further thoughts come to mind please feel free to write in again.

Kind regards,

St Christopher's Care Home Response

From: Donald Loe <dl@rushmerepm.co.uk>

Sent: 15 January 2026 17:53

To: Active Travel Scheme Consultation <Activetravelconsult@westnorthants.gov.uk>

Subject: RE: Phase 3 Consultation : Abington Active Travel - second submission

Dear all,

Thank you for your reply.

It gets worse, you tell me, there is a fundamental error on the leaflet, Landcross Drive (LCD) is not to be blocked off after all.

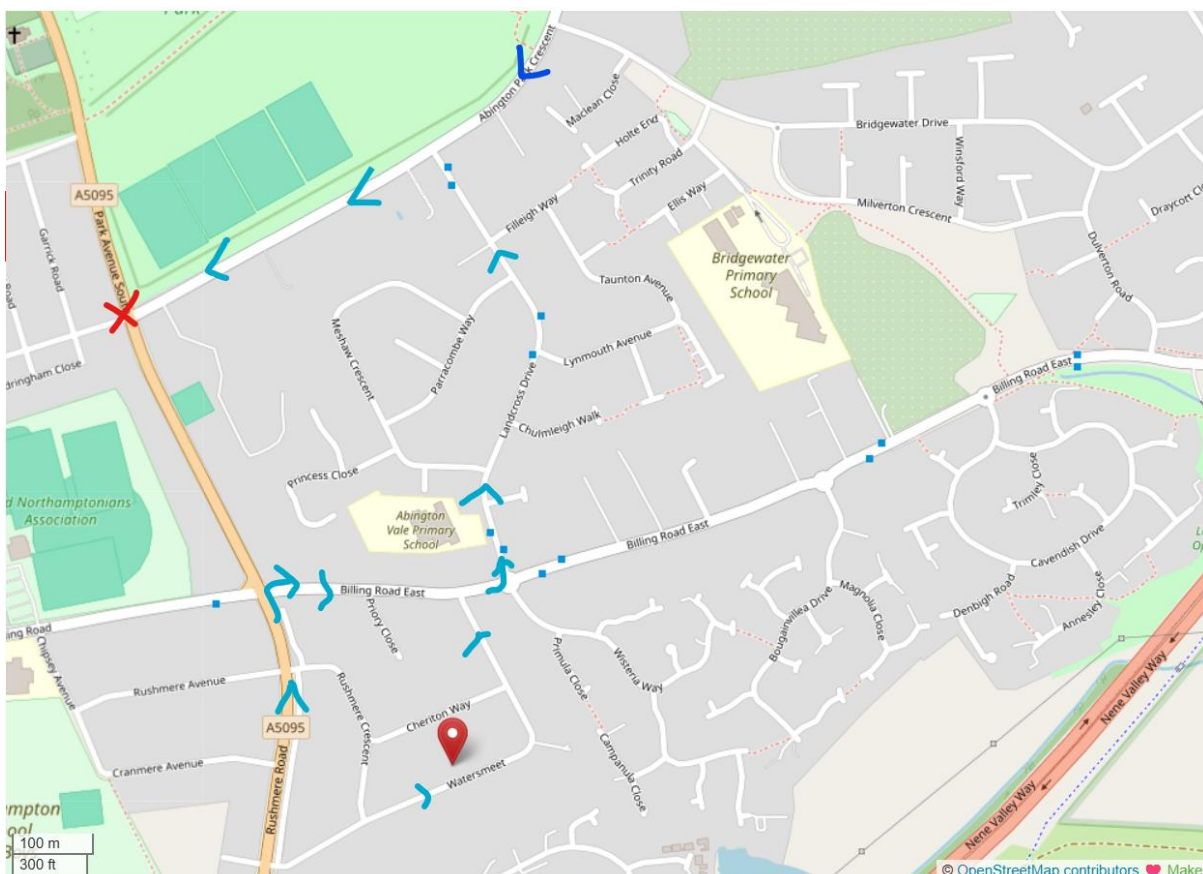
This is not as bad, but it still is bad. We cannot believe that your traffic engineers have not done a survey in Landcross Drive to see what happens. If you go now, we are having a part dry run because of all that gas main work digging up that brand new asphalt at the top of Rushmere Road, it is chaotic at school time, go and look.

Yes, this still means that it will be chaotic along there if cars are diverting down Billing Rd East and turning left into LCD to get to Abington Park Crescent. I have been round to the post office today from my home in Watersmeet. I can hardly get off my drive for the cars going in both directions.

It is always busy by the shops there in LCD and when the primary school is loading and unloading pupils it gets worse. There are 3 bus stops in LCD as well, one at each end and one about halfway, which block the road when picking up or dropping off. Do not get me wrong I agree we need the buses. It is effectively only one lane width from Meshaw Crescent past the shops up to Parracombe and then it narrows again to one lane near Abbey Lodge (bus stop). Do your people really know this street and its vehicle movements?

Whether emergency vehicles can turn against the No Entry at APC is not the greatest issue, the diversion is, because of the number of vehicles that will divert around Landcross to get to the local houses, the park and St Christopher's. Others will turn right at APC and go on towards the Wellingborough Rd. Other vehicles approaching from the north to enter APC (past St Peter and St Paul's church) will either go down to the crossing at the top of Rushmere Road, turn left, and round through LCD or go east along the Wellingborough Rd from the bottom of Park Avenue North to the Abington Park Crescent junction and turn right and then all the way up to the PAS end.

All the other points I raised stand regarding the parking for visitors to the park and users of the park and visitors to the local properties on Abington Park Crescent. Do not ignore the sports events. There is a lot more of them than the cycles. The path on the north side of APC is very adequate, so all this mayhem is to accommodate how many cycle movements?



In my view the people who have prepared this solution are, amongst other things, demonstrating a deep lack of local knowledge of the area. This extra traffic through Landcross Drive just will not do.

Regards

Donald Loe

WNC Response

Dear Donald,

Thank you for your further feedback.

We are aware that the gas workings are affecting traffic flows and we are monitoring the effects as they do provide the basis for a 'dry run' as you put it.

We really appreciate your thoughts and comments, so Thank You again for all your helpful comments. They will be carefully considered during the evaluation of the consultation responses.

Kind regards,

Active Travel Team

St Christopher's Care Home Response

From: Donald Loe <dl@rushmerepm.co.uk>

Sent: 18 January 2026 17:15

To: Active Travel Scheme Consultation <Activetravelconsult@westnorthants.gov.uk>

Subject: RE: Phase 3 Consultation : Abington Active Travel - third submission

Dear all

I have been uncertain as to whether any of your engineers come out on a Sunday to see the impact of what their intentions are on the poor unsuspecting public about to have their lives severely disrupted. This morning after I travelled home via Abington Park Crescent (APC) to Watersmeet we observed, as usual, the GENERAL

PUBLIC enjoying their Sunday morning playing sport and walking in and around the park. Blissfully unaware of your bad intentions.

Abington Park Crescent is one of the few roads locally that can cope with cars parking on both sides and still have 2 cars who can pass in the middle, and you are about to make it one way and reduce the parking.

Where are all these vehicles going to park on a Sunday if you implement your crazy plan? See below photographs taken this morning, on both sides of APC from Park Avenue South (PAS) down to Bridgewater Drive (BD). You will see virtually all the kerb taken by people using the park. There are at least 4 football matches in progress with excited supporters cheering on.



Photograph looking east on APC at west end



Photograph looking west



Photograph looking west



Photograph looking west



Photograph looking west from above Landcross Drive



Cars visible to Bridgewater Drive and cars passing.



Football matches in progress

At least 4 football matches in progress.

On your leaflet you have a picture of a disabled person in a wheelchair, well you seem to be saying look what this will do for disabled people. Well, there is already plenty of space now as I can personally testify after pushing a relative down the path by the park in days past.

I must remind you when the school cross country events are held in the park by APC similar parking levels are observed on both sides including coaches bringing the children.

Although the park around the museum is supposed to be cycle free it is not as cyclists already use it without restraint. On the playground side most cyclists use the centre path from the Christchurch Rd end down to the lake and then onto Abington Park Crescent at the Bridgewater Drive end or the Weston Way end. How many cyclists will use your proposed path or will electric scooters just whiz up and down on it.

Due to the gas road works at the top of Rushmere Rd even more vehicles are using Watersmeet as a cut through. At peak times traffic backs up 15 vehicle lengths at each end before they pull out and in low peak times, they travel too fast in making the short cut. This is where we need some action to stop the speeding.

Our time is up to assist you to understand the real situation and trust that the need to just spend money will not override commonsense and that you will ditch the crazy idea of making APC one way from PAS to Landcross and turn the whole area into a traffic nightmare for those who use it once the consultants have gone.

Regards

Donald Loe MCIQB

9 Watersmeet Northampton NN1 5SQ

07785 954316

Email : dl@rushmerepm.co.uk



WNC Response

Dear Donald,

Once again we are indebted to you for drawing our attention to aspects of the Abington scheme proposal over which you have concerns.

I will ensure that your views and response is borne in mind when the responses from the Consultation are evaluated.

Thanks again.

Kind regards,

Active Travel Team

Living Streets

From: Northampton Living Streets Group <Northamptongroup@livingstreets.org.uk>

Sent: 18 January 2026 23:01

To: Active Travel Scheme Consultation <Activetravelconsult@westnorthants.gov.uk>

Subject: Abington Active Travel Consultation response

Dear Active Travel Scheme

Please find attached our response to this phase of the scheme.

We are very keen to help make this work as well as possible for everyone, and would be happy to help in any way we can. Please let me know if you need any clarifications regarding our response.

Regards

John Crick

Living Streets Northampton

www.livingstreetsnorthampton.org

Abington Active Travel Scheme: response to January 2026 consultation

King Edward Road

We agree with stopping access to King Edward Road for motor vehicles at this junction. It's a dangerous junction and this will improve it considerably.

Closing the junction to traffic also makes makes King Edward Rd an even more useful route for walking, wheeling and cycling. It is therefore important to promote active travel at King Edward Road.

We realise King Edward Road is not part of the scheme, but work has to be done at the junction anyway, so it makes sense to make it as active-travel-friendly as possible:

Ensure that parking at King Edward Road does not block cycle access

Careful design and bollard placement can be used to achieve this. The problem of cars blocking cycle access can be seen in the Racecourse where the path meets Colwyn Road – often it's not possible to cycle into Colwyn Road because of parked cars in the middle of the road in front of the bollards.



Racecourse entrance from Colwyn Rd

A better approach has been taken where the Racecourse path meets Bailiff Street, where white lines denote the cycle route. However, this is still sometimes blocked by cars – bollards on the solid white lines would prevent parking in the cycle route.



Racecourse entrance from Bailiff St

Provide dropped kerbs between Park Avenue South and King Edward Road

When creating an Active Travel Scheme, it would be wrong to prevent cycling here. Dropped kerbs are needed, especially to accommodate people cycling from King Edward Road and turning left into Park Avenue.

Make it clear that King Edward Road is open for walking, wheeling and cycling.

We suggest signage to show this route is open for walking, wheeling and cycling to show the positives of closing off this junction. It will be a real positive for the neighbourhood – eg park users can walk or cycle to the No.68 Coffee House, and locals can easily get to both doctors' surgeries in this section of the road.

Plant trees in King Edward Road

This will attract people who are walking, wheeling or cycling, making it a desirable route.

Abington Park Crescent (at Park Ave S junction)

We're in favour of the one-way idea, especially if it can be achieved without increasing traffic in Landcross Drive.

Abington Park Crescent (Bridgewater Drive to Wellingborough Road)

A segregated cycle path should be provided all the way to Wellingborough Road to make this a meaningful scheme.

Norman Road

Norman Road is a key link to the scheme

A contraflow cycle lane is needed in the short one-way section (it can be done with paint and signage). This opens up the Abington Scheme to this dense residential area, and provides a link via low-traffic roads (Birchfield Road and Beech Avenue) to Bradlaugh Fields, which offers no/low-traffic routes to both Kingsthorpe and Moulton Park.

This means the Abington Active Travel Scheme would complete a cycle route from Kingsthorpe and Moulton Park all the way to Brackmills.

Note that people going southwards down Norman Road could dismount at the bottom and use the crossing to cross Wellingborough Road (later this could be made into a Toucan).



Norman Rd

WNC Response

Dear John,

Thank you for sending in such a helpful and comprehensive commentary on the scheme proposal.

We will ensure it is fully considered when we assess the responses to the Consultation.

Please thank the Living Streets Northampton members for their input on our behalf.

Kind regards,

Active Travel Team

Parish Priest and Rector of Abington

Dear Cllr Butler, Cllr Arnall, and AATC team

Greetings. Please allow me to introduce myself. I am Canon Jun and I serve as the Parish Priest and Rector of Abington, Northampton. Cllr. Bob Purser, who is the vice chair of the PCC, passed your contact details to me.

I am writing to share concerns regarding the Abington Active Travel Scheme on behalf of my parishioners and other Christians who worship in the Abington area

I have received a number of concerns about this scheme, particularly in relation to the proposal to make Abington Park Crescent a one-way road. Parishioners are worried that this change would make it more difficult for them to access churches in the area, including St. Peter and St. Paul, Abington, Park Avenue Methodist Church. They are also concerned about the impact on their school runs.

There are two schools in my parish, Abington Vale Primary and Bridgewater Primary. A number of families also attend Weston Favell Primary. Most of these families currently travel via Landcross Drive and Abington Park Crescent. They are concerned that the proposed change would have a significant negative impact, particularly for those who attend Bridgewater Primary and Weston Favell Primary.

You may also be aware that St. Christopher's has raised concerns. I serve as the Chaplain of St. Christopher's, and I can tell members of the staff, residents and their relatives are also concerned about the impact of this scheme.

I would be grateful if our concerns could be acknowledged and taken into account as part of the consultation process. Thank you for your time and consideration.

Yours Sincerely

The Revd. Canon Byung Jun Kim

Rector of St. Peter & St. Paul, Abington, Northampton

Chaplain of St. Christopher's

WNC Response

Thank you for taking the time and trouble to write in outlining some of the concerns and comments you have received regarding the proposed Abington Active Travel scheme.

Feedback such as yours is invaluable in helping us deliver the right scheme for the area.

Please be aware that all comments we receive will be afforded due and careful consideration before the scheme is finalised.

If you receive any other thoughts or concerns please feel free to write in again.

Kind regards,