

Abington Active Travel Scheme

Phase 3

Consultation Overview

West Northamptonshire Council (WNC) undertook a public consultation on Phase 3 of the Abington Active Travel scheme between 28 November 2025 and 18 January 2026. The feedback has been used to help shape the next stage of the scheme.

The proposals included changes to road layouts, junction arrangements, parking provision, and new and improved facilities for walking and cycling along Abington Park Crescent and surrounding routes.

What We Did

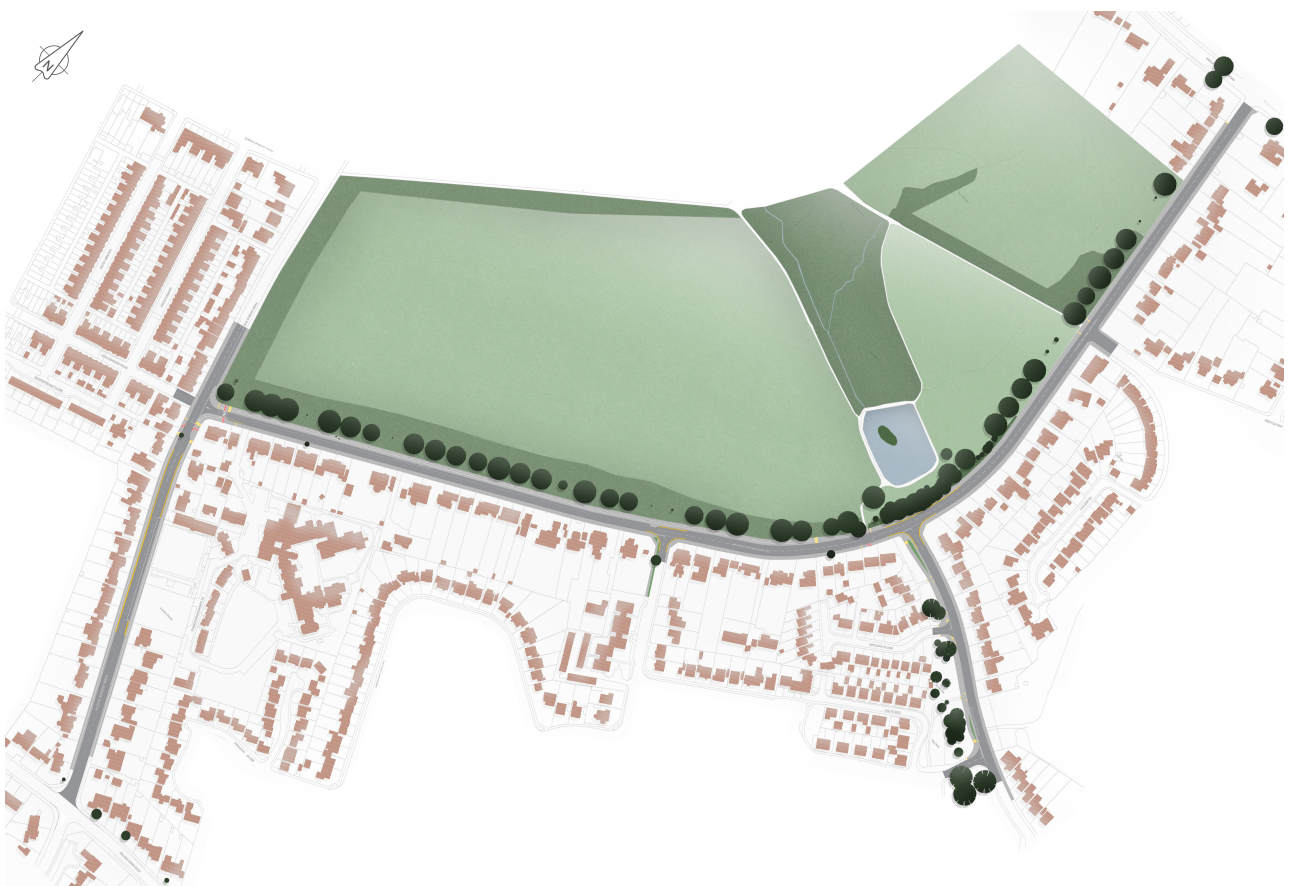
A comprehensive engagement programme was delivered to ensure all stakeholders had the opportunity to respond. This included an online survey, written responses, leaflet distribution, social media promotion, stakeholder engagement and a public drop-in session at Abington Park Museum on 11 December 2025.

Key Update

Following consultation feedback, the proposed improvements along this corridor are now under review.

As part of the review, the proposed one-way arrangement on Abington Park Crescent will not be taken forward as part of the current scheme.

An update will be provided in Summer 2026 setting out how WNC proposes to deliver the scheme objectives without the one-way arrangement.



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What We Found

We received **997** survey responses and **106** emails or letters. There were approximately 350 attendees at the consultation event held at Abington Park Museum and **22%** of all survey respondents had previously engaged during the Spring 2023 consultation.

87% of respondents live in Northampton, with the majority living within 2km of the scheme. Most journeys are made by car (**65%**), with walking (**18%**) and cycling (**4%**) making up a smaller proportion.

Respondents supported:

- Improvements to safety for walking and cycling
- Better connections between routes
- Addressing safety concerns at key junctions, particularly Park Avenue South / King Edward Road.

However, respondents raised concerns about:

- Traffic congestion and displacement, with concern that changes could move traffic onto nearby residential streets
- Loss of parking, particularly affecting access to Abington Park and local businesses
- The overall need for the scheme and whether it represents good value for money.

Overall, responses indicated limited support for the proposals, with many respondents expressing concern regarding traffic movements and parking changes.

30%

supported
junction
closure

11%

supported
one-way
proposal

15%

supported
parking
changes

29%

supported
park
improvements

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Our Response and Next Steps

Many respondents also provided more detailed feedback on specific elements of the scheme.

This included:

- The potential redistribution of traffic onto nearby residential streets
- The impact of parking changes on access to Abington Park and local businesses
- The effect of the proposals on journey times and how key routes would operate.

Some respondents also highlighted the importance of improving safety, particularly at key junctions, and supported measures to improve walking and cycling connections across Northampton.

"The proposal simply moves danger from one location to surrounding residential roads."

"Reducing parking at Abington Park will have a massive impact... people rely on parking close by."

"The proposals will create new hazards rather than resolving existing ones."

"We support WNC in their ambition to create safer cycle and pedestrian paths, but there may be better ways to improve it."

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You Said

We Did

Making Abington Park Crescent one-way and closing King Edward Road will push traffic onto unsuitable roads which have schools and already are too heavily trafficked.

We considered the consultation feedback alongside the scheme objectives and have agreed not to progress with the one-way proposal along Abington Park Crescent.

The impact on the nearby roads continues to be reviewed.

Parking is being removed from Abington Park Crescent, impacting visitors and users of Abington Park.

The proposals removed parking to reallocate carriageway to provide additional space for pedestrians and cyclists.

It will only move parking to nearby streets or people will stop using the park.

As the one-way scheme will not now be taken forward, WNC will seek to meet the scheme objectives in an alternative way.

Improving safety at the Park Avenue South junction with Abington Park Crescent / King Edward Road is good, but unsure if it's the best solution.

Improving safety at this junction was a key concern raised in the Spring 2023 consultation.

Could traffic signals be installed instead?

The scheme review will consider a number of options to determine how best safety can be improved.

Speeds in the area are too high. Can we reduce the speed limits to make it safer?

WNC have approved a 20mph speed limit to be introduced along Park Avenue South between the entrance features.

As part of the scheme review, we are considering potentially extending this speed limit further south.

Abington Park has formal crossing points at all entrance points but not by Weston Way. Can a safer crossing point be considered here?

The scheme review will consider potential options for a new crossing point near Weston Way.

We don't think this scheme is needed or are unsure if it will be used.

The proposals provide walking and cycling routes that meet Government standards and form part of the wider network set out in the Active Travel Strategy and Northampton LCWIP (Local Cycling and Walking Infrastructure Plan).

Can the money be used somewhere else, like for potholes?

Evidence shows that connected routes increase uptake, with specific Active Travel funding secured to deliver these improvements.

Next steps:

Feedback from the Winter 2025 consultation has been reviewed by WNC senior managers, officers and Members. Taking that helpful feedback into account revised proposals are being developed in partnership with Active Travel England (ATE). Once approved by ATE, these will be reviewed internally over Summer 2026 to then agree a way forward to progress the Abington Park Crescent Active Travel corridor and deliver the scheme objectives.

Subject to the review and approvals, construction of a new scheme could then start during Summer 2027.