

**WYG** Transport

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# Higham Ferrers Transport Study

## Report No. RT-77081-01

### 14<sup>th</sup> January 2013

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## Higham Ferrers Transport Study

### Document Control

Project: Higham Ferrers Transport Study  
 Client: East Northamptonshire Council / Higham Ferrers Town Council  
 Job Number: A077081  
 File Origin: N:\Projects\A077081 - Higham Transport Study\reports\Higham Ferrers Draft Report.doc

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Issue	Date	Status
1	20/07/2012	Baseline Report
2	28/09/2012	Final Report 1 <sup>st</sup> Draft
3	06/11/2012	Final Report 2 <sup>nd</sup> Draft
4	14/01/2013	Final Report



# Higham Ferrers Transport Study

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## Higham Ferrers Transport Study

### 1.0 Executive Summary

- 1.1 WYG were appointed by East Northamptonshire Council (ENC) and Higham Ferrers Town Council (HFTC) to undertake a Transport Study for Higham Ferrers.
- 1.2 Following a review of the current and predicted traffic and travel situation in and around Higham Ferrers and a workshop held with representatives from key stakeholder groups a series of priority objectives for the Higham Ferrers Transport Study were identified:
- Improving sustainable connections
  - Increasing the vitality of the town centre
  - Keeping Higham Ferrers a safe and welcoming place to live, work and visit
  - Making the most of the local environment
  - Managing the demands of growth
  - Targeted highway improvements
- 1.3 A series of potential transport schemes for the town have been considered based upon their ability to meet the transport needs of Higham, which have been grouped into a number of main priority areas:
- Town Centre Access
  - Kings Meadow Lane Connectivity
  - Kimbolton Road Area Improvements
  - Future Proofing for Growth
- 1.4 The resulting series of proposed schemes provide a balanced set of improvements to the walking, cycling, public transport and highway infrastructure within the town, which will help to promote the long term vitality of the town centre and to enable Higham Ferrers to manage the pressures of growth in and around the town.




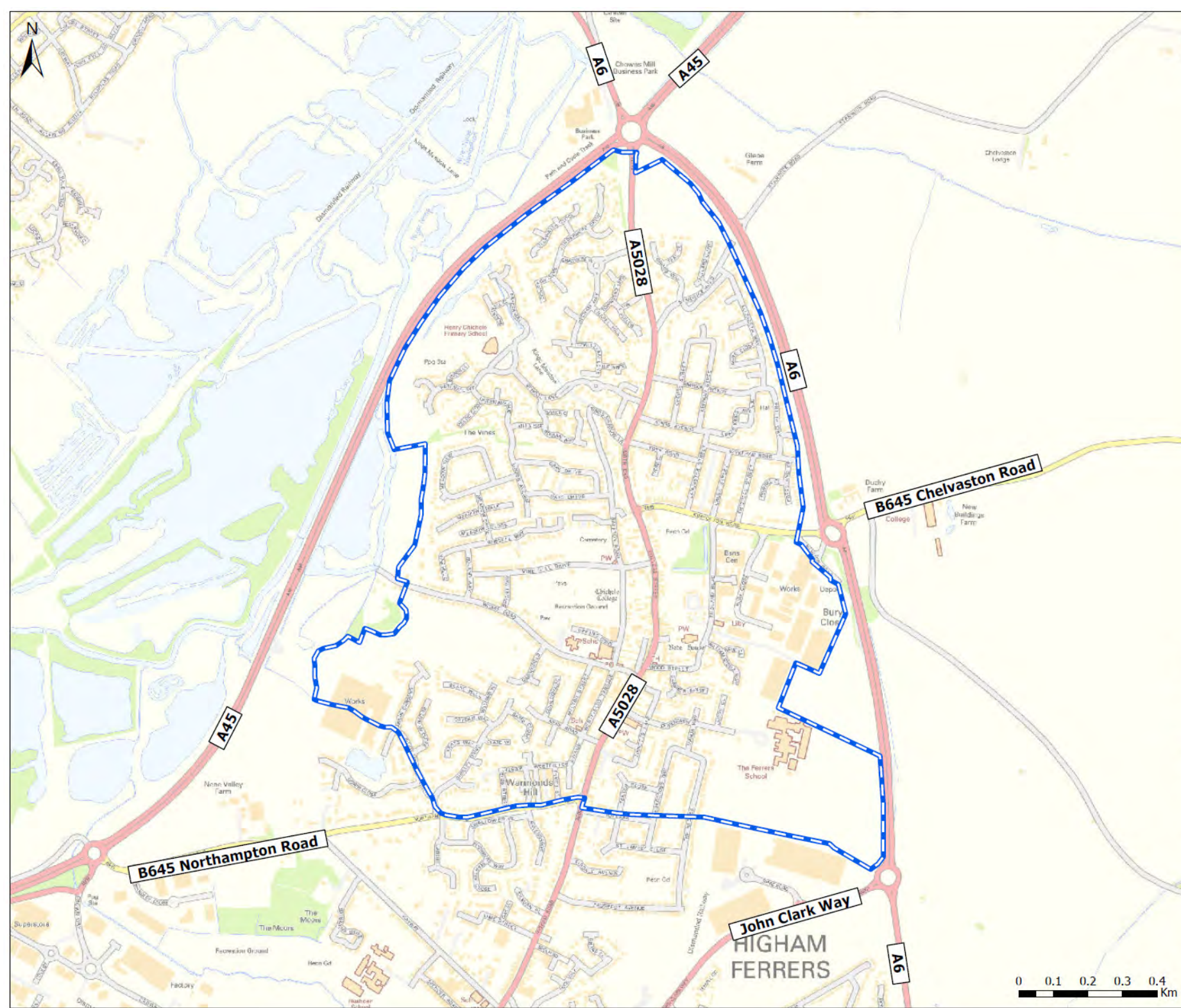
## Higham Ferrers Transport Study

### 2.0 Introduction

- 2.1 WYG were appointed by East Northamptonshire Council (ENC) and Higham Ferrers Town Council (HFTC) in June 2012 to undertake a Transport Study for Higham Ferrers. The study will help to inform the development of the Town's Community Plan and therefore it has the potential to play an important role in the future priorities for the ongoing development of the town. The study area covers the main urban area forming Higham Ferrers running to the boundary with Rushden to the south as shown on the following page in **Figure 1**. **Figure 1** also identifies the main roads referred to throughout this report for ease of reference.
- 2.2 This report provides details of the transport baseline for Higham Ferrers, considers the implications of future development, identifies a number of future transport priorities for the town and recommends potential solutions to improve movement in and around the town, to improve safety and to effectively cater for traffic and parking needs.
- 2.3 The remainder of this study covers the following main areas:
- Section 3: A brief summary of the policy framework within which the Transport Study will be developed, including details of previous study work, the current development of the Higham Ferrers Community Plan and the associated resident survey.
  - Section 4: Details the current traffic and travel situation within Higham Ferrers and provides a baseline summary of current walking, cycling, public transport and vehicular traffic provision.
  - Section 5: An assessment of the expected levels of growth within the town and what the main impacts of these changes on travel to, from and within Higham Ferrers might be expected to be;
  - Section 6: Identification of the future priorities for the Transport Study to address;
  - Section 7: Details of potential traffic and transport schemes considered; and
  - Section 8: Provides details of the schemes shortlisted as the most suitable to support the objectives of the Higham Ferrers Transport Study.

**Legend**

 Study Area  
(Town Boundary)



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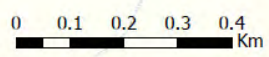
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Drawing Title:  
 Figure 1  
 Study Area

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NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-001	-		





## Higham Ferrers Transport Study

### 3.0 Policy and Strategy Background

#### Introduction

- 3.1 It is important that the Higham Ferrers Transport Study is developed to be consistent with local policy objectives and that it takes into account, where appropriate, the findings of previous studies and the emerging Community Plan for the town. The following section of this report considers each of these main areas in turn.

#### Current Local Policy Context

- 3.2 There are a number of areas of local policy which are considered to be relevant to the development of the Higham Ferrers Transport Study – with the key policy aims and objectives detailed below:

Northamptonshire County Council LTP3 – Fit for Purpose (March 2012)

- 3.3 Following on from the Northamptonshire County Council Interim Third Local Transport Plan (which covered the period 2011/2012), the County Council published the full Third Local Transport Plan in March 2012, which provides the long term strategic framework for transport policy and investment across the County.
- 3.4 The third Local Transport Plan is informed by a series of main policy objectives, which are summarised below:-
- Fit for.....the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.
  - Fit for.....the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live.
  - Fit to.....Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.



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- Fit for.....Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth.
- Fit for.....the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment.
- Fit for.....Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.

### Northamptonshire Arc

3.5 The Northamptonshire Arc is a corporate document produced by Northamptonshire County Council which sets out their overarching vision for the future of the County with a specific focus upon the ways in which the County's economic advantages can be maximised, including through the delivery of transport measures. The document includes a number of priorities which cover both strategy direction and proposed infrastructure delivery, with the most relevant detailed below:

- Priority 1: Enhancing strategic connections and addressing congestion on the road network – the document includes a reference to the section of the A45 to the west of Higham Ferrers being one of the sections designated as Key Infrastructure. In this section (described as the A45 Wellingborough to the A14) reference is made to improvements to the A6 Chown's Mill Roundabout and dualling of the A45 between Stanwick and Thrapston.
- Priority 2: Making public transport and cycling more attractive and encouraging and incentivising low-carbon travel
- Priority 3: Enabling 100% countywide access to superfast broadband
- Priority 4: Creating a naturally resilient Northamptonshire (including network of accessible and connected green spaces)
- Priority 5: Managing waste and supporting green technologies



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- Priority 6: Supporting innovation, enterprise and business growth
- Priority 7: Encouraging social enterprise
- Priority 8: Developing the skills to succeed
- Priority 9: Regenerating Northampton town centre and waterside
- Priority 10: Supporting Town Centre regeneration

### North Northamptonshire Core Spatial Strategy (Adopted - June 2008)

3.6 The North Northamptonshire Core Spatial Strategy (Adopted June 2008) is the Strategic Plan for the area covered by the Councils of Corby, East Northamptonshire, Kettering and Wellingborough. It provides the strategic planning policies for the area, whilst the individual Councils may prepare more detailed local plans, based on its content. The Joint Planning Unit prepared the Core Spatial Strategy, reporting to a Joint Committee made up of elected representatives from the District, Borough and County Councils.

- Objective One – Green Living - Ensure that development in North Northamptonshire becomes a benchmark for 'green living' and makes it easy for people to live in an environmentally friendly way through using the highest standards of design (including energy efficiency/renewable energy, sustainable construction methods and green technologies), promoting green industries and ensuring sustainable transport choice. This will maximise environmental performance and community safety and encourage healthy lifestyles.
- Objective Two – Environment - Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth and the challenges of climate change. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape and townscape character and distinctiveness, through the opportunities afforded by development and investment.
- Objective Four – Town Centre focus - Ensure that services and facilities, including cultural provision, are located in town centres and other areas of focus in North Northamptonshire, and that opportunities to maximise and enhance the provision of



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leisure, retail and cultural facilities are taken, making these places more self-sufficient and real hearts for their communities.

- Objective Five – Connectivity and modal shift - Increase transport choice to enable modal shift and enhance North Northamptonshire’s national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them, and support the development of a strong network of settlements.
- Objective Seven – Economy - Build a more diverse, dynamic and self reliant economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplaces, jobs, skills and sites to bring this about.
- Objective Nine – Regeneration - Ensure the regeneration of Corby and the other areas of North Northamptonshire that need it, through maximising the use of brownfield land for new development, providing the necessary supporting infrastructure and inspiring community confidence in the need for positive change. To build on the distinctive features and assets of each settlement to support and facilitate this, including the promotion of art in the public realm.

3.7 The Adopted Core Spatial Strategy covers the period to 2021. It is currently being reviewed, in order to take account of delays in development caused by the recession and associated reduced infrastructure investment and to plan forward to 2031. The review is also responding to the Government’s reforms to the planning system, including the new National Planning Policy Framework and the proposed scrapping of Regional Plans. These give greater scope for the Joint Core Strategy to respond to local needs and aspirations, although it must still be based on sound evidence and meet objectively assessed development and infrastructure requirements.

3.8 Initial consultation on the emerging plan was held for 10 weeks from the 6<sup>th</sup> August until 15<sup>th</sup> October 2012. The Joint Committee intend to consider responses to the consultation at its meeting in November 2012. Following this and the completion of outstanding technical work, a Pre-Submission Draft Plan will be prepared for a formal 6 week consultation early in 2013. The Plan will be examined by an independent Inspector later in 2013, with Adoption expected at the end of the year or early in 2014.



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- 3.9 The emerging Core Strategy gives increased focus upon Rushden. At East Northamptonshire Council's Planning Policy Committee (June 18<sup>th</sup> 2012) a report was considered which sought direction from the Planning Policy Committee for the potential allocation of specific major development site allocations at Irthlingborough, Raunds, Rushden and Thrapston in the emerging North Northamptonshire Core Strategy Review. At that meeting Members agreed various directions for growth/protection, including that land east of Rushden should be the main area considered for the town to expand (mixed use).

### Other Plans

The emerging Four Towns Plan in preparation (ENC)

- 3.10 The 29th October 2009 meeting of the Planning Policy Committee first resolved to produce a Four Towns Plan DPD for the south of the District. Following this, the 14th June 2010 Planning Policy Committee approved the scope, or list of issues that should be addressed by the Four Towns Plan. Following the Adoption of the Rural North, Oundle and Thrapston Plan, on 18<sup>th</sup> July 2011, Full Council approved that "work on the Four Towns Plan be progressed with all speed".
- 3.11 The previous Three Towns and Raunds Area plans had been in early stages of preparation (they were at Preferred Options stage – Sept.2006 and Jan.2007 respectively). The emerging Four Towns Plan now will cover the southern part of the District including Higham Ferrers.
- 3.12 Work on the Joint Core Strategy will provide the strategic policy framework and also feed in some of the evidence base for the preparation of the Four Towns Plan.

Rushden and Higham Ferrers Masterplan (2004)

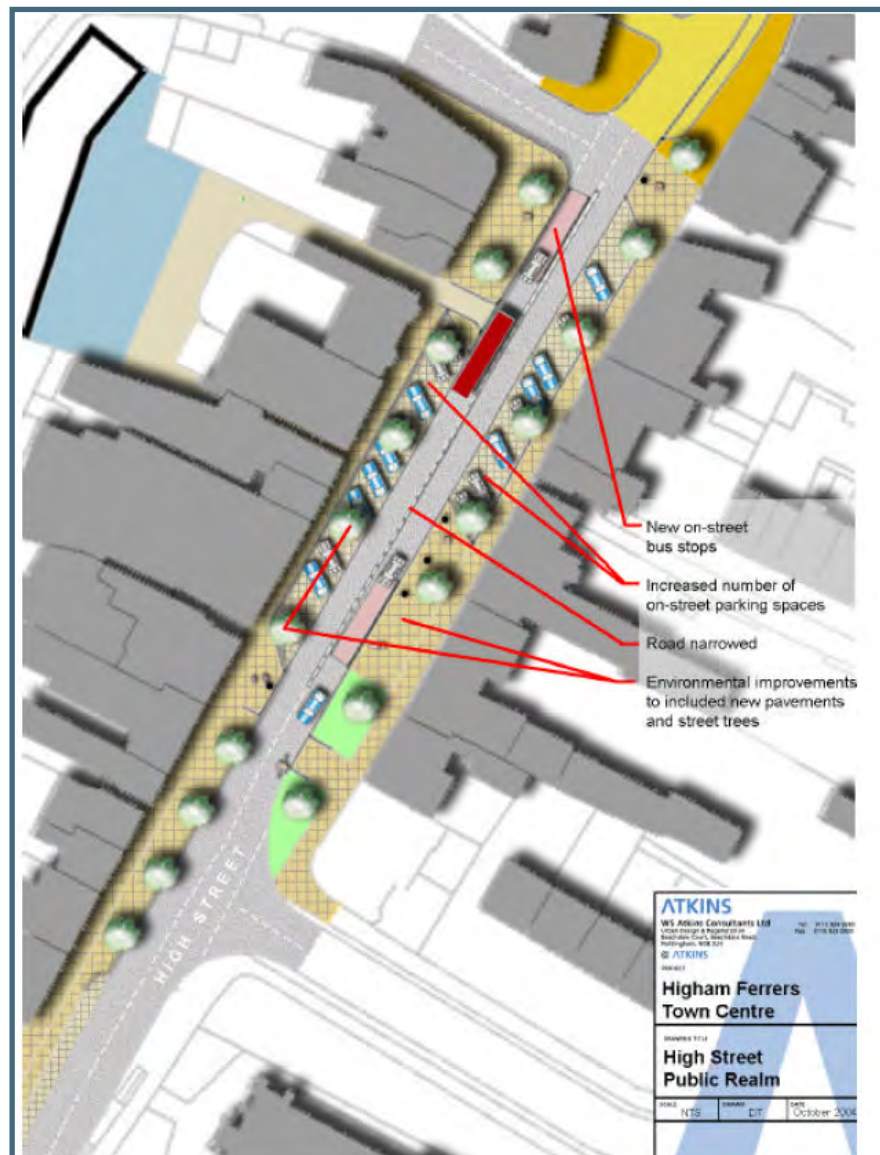
- 3.13 The Rushden and Higham Ferrers Masterplan was prepared by Atkins Consultants Ltd on behalf of the Northamptonshire Partnership and East Northamptonshire Council in 2004 and considered key future issues and aims for both towns, with the identified strategic aims for Higham Ferrers being:
- To reinforce the presence of the Market Square through sensitive enhancement;
  - To enhance the urban environment of the High Street for the benefit of retailers and local residents;
  - To secure appropriate development to secure the town's future and vitality;



## Higham Ferrers Transport Study

- To use heritage assets as a potential vehicle for regeneration activity; and
- To provide car parking opportunities for the town centres need and promote other transport modes.

3.14 The masterplan also focused on how the High Street and Market Square area could potentially be enhanced including the provision of additional parking in both areas, enabled through reducing carriageway widths. However the improvement works on the High Street between the junctions with Queensway and Wharf Road appear to rely on both the removal of controlled pedestrian points and the reduction of pedestrian widths on the western side of the road, as shown in the extract from the masterplan document shown below.





## Higham Ferrers Transport Study

### Summary of Policy and Previous Plans

3.15 A review of relevant documents identifies a number of common themes which are considered to be relevant to the development of a transport study for Higham Ferrers. These themes can generally be grouped under the following main headings:

- **Sustainable Development** – The Local Transport Plan, Northamptonshire Arc Document and Local Development Framework documents, (including the Core Strategy), all highlight the need for future growth and development to be sustainable in all aspects, including those related to transport.
- **Protecting and enhancing Higham’s Heritage** – The Rushden and Higham Ferrers Masterplan highlight the importance of maintaining Higham Ferrers Heritage strengths, whilst the Core Strategy raises the need to protect and enhance valuable environmental assets, including areas of quality Townscape.
- **Increasing vitality of the town centre** – Each of the documents reviewed identifies the importance of economic growth and town centre vitality, whilst the Rushden and Higham Ferrers Masterplan goes further by focusing on the role of the Market Place / High Street area in securing this.
- **Targeted highway improvements** – This need for strategic improvements to the highway network helps to support the wider economic aims detailed within the LDF and Local Transport Plan. The Northamptonshire Arc document also specifically identifies the Chowns Mill junction of the A45/A6 as being one area for future improvement / investment in order to improve strategic movements to the north of the County.
- **Changes to parking provision** – The importance of providing the right level, location and function for parking within Higham Ferrers is strongly emphasised within the Higham Ferrers Masterplan and supports a number of the objectives related to town centre vitality and economic development detailed above.



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### Higham Ferrers Community Plan

- 3.16 As part of the ongoing development of the Higham Ferrers Community Plan a comprehensive resident survey was undertaken in April and June 2012, with a number of main questions covered being relevant to the traffic and transport situation within Higham Ferrers. The Town Council also held an open morning in January 2012, which provided an initial indication as to resident's main areas of concern and interest. This information provides a particularly valuable insight into the main issues of local importance as well as providing contextual information on some of the reasons for current travel patterns within the town.
- 3.17 A total of 3,500 surveys were issued by the town council, with 823 total responses being received (a 23.5% response rate).
- 3.18 A summary of the main responses received to key transport related questions is provided in the following section:

#### Question 8: What are your views on parking in Higham Ferrers?

- 3.19 Generally responses to this question demonstrated a high level of concern from local residents with regards to a variety of parking issues across the town. Concerns were raised over:
- The number of vehicles parking on pavements (with 33.4% of respondents considering this to be very poor);
  - Parking associated with the Infant and Junior school located off Wharf Road, with 26.6% of respondents considering this poor and 33.7% very poor);
- 3.20 Whilst additional comments were also made with regards to:
- Availability of parking (on and off street);
  - Lack of enforcement, in particular to manage the 2 hour limit at the Market Square, (which is stated as being used illegally for all day commuter parking) and to manage parking on double yellow lines to improve safety; and
  - Difficulty in finding parking spaces, particularly during special events such as the Farmers Market.



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### Question 9: Other parking initiatives

3.21 Question 9 provided a series of potential actions which could be taken with regards to parking in Higham Ferrers and asked respondents to express which actions they would support. The following main areas were considered (please note: the following totals more than 100% as individuals could select more than one answer):

- Public use of school car parks for weekend parking – 68.0% supported this;
- More parking enforcement – 55.1% supported this;
- Car parking charges – only 4.4% supported this; and
- Residents parking schemes – 14.9% of respondents supported this.

3.22 The following areas were identified as being potentially suitable for resident parking permits being introduced:

- Wharf Road
- College Street
- Thrift Street
- High Street
- Wood Street
- Hind Stile
- York Road
- Streets located off Kimbolton Road



## Higham Ferrers Transport Study

### Question 10: Any other comments about parking in Higham Ferrers

3.23 A wide range of further comments were made with regards to parking in Higham Ferrers, with the most repeated comments being:

- Need to stop parking in the bus bay outside the Co-op;
- Providing more parking in the town centre by converting some of the verge space;
- Providing residents parking for terraced areas; and
- More control and enforcement of parking

### Question 11: Road 'Danger Spots' / Question 12: Areas where speeding takes place

3.24 Question 11 and Question 12 were focused on issues associated with Road Safety, with Question 11 asking for roads considered to be "danger spots" in Higham Ferrers and Question 12 asking for areas considered to have an issue with speeding.

3.25 A wide range of responses were again received with regards to these two questions, with the locations most repeatedly identified (which were largely consistent across the two questions) being:

- Wharf Road
- Saffron Road
- High Street
- Chowns Mill Roundabout
- Junction of Kimbolton Road with Grove Street and Chichelle Street
- Northampton Road
- Westfield Avenue / Terrace
- Bottom end of School Lane



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### Question 13: Use of the Higham Hopper

3.26 Question 13 asked how many individuals have used the Higham Hopper local bus service, with 23.9% of respondents saying that they used the service. Of those who do not use the service, the main reasons given were:

- Service taking too long to reach destination;
- Lack of awareness of the route or timetables;
- Limited facilities at bus stops in terms of shelters, seating and timetable information; and
- Rushden being reasonably accessible by foot, so negates the need to use the bus.

### Question 15: Views on Cycle Facilities

3.27 Question 15 asked for views on cycle facilities across the town. Responses to this question were largely neutral, potentially due to the relatively low numbers of cyclists in Higham Ferrers, with 57.7% of respondents either replying 'neither good nor bad' or 'don't know' to a question on peoples views on local cycle-ways. 66.9% replied 'neither good nor bad' or 'don't know' to second part of the question asking for views on cycle racks.

### Question 16: Views on Signage

3.28 Question 16 asked for individuals views in signage, to which the response was relatively positive, 10.5% of respondents considered signage to be 'very good', 46.23% considered signage to be 'good' and 32.7% considered signage to be 'neither good nor bad'. More detailed responses to this question varied widely, with a balance between responses wanting to see more signage or increased legibility, with those in favour of removing street clutter through reducing the number of signs.



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### Question 17: Distance travelled to work

- 3.29 Question 17 asked about how far respondents travelled to work, with the summary results provided in the table below:

**Table 1 - Distance travelled to work**

Destination	Percentage
Within Higham Ferrers	17.5%
Within 5 miles	22.3%
5 to 20 miles	42.5%
21-50 miles	11.8%
more than 50 miles	5.9%

### Non-Transport Questions

- 3.30 Questions 42, 50 and 51 were with regards to the use of local facilities in and around Higham Ferrers, in particular local shops, Doctors and Dentists.
- 3.31 52.4% of respondents were registered with the local Doctors in Higham Ferrers, with a further 41.3% registered in Rushden. A similarly high proportion of respondents were registered with local Dentists, (51.7% at Higham Ferrers and 25.1% at Rushden).
- 3.32 With regards to the use of local shops, many respondents cited the lack of variety and the cost of local retail as being off-putting (when compared to the superstore offer in Rushden). Lack of available parking was also given as reason for not shopping within Higham Ferrers in a number of responses.
- 3.33 Question 53 asked how safe individuals felt within Higham Ferrers, which received an overwhelmingly positive response, with 94.1% of all respondents saying that they felt either fairly safe or very safe during daylight hours.
- 3.34 Question 59 asked how important improved access to the Countryside around the town was considered to be, with 47.2% of those responding strongly supporting improved access with a further 32.2% supporting this.



## Higham Ferrers Transport Study

### **Summary**

- 3.35 The findings of the survey work carried out as part of the development of the Higham Ferrers Community Plan provide a valuable 'snap-shot' of the current views of residents of the town with regards to a wide range of traffic and travel issues. Where appropriate the findings of the survey have been cross-referenced throughout the remainder of this report.



## 4.0 Existing Conditions

### Background

- 4.1 Higham Ferrers is located in the southern part of the District of East Northamptonshire and has a population in the region of 7,600<sup>1</sup>. Rushden is adjoined to Higham Ferrers to the south. Although Higham Ferrers and Rushden are distinctly different in their character, it is important to recognise the important connection between the two settlements and the relationship they have with one another.
- 4.2 The following section of this report provides an assessment of the current traffic and travel situation within Higham Ferrers, allowing any areas of particular opportunity to be maximized through the Transport Study, or any areas of particular risk or weakness to be mitigated or managed.

### Current Travel Patterns

- 4.3 As part of the movement baseline for Higham Ferrers an assessment of current and predicted travel patterns was carried out including consideration of journey to work trips to, from and within Higham Ferrers as recorded in the 2001 census (as the most recent available census data – with the relevant 2011 census data yet to be published) and the review of data taken from the Northamptonshire Strategic Transport model.











#### Census journey to work data

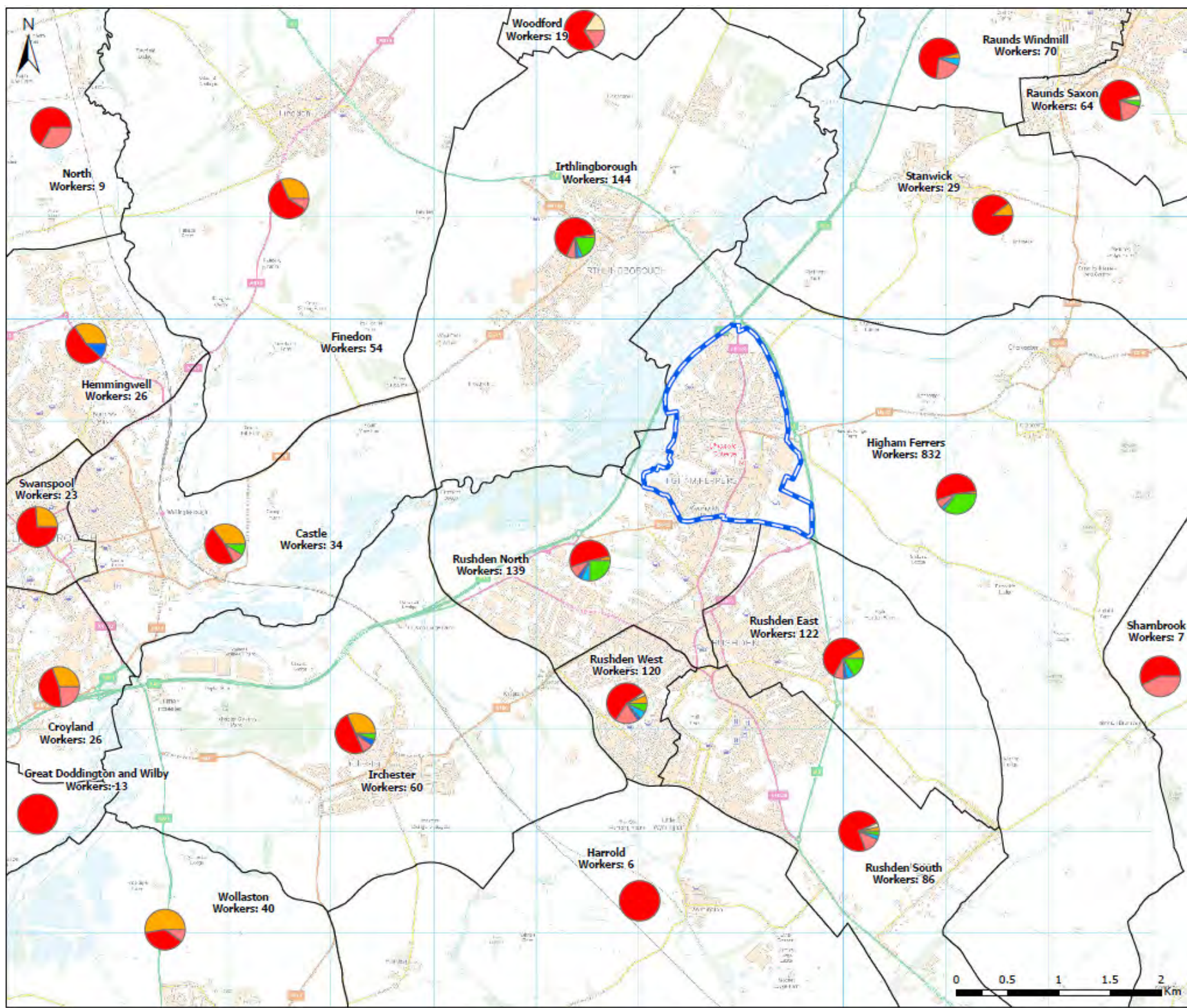
- 4.4 A review of 2001 census data for the journey to work trips to and from the Higham Ferrers ward provides a good initial indication of the main movements to, from and within the town. A summary plan detailing both the number and mode of local trips to and from Higham Ferrers is provided on the following pages. **Figure 2** details journeys into Higham Ferrers for work, whilst **Figure 3** shows the destination of employment trips originating in Higham Ferrers.

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<sup>1</sup> As detailed in East Northamptonshire 2011 Population Estimate.

### Legend

-  Town Boundary
-  Mode of Travel to Higham Ferrers Ward
-  Train
-  Bus
-  Taxi
-  Car Driver
-  Car Passenger
-  Motorcycle
-  Bicycle
-  Foot



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Project:  
Higham Ferrers Transport Study



Drawing Title:  
Figure 2  
Home Location of People Working In Higham Ferrers & Mode of Travel (Local Area)

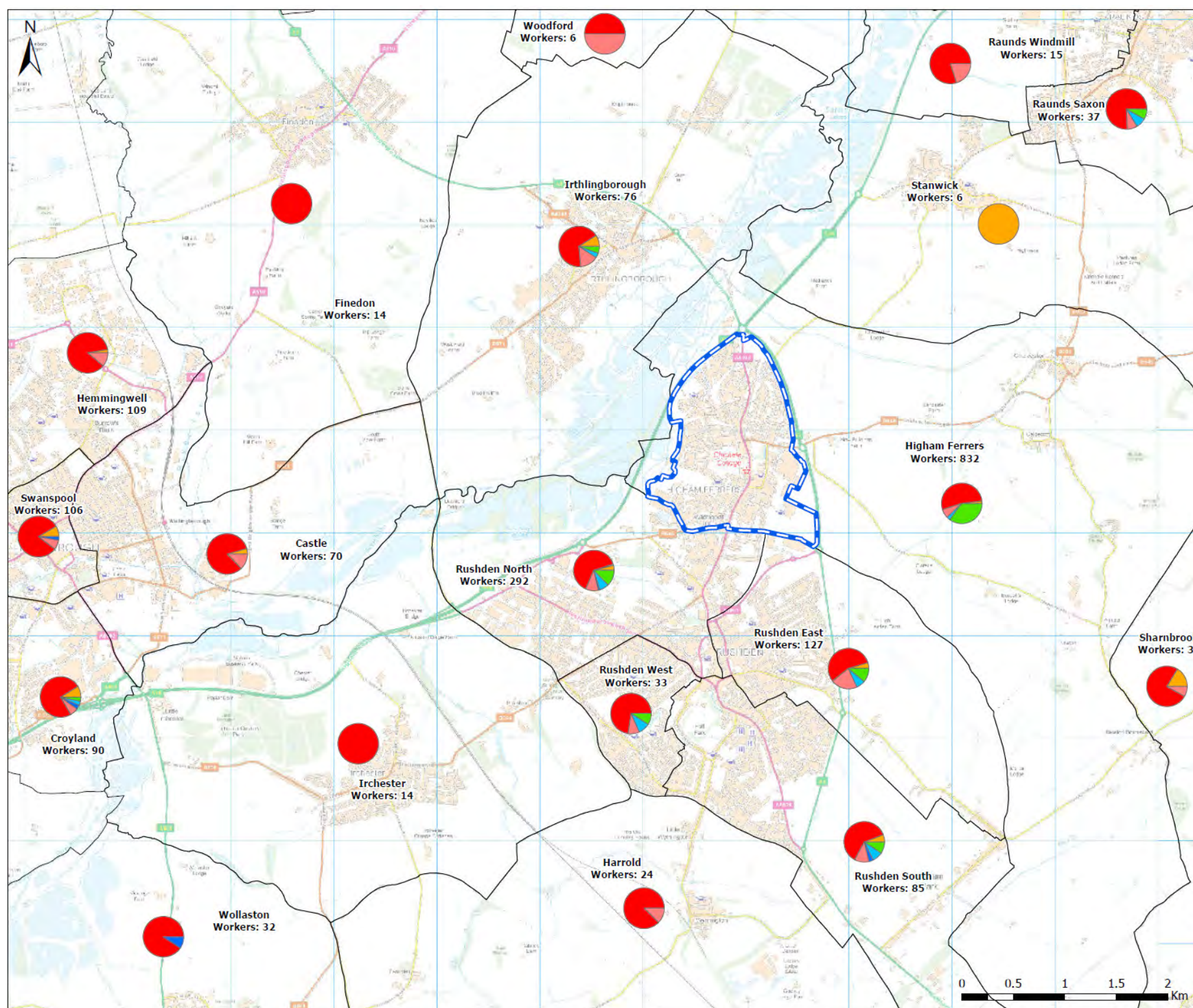
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### Legend

-  Town Boundary
-  Mode of Travel from Higham Ferrers Ward
-  Train
-  Bus
-  Taxi
-  Car Driver
-  Car Passenger
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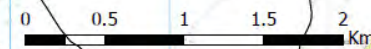
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Figure 3  
Workplace Location of People Living In Higham Ferrers & Mode of Travel (Local Area)

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







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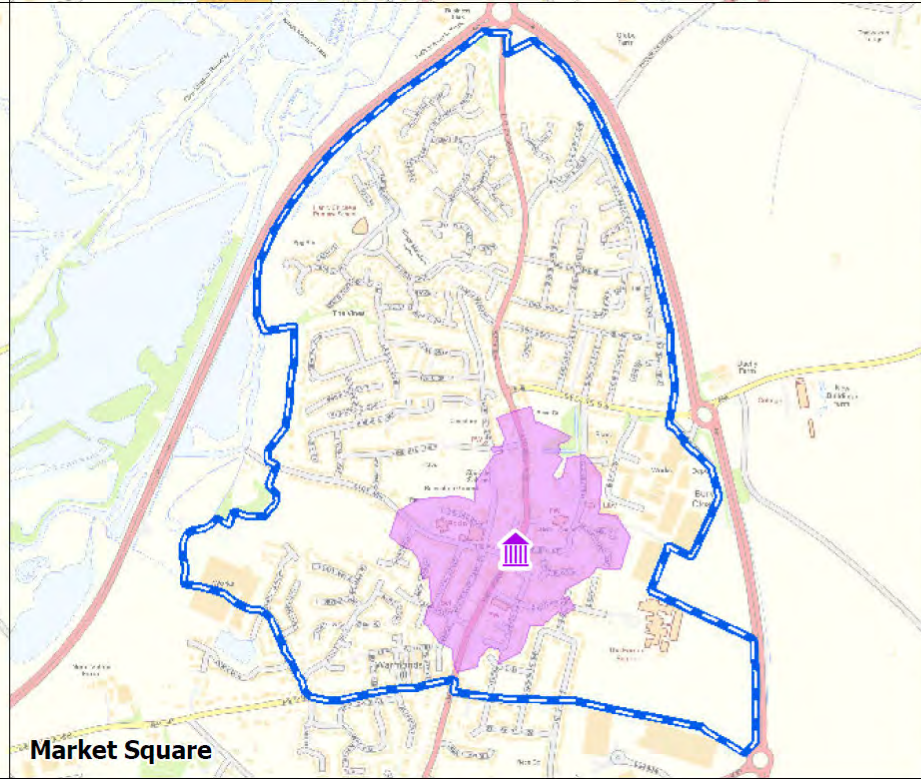
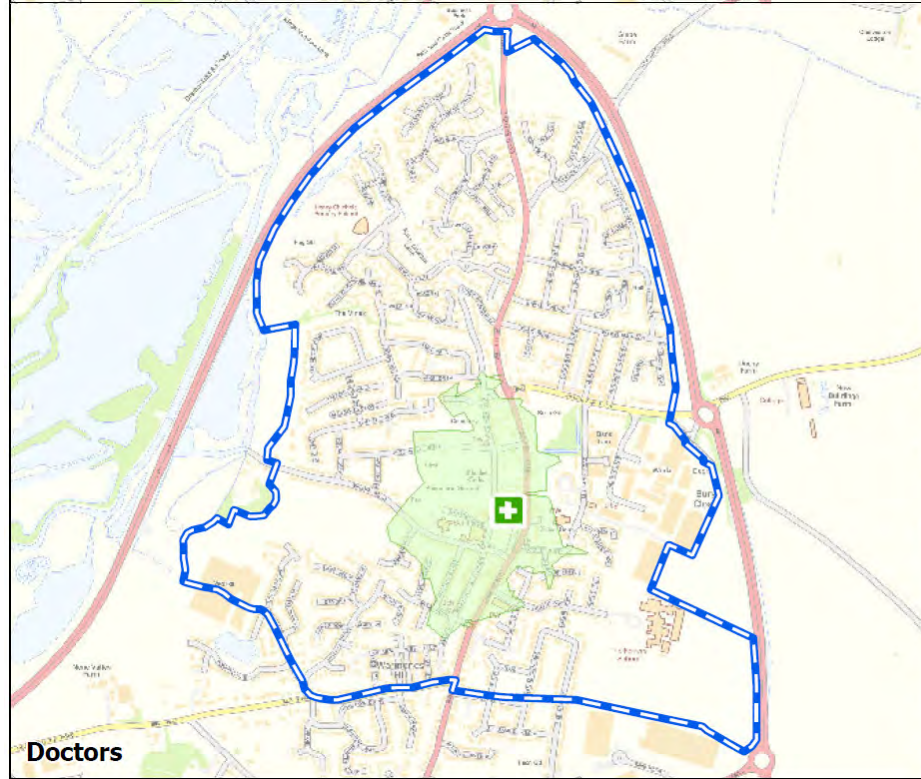
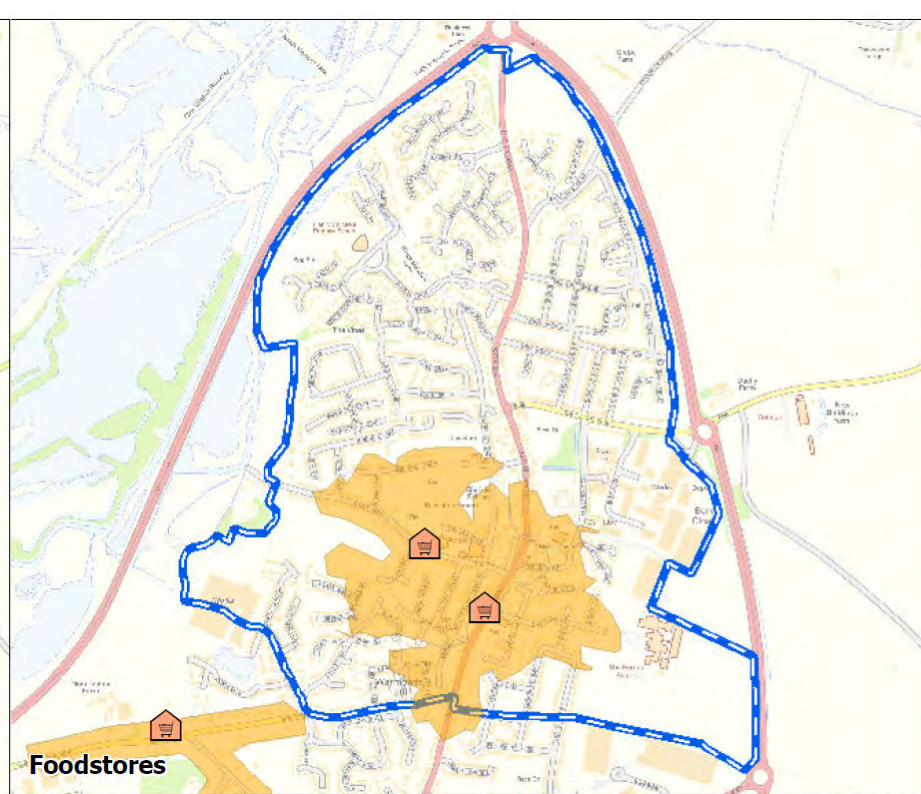
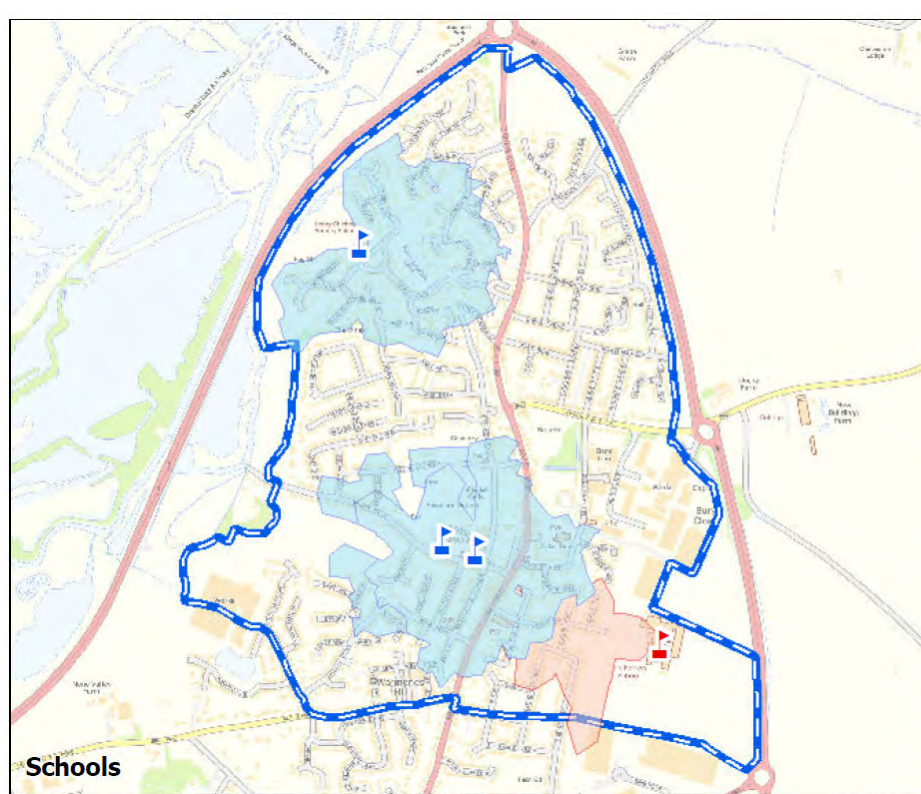
- 4.5 This shows a number of main demands for travel which could be considered relevant to the development of the Transport Study, in particular:
- A reasonable degree of internal movements within Higham Ferrers, with 832 residents detailed in the 2001 census as also working within the town.
  - A considerable amount of travel demand between Higham Ferrers and Rushden, with 537 workers travelling to Rushden (of which the majority travel to Rushden North and the associated employment estates).
  - A reasonable number of trips from Higham Ferrers to employment areas in the larger surrounding towns, including Wellingborough, Kettering and Northampton (a heat map of the wider distribution of employment trips is provided in **Appendix A**).
  - Major locations for trips into Higham Ferrers for work include Raunds, Rushden and Irthlingborough.

### Access to Services / Facilities

- 4.6 Whilst current transport and travel facilities are a considerable influencing factor upon individual travel choice, the location, availability and related levels of accessibility of key facilities also has a major bearing on the reasons individual travel choices are made. **Figure 4** on the following page details a 5 minute walking distance from a number of important local facilities within Higham Ferrers.
- 4.7 It is clear that local facilities within Higham Ferrers are very much focused around the town centre area, with three of the four local schools, the doctor's surgery, local food retail and the market square / high street local retail, all located in very close proximity.
- 4.8 The north of the town, which is predominantly made up of newer residential areas, has a more limited level of accessibility to these facilities (although much of the town does fall within a 1.0km walking distance (approximately a 12 minute walk at average speeds), which could still be considered a reasonable length for a pedestrian journey).
- 4.9 In addition, the northern residential areas of Higham Ferrers are also considerably further removed from the employment and retail opportunities located within Rushden further to the south.

**Legend**

-  Town Boundary
-  Primary School
-  Secondary School
-  Primary 400m Catchment
-  Secondary 400m Catchment
-  Foodstore
-  400m Catchment
-  Doctors Surgery
-  400m Catchment
-  Market Square/High Street
-  400m Catchment

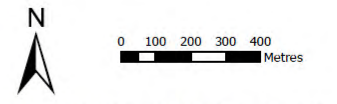


Schools

Foodstores

Doctors

Market Square



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Project:  
 Higham Ferrers Transport Study

Drawing Title:  
 Figure 4  
 Key Local Facilities with 400m Catchments

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-008	-		



## Higham Ferrers Transport Study

### Current Networks

- 4.10 The baseline review also considered the current provision for all modes of travel to, from and within Higham Ferrers, with a particular focus on existing walking and cycling provision, due to the local focus of the study work. A brief summary of the levels of existing provision for each mode of travel is provided in the following sections of the report.

#### Walking

- 4.11 As a relatively compact town, measuring just under 2.0 km from north to south (from the A45 Chowns Mill junction to the parish boundary with Rushden), Higham Ferrers can be considered to be reasonably walkable; although the number of pedestrian trips will also be heavily influenced by the standard and condition of pedestrian infrastructure as well as the number and location of accessible facilities and key destinations within the town (which is covered in more detail in **Section 4.6** onwards).
- 4.12 Available pedestrian facilities have been considered under two main headings, urban routes (defined as pedestrian routes which are paved, street lit and generally run alongside the carriageway) and green links, which may include sections of various construction, including hard surfaced, gravelled or un-surfaced, which often run independent of any carriageway and largely provide access to green or open space areas in and around the town.

#### Urban provision

- 4.13 Most of the main roads within Higham Ferrers have continuous pedestrian provision to one or both sides of the carriageway. Whilst some sections are constrained by the issues related to both available corridor width and level differences, such as the sections to the southern end of High Street (see Photo 1), generally the level of provision is good and provides a safe, segregated pedestrian environment.



## Higham Ferrers Transport Study



**Photograph 1: High Street (view south from Nene Road)**

- 4.14 Identified constraints such as the level differences between the carriageway and footway and the localised narrowing by the bus bay in the vicinity of the Co-op mean that the full potential for pedestrian movement in central areas of the town, where increased width pedestrian routes and circulating areas could be of value, cannot currently be realised.
- 4.15 Pedestrian movements are managed in a number of ways along the central corridor through the town, with a series of crossing points, both signalised and uncontrolled.
- 4.16 Signal controlled pedestrian facilities are provided close to the junction with Cemetery Lane to the north of the town, whilst two sets of signalised facilities are located in close proximity to each other on the High Street. These facilities consist of one crossing close to the junction with Queensway and the other located close to the junction with Wharf Road. Both crossing points appear to receive a considerable amount of use, despite their proximity to each other, particularly during peak periods associated with the schools located on Queensway and Wharf Road.



## Higham Ferrers Transport Study

### Green Links

- 4.17 There are a number of routes to the north-west of the town which allow for access through the Riverside Park and to the waterfront along the Nene Valley. These are largely un-surfaced routes (as per the photograph 2 below).



**Photograph 2: Riverside Park**

- 4.18 However, from on site inspections a number of the routes, particularly those connecting to the new residential estates to the north of the town, are incomplete or overgrown, meaning that the green network cannot be used as widely or easily as might be desirable. Furthermore, as shown in Photograph 2 there are a number of pedestrian routes which become boggy and which may therefore dissuade use during and after periods of adverse weather.
- 4.19 The importance of maintaining or enhancing the level of access available to the green spaces surrounding Higham Ferrers was strongly reflected in the responses received to the Community Plan survey.



## Higham Ferrers Transport Study





### Higham Community Plan Survey

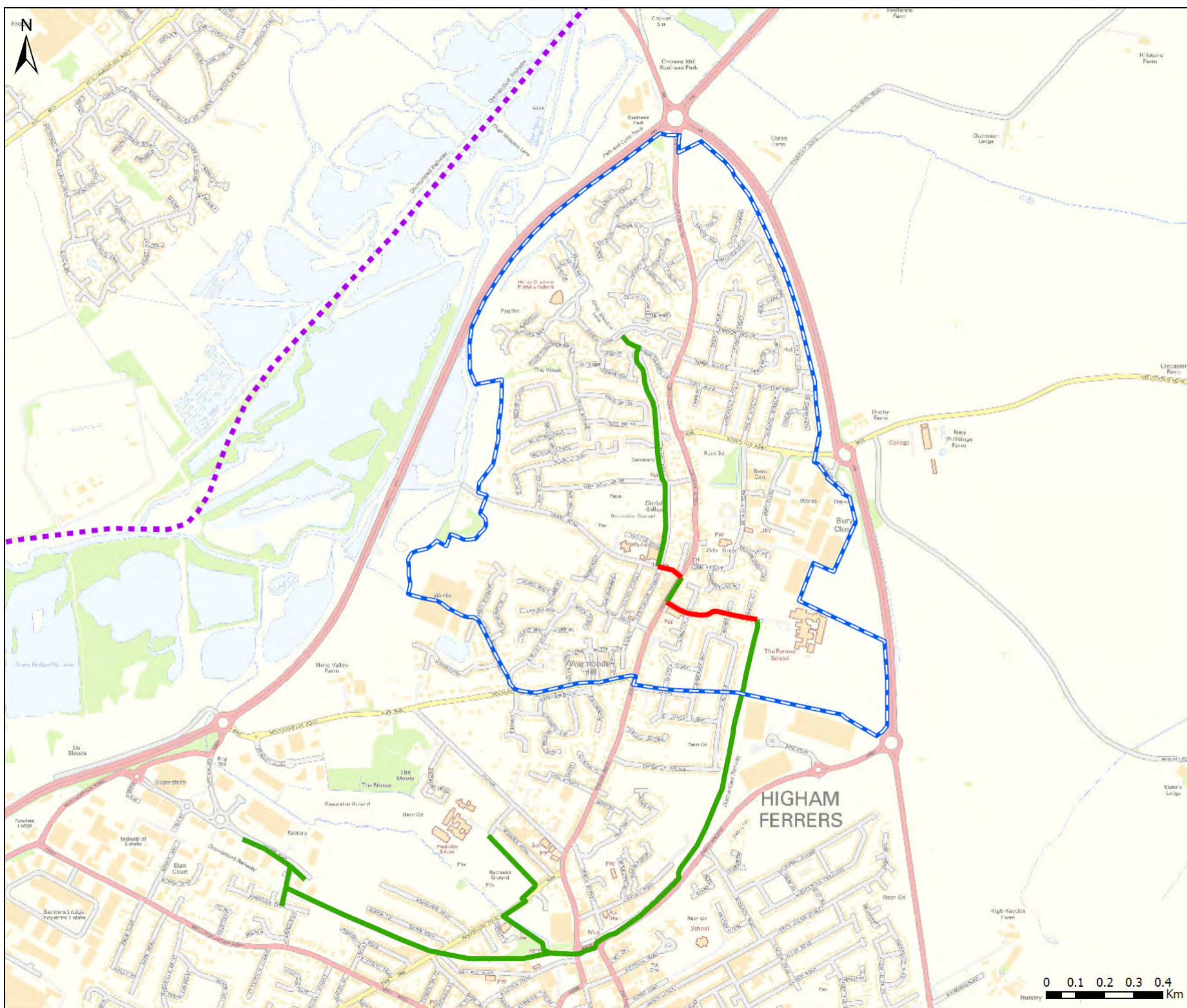
Question 59 asked how important improved access to the Countryside around the town was considered to be, with 47.2% of those responding strongly supporting improved access with a further 32.2% supporting this.

### Cycling

- 4.20 Formal / Designated cycle facilities within Higham Ferrers are relatively limited. The Greenway project, of which the first phase was launched in March 2011, provides a segregated footway / cycle-way which runs from the South-East of the town along the disused rail track before passing the Higham Ferrers Specialist Arts College. The cycle route then continues across the High Street via a new controlled pedestrian crossing then continues along Saffron Lane, allowing for onward journeys to Irthlingborough.
- 4.21 It is understood from discussions held at the Transport Study workshop that there are also proposals for the continuation of national route 536 along the Nene Valley to the north-west of Higham Ferrers, which would allow for cycle journeys to Wellingborough.
- 4.22 The main cycle routes through the town are shown on the plan on the following page in **Figure 5**.

### Legend

-  Town Boundary
- Cycle Routes**
-  Traffic-free
-  On-road
-  Proposed



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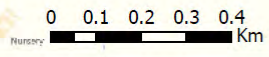
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Project: Higham Ferrers Transport Study

Drawing Title:  
Figure 5  
Cycle Routes

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-007	-		









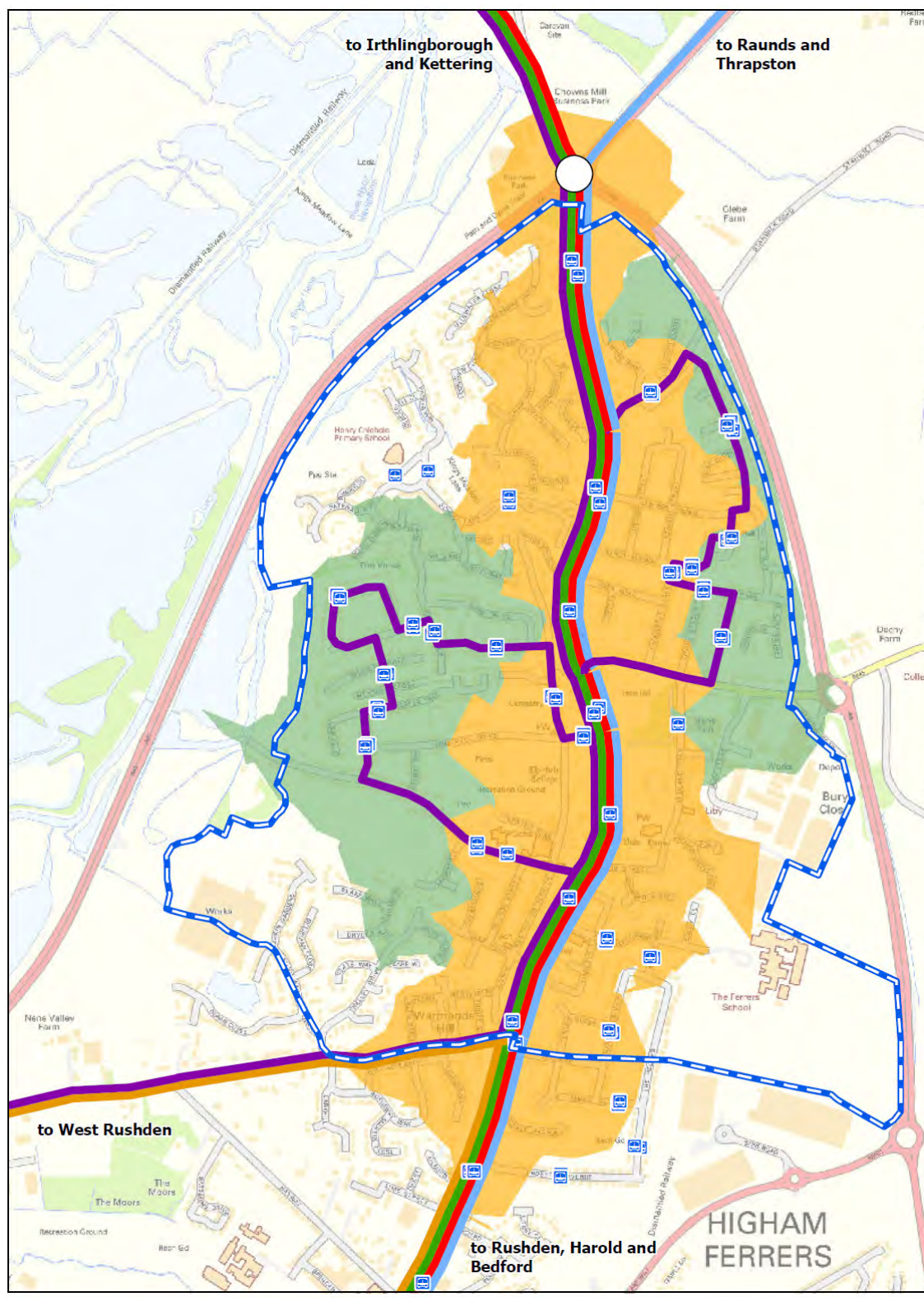
## Higham Ferrers Transport Study

### Bus

- 4.23 The bus routes currently operating within Higham Ferrers can be split into two main groups. The local hopper service provides for local journeys within the town and onwards to Irthlingborough and Rushden, whilst a number of inter-urban routes providing access to a wider range of locations including Northampton, Kettering and Wellingborough run down the main road through the town.
- 4.24 **Figure 6** on the following page provides details of the bus services running within and through Higham Ferrers, including details of the general level of access to both the Hopper and wider services. As a measure of relative accessibility to these services a 5 minute walking journey time to the nearest bus stop has been assumed and shown on the plan.
- 4.25 This shows, as may be expected, a largely good level of access to the Higham Hopper Service, as this tends to run on side roads within the residential areas of the town, whilst ease of access to bus services running down the central route through the town is more restricted, with some residential areas requiring a considerably longer walk to access these inter-urban routes. However it is noted that the local Hoppers Service is currently subsidized by both the County Council and Town Council and as such the future operation of the service cannot be guaranteed in the long term without an increase in patronage to increase the commerciality of the service.

### Legend

-  Town Boundary
-  Bus Stops (inc non-served stops)
-  400m catchment of bus stops served by local & interurban routes
-  400m catchment of bus stops served by local routes only



Service	Route	Frequency (Mon-Fri)				Key Destination(s)	Approx Journey Time	Saturday Services	Sunday Services
		0700-0900	0900-1600	1600-1800	Evening				
26	Rushden - Wymington - Sharnbrook - Podington - Rushden	1 service	2 services	1 service	-	Local	-	As Mon-Fri	No service
49	Rushden - Irthlingborough - Finedon - Kettering	60 mins	60 mins	60 mins	2 services	Kettering	30 minutes	As Mon-Fri	No service
50	Bedford - Rushden - Kettering	30 mins	60 mins	1 service	3 services	Bedford Kettering	50 minutes 30 minutes	As Mon-Fri	5 services
51	Bedford - Clapham - Oakley	1 service (outward)	1 service (inward)	-	-	Bedford	90 minutes	As Mon-Fri	No service
X46	Northampton - Wilby - Wellingborough	2 services (to N'pton)	60 mins	60 mins	4 services (from N'pton)	Northampton Wellingborough	90 minutes 40 minutes	As Mon-Fri	No service
X47	Northampton - Great Doddington - Wellingborough	1 service	60 mins	60 mins	2 services	Northampton Wellingborough	90 minutes 30 minutes	As Mon-Fri	No service
RHL	Rushden - Higham - Irthlingborough - Higham - Rushden	-	5 services	-	-	Local	-	As Mon-Fri	No service

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Project:  
 Higham Ferrers Transport Study

Drawing Title:  
 Figure 6  
 Higham Ferrers Bus Services

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-006	-		



## Higham Ferrers Transport Study

- 4.26 Local bus stop facilities vary across the town, from the provision of bus lay-by, shelter and raised boarding platforms on College Street, to simple flag and pole or hail and ride stops on many of the residential roads within the town. A number of reasons for individuals selecting not to use the service were given in responses to the Community Plan survey, with bus stop facilities and information being given as a reason in a number of responses.

### Higham Community Plan Survey

Question 13 asked how many individuals used the Higham Hopper local bus service, with 23.9% of respondents saying that they used the service. The main reasons given for not using the Hopper service were:

- Service taking too long to reach destination;
- Lack of awareness of the route or timetables;
- Limited facilities at bus stops in terms of shelters, seating and timetable information; and
- Rushden being reasonably accessible by foot, so don't need to use the bus

### Road

- 4.27 The A45 Trunk Road runs along the north and west of the town and is part of the strategic highway network maintained by the Highways Agency (HA). The A6 Bypass was completed in August 2003 and runs along the east of the town. There are three existing roundabouts which can be considered as providing access from the A45 and A6 into Higham Ferrers.
- 4.28 In terms of Higham Ferrers, the A5028 is aligned north to south through the town and provides a link between the A45/A6 roundabout to the north and Rushden to the south. Higham Ferrers town centre is located about the A5028 in the High Street/Market Square area. Kimbolton Road provides a link between the A5028 and the A6 and although on the southern edge of the study area, the B645 Northampton Road provides a link between the A5028 and the A45.

### Northampton Transport Model

- 4.29 To get an overview of the traffic situation with Higham Ferrers, traffic flow information for the main roads in and around the town was obtained from Northamptonshire County Council's Transport Model. This is a strategic transport model which has been developed by the County Council to predict what the future effects of cumulative development and growth could be expected to be.



## Higham Ferrers Transport Study

The model includes data for a 2011 base year and a number of estimated forecast years up to 2031.

- 4.30 Plots of the traffic flows given in the model for a 2011 base year are provided in **Appendix B**.
- 4.31 The methodology for assessing the reasonable capacity of roads in built up areas is given in the Government Guidance document, DMRB TA 79/99 Traffic Capacity of Urban Roads (1999), which provides an overview of the levels of traffic which can be carried by roads performing a variety of functions. The main road running through Higham Ferrers would be classed as a Class 4 Urban All Purpose Road, i.e. a busy high street carrying predominantly local traffic, with frontage activity, loading and unloading, frequent junctions and at-grade pedestrian crossing points.
- 4.32 Whilst of varying width, the College Street / High Street area tends to have a relatively wide carriageway, of 6.75m or over. This would suggest a capacity of 1,500 vehicles two way.
- 4.33 Flows obtained from the County Council's model show flows of less than 600 two way trips on the main roads through the town, suggesting considerable spare capacity.
- 4.34 As may be expected for a town with a relatively recently constructed bypass, the traffic flow information received therefore does not show any major areas of congestion within the town, with relatively low peak hour flows on the central corridor running along College Street / High Street.
- 4.35 The low levels of traffic within the town also suggests that there is potential to further restrict road widths and promote increased activity in the High Street area, without having an unduly detrimental effect upon traffic flows or congestion.

### Accident Review

- 4.36 This section provides a review of existing road safety issues in Higham Ferrers. Personal Injury Accident (PIA) information for the period 01.03.2007 to 29.02.2012 has been obtained from Northamptonshire County Council for the study area and the immediate surrounding area.
- 4.37 NCC has provided details of 101 injury accidents, however of these only 33 occurred within the study area (as detailed in **Table 2**), with the remainder being recorded as taking place in the immediate surrounding area, largely related to the major junctions on the A45 and A6.








## Higham Ferrers Transport Study

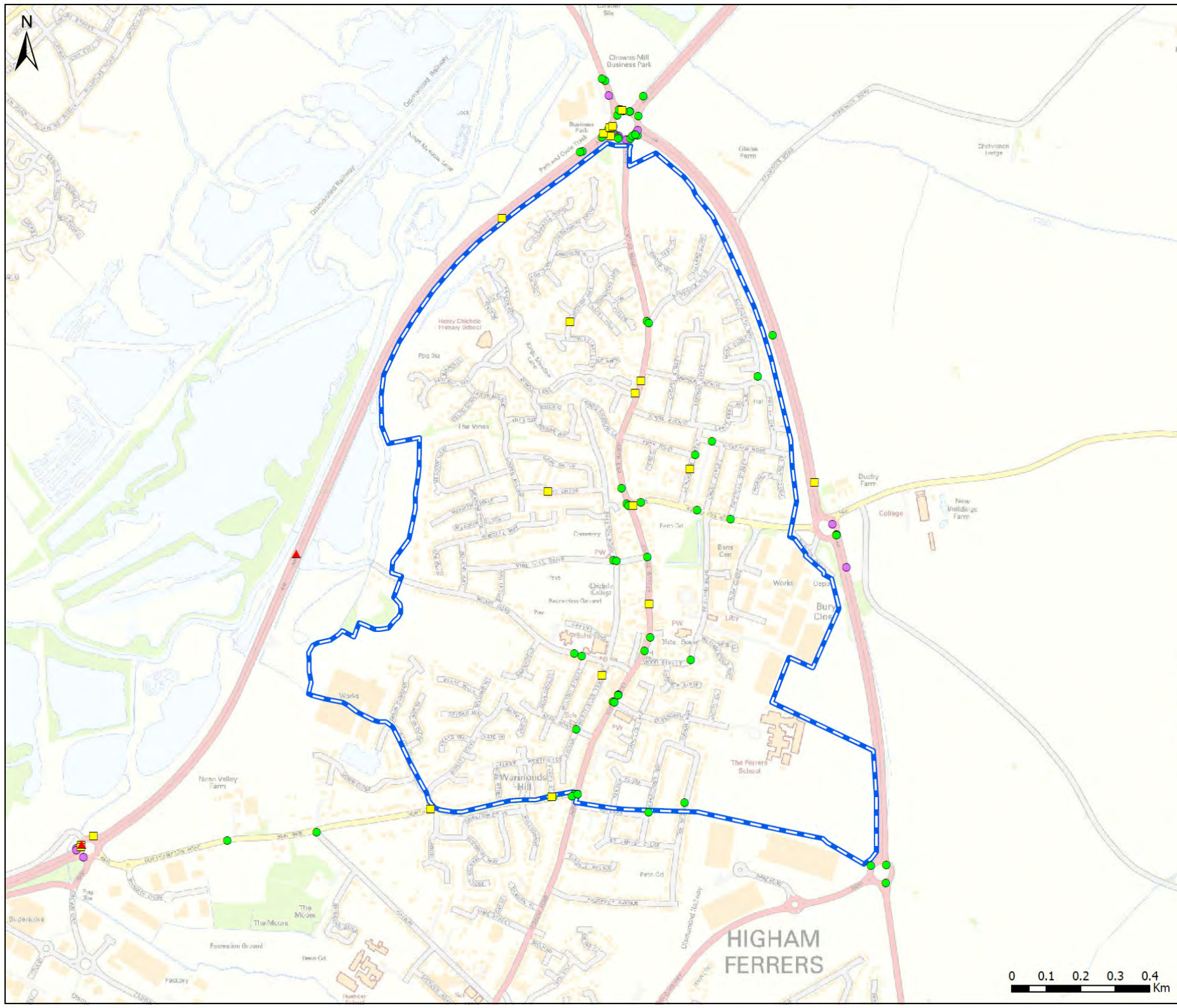
- 4.38 Of the total number of accidents occurring within the study area, approximately 75% were slight in severity and 25% were serious in severity. There were two fatalities recorded on the wider network, but no fatalities in the study area itself.
- 4.39 A summary of the accident data for the study area is presented in **Table 2** and a plan showing the location and severity of accidents is provided on the following page as **Figure 7**.

**Table 2 - Accident History (01.03.2007 – 29.02.2012)**

Location	Severity		
	Slight	Serious	Fatal
<b>Junctions</b>			
Station Road/Stanwick Road	2	-	-
Station Road/School Lane	-	1	-
Simpson Avenue/Elizabeth Way	1	-	-
Lancaster Street/York Road	1	-	-
North End/Kimbolton Road/College Street	2	1	-
College Street/Vine Hall Drive	1	-	-
Vine Hall Drive/Saffron Road	2	-	-
College Street/Queensway	2	-	-
Westfields Terrace/Nene Road	1	-	-
Wharf Road/Milton Street	1	-	-
<b>Links</b>			
Hecham Way	-	1	-
Station Road	-	1	-
Wykeham Road	1	-	-
Lancaster Street	-	1	-
North End	1	-	-
Kimbolton Road	3	-	-
Oaks Drive	-	1	-
College Street	4	1	-
Midland Road	1	-	-
Wharf Road	1	-	-
Westfields Terrace	-	1	-
The Hedges	1	-	-
<b>Totals</b>	<b>25</b>	<b>8</b>	<b>0</b>

### Legend

-  Town Boundary
- Accident Severity**
-  Fatal
-  Serious
-  Slight
-  No casualty



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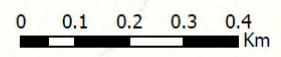

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Project:  
Higham Ferrers Transport Study

Drawing Title:  
**Figure 7**  
**Accident Plot**  
 01/03/2007 - 29/02/2012

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-010	-		





## Higham Ferrers Transport Study

- 4.40 When looking in more detail at the accidents recorded as taking place within Higham Ferrers itself, as would be expected, more accidents have occurred on the busiest roads in the study area, namely the A5028 and Kimbolton Road. Three accidents have occurred on Kimbolton Road whilst 16 have occurred on the A5028. Whilst the accidents have occurred for a variety of causes and are in most cases isolated incidents, four accidents have occurred in the vicinity of the A5028/Kimbolton Road junction and also the A5028/Queensway junction. At the A5028/Kimbolton Road junction, two accidents involved rear end collisions, one involved a cyclist falling from their bike and another involved a collision between a motorcyclist and a dog. At the A5028/Queensway junction, two accidents involved rear end collisions, one involved a loss of control and one involved a collision between two vehicles undertaking conflicting movements. Of the accidents occurring in the areas surrounding the study area, the majority of these occurred at the A45/A6 roundabout.
- 4.41 The review of accident data largely reflects areas of concern identified by local residents in the Community Plan Survey, although in some cases no clear pattern or causation factor could be identified.

### Higham Community Plan Survey

Responses received from residents to survey questions 11 and 12 identified the following main areas of concern with regards to accident spots and speeding:

- Wharf Road
- Saffron Road
- High Street
- Chowns Mill Roundabout
- Junction of Kimbolton Road with Grove Street and Chichelle Street
- Junction of High Street / Wood Street
- Northampton Road
- Westfield Avenue / Terrace
- Bottom end of School Lane

- 4.42 In a number of cases it appears that accidents may have been related to vehicles passing parked vehicles, and as such relatively minor improvement schemes, based around rationalising current on-street parking could potentially also help to improve highway safety. It also appears from the



## Higham Ferrers Transport Study

results of the Community Plan survey that the perception of speeding and highway risk may be deterring individuals from walking some routes within the town.

### Car Parking

- 4.43 One of the main issues faced by Higham Ferrers, as identified in the previous town masterplanning work and as highlighted in the responses to the Higham Ferrers Community Plan survey, is the provision of suitable parking within the central area. The main specific parking issues identified for the town included the following.
- 4.44 The need to provide sufficient parking in and around the Market Square area, to provide parking for a combination of local uses, including:
- Local Retail and facilities;
  - St. Marys Church; and
  - The Bede Hall
- 4.45 The limited amount of available parking is understood to be further exacerbated by the use of the Market Square for long stay parking, rather than the short stay use intended, further limiting the number of high turnover spaces which would be most suited to supporting local retail and facilities.



## 5.0 The Future of Higham Ferrers

### Future Development

- 5.1 In the current Core Spatial Strategy, Higham Ferrers is categorised as a small town which will provide a secondary focal point for development. The emphasis will be on regeneration of town centres, through environmental improvements and new mixed use development.
- 5.2 The current Core Spatial Strategy also sets out the indicative housing requirements for the area. Given the close physical and functional relationship between Rushden, Higham Ferrers and Irthlingborough, a combined housing figure of 5,090 was proposed as an indicative housing requirement for the period 2001-2021.
- 5.3 The emerging new Core Strategy designates Higham Ferrers as a market town with a role of providing a more localised convenience and service role, with growth pressures directed to the adjoining Growth Towns (e.g. Rushden).

#### Kings Meadow Site

- 5.4 The Kings Meadow estate is located to the north-west of the town with development of the site now largely complete, including the Henry Chichelle Primary School.

#### Residential Growth

- 5.5 The Three Towns Plan (whilst due to be superseded by the four towns plan) identified three areas for future residential growth, namely Wharf Road, Ferrers School and Station Road. Subject to a legal agreement, outline planning consent has been granted for 166 dwellings at the Wharf Road site. Outline planning consent has also been granted for 115 dwellings at the Station Road site. There is currently no planning consent associated with future residential development at the Ferrers School site. However, it is understood that development of the site could result in the development of circa 200 residential units on the current school playing fields, with the relocation of the main school access to be taken from the A6 bypass (for vehicular traffic).

#### Employment Growth

- 5.6 Two areas of future employment growth are identified in the Three Towns Plan, namely Ferrers School and Station Road. There is currently no planning consent associated with future employment development at the Ferrers School site. The outline planning consent associated with the Station



## Higham Ferrers Transport Study

Road site as outlined in paragraph 5.5 is for residential development of the entire allocated site. On this basis, the Station Road site would not be developed for employment use in the future. The amount of forecast employment development within Higham Ferrers therefore appears to be limited for the foreseeable future, which may lead to increased levels of out-commuting as residential development outstrips any employment provision.

### Other Committed Developments

- 5.7 In addition to the committed developments outlined above, there are extant permissions for 36 dwellings on Midland Road, 10 dwellings on Westfields Terrace and 9 dwellings on Spring Gardens.

### Planned Highway Schemes

- 5.8 Whilst not committed at this stage, it is understood that the roundabout junction of the A45 / A6, Chowns Mill has been identified for a future improvement scheme by the Highways Agency.

## Traffic Impact of Future Development and Growth

- 5.9 In order to consider the future traffic impacts of planned development across Higham Ferrers two main sources of information have been considered:

- Traffic flows from the Northamptonshire Strategic Transport Model, looking at levels of traffic predicted by 2026; and
- Traffic flow information taken from Transport Assessments associated with the proposed development sites at Wharf Road and Station Road, which consider the assessment year of 2021.

### Northamptonshire Strategic Transport Model

- 5.10 To provide an overview of the main traffic demands which it is expected Higham Ferrers will be subject to in the future, traffic flow information was obtained from the Northamptonshire Strategic Transport Model for the forecast year of 2026. This provides an overview of the expected cumulative effect of traffic growth across the County, including development and growth outside of Higham Ferrers.



## Higham Ferrers Transport Study

- 5.11 A summary of the expected traffic flows on main routes around Higham Ferrers is provided below in **Table 3**.

**Table 3 - Forecast Traffic Flows by 2026 (vehicles)**

Route	2011 (Morning)	2011 (Evening)	2026 (Morning)	2026 (Evening)
A45 (N)	1132	1517	1282	1574
A45 (S)	1583	1166	1571	1455
A6 (N)	954	948	1124	1306
A6 (S)	1054	1061	1504	1435
Station Road (N)	370	258	310	244
Station Road (S)	169	271	182	268

- 5.12 The summary information suggests that whilst flows are expected to increase on the more strategic routes around Higham Ferrers in the future, with a particularly large increase in the levels of traffic predicted to use the A6 bypass, the central route through Higham Ferrers itself is not expected to be congested or to experience any notable increases in levels of traffic, with similarly low levels of traffic congestion expected on the secondary routes within the town.
- 5.13 Plots of the information summarised are provided as **Appendix C** to this report.

### Development Transport Assessments

- 5.14 As the Northamptonshire Strategic Transport Model (NSTM) is a largely strategic level model, designed to primarily predict traffic flows on the major road network, a review of the traffic information contained within the Transport Assessments related to the proposed development sites at Wharf Road and Station Road was also carried out to get a more detailed understanding of levels of predicted traffic on the main routes through Higham Ferrers.
- 5.15 The traffic count data from the Station Road site suggests slightly higher levels of traffic on Station Road than the NSTM, however the levels of two way traffic are still less than 800, suggesting considerable spare capacity on the main route through the town.
- 5.16 The Transport Assessment for the Wharf Road site does identify the potential for future congestion at the Northampton Road / Higham Road junction, with the junction being predicted to start to operate over capacity (on the Northampton Road arm) by 2021. The Transport Assessment does recommend mitigating works to offset the effect of development related traffic, but these improvements are not expected to bring the junction back within reasonable levels of operation.



## Higham Ferrers Transport Study

- 5.17 A review of the traffic levels predicted within Higham Ferrers for the duration of the current Core Strategy demonstrates that there are few expected issues related to highway capacity or congestion, with only one identified junction within Higham itself which may require future improvements. The appropriate focus of any transport strategy for the town is therefore more likely to be to ensure that the growth of the town is managed in a way that helps to ensure the future vitality of Higham Ferrers and which maximises more sustainable linkages between new development sites and the town centre.



## Higham Ferrers Transport Study

### 6.0 Consultation and the development of Priorities for Higham Ferrers Transport Study

6.1 In order to further consider the main transport priorities for Higham Ferrers a stakeholder workshop was held on the 26<sup>th</sup> July 2012 at the Bede House, Higham Ferrers. Key stakeholder groups including the Town, District and County Councils, the Highways Agency, local developers and landowners, the local schools and representatives of local transport and tourism groups attended; and during the afternoon identified a number of main transport issues and priorities for the Transport Study to address.

6.2 The full list of stakeholders invited to attend is provided below:

- Higham Ferrers Town Council
- East Northamptonshire Council
- Northamptonshire County Council
- English Heritage
- Environment Agency
- Highways Agency
- Natural England
- River Nene Regional Park
- Duchy of Lancaster
- Local Business Leaders
- Local Tourism Representatives
- Higham Ferrers Community Plan Transport Working Group



## Higham Ferrers Transport Study

6.3 The main issues identified by the attendees are summarised in **Table 4** below.

**Table 4 – Workshop Study Priorities**

Group 1	Group 2
Development pressures	Need to improve levels of access to the north of the town
Traffic calming on High Street	Maintaining the heritage strengths of the town, the Higham 'ethos'
Increasing footfall in the town centre area	Lack of bus services to some areas (particularly the Kings Meadow Estate and Queensway)
Improving the parking offer	Managing development pressures
Improving the Market Square environment	Chowns Mill roundabout as a constraint to future growth
Traffic Management	Speeding on College Street and High Street
Access to the Ferrers School	Lack of parking in the High Street / Market Square areas
Constraints related to the major junctions at Chowns Mill and Skew Bridge	

6.4 Whilst the two groups at the workshop worked independently and were made up of differing groups of stakeholders with varying priorities, the main issues identified were largely consistent between the groups. Parking availability and management, the operation, function and attractiveness of the High Street and Market Square, the management of development pressures and the constraints caused by the Chowns Mill (A45 / A6) roundabout junction being the main themes raised.

6.5 The issues identified were also largely consistent with those identified in the residents survey summarised in **Section 3.16** onwards.

6.6 In the second workshop session, mixed groups of stakeholders, Council officers and members of the consultant team looked at potential schemes which could help address some of the issues and priorities identified. These are summarised in **Table 5**

**Table 5 – Workshop Potential Schemes**

Group 1	Group 2
Bus turning facilities in new developments	Narrow carriageway on High Street to provide more parking and improve the pedestrian environment
New access into Higham Ferrers School from A6, with Queensway becoming limited access	Extend the Greenway to the north
Extension of the Greenway to the library	Provision of formalized parking in / around School Lane and Windmill Banks
Access to countryside via Mallard Close and bridge	Redesign / Reduce the size of the roundabout junction of Kimbolton Road with College Street
Signage at Chowns Mill encouraging use of Kimbolton Road	Extend the Greenway to the A45 bridge crossing along Kings Meadow Lane
Parking at Methodist Chapel	Cycle parking on Market Square
Traffic calming on High Street	Extend local bus services to cover Kings Meadow Lane
Parking Strategy	Provide improved information at bus stop locations
Cycle racks in town centre	School Travel Plan for Wharf Road
Long stay parking out of town centre	
Pedestrianisation of Market Square	
Removal of Co-op bus lay-by	
Crossing for Henry Chichelle School	
Potential long term introduction of one way traffic on High Street	



## Higham Ferrers Transport Study

6.7 Based upon the main issues raised at the workshop sessions, the findings of the baseline study and the responses to the Higham Ferrers Neighbourhood Plan survey, the following main consistent themes have been identified:

- **Improving Sustainable Connections** – The Local Transport Plan, the Core Strategy and the Northamptonshire Arc Document all highlight the need for future growth and development to be sustainable in all aspects (including those related to transport). The review of levels of accessibility to services also identified the need for stronger north – south pedestrian and cycle links (where achievable) to better integrate the newer residential areas to the north of the town with the town centre and local facilities / retail / education. The lack of connectivity to the northern areas of the town (particularly the Kings Meadow Estate) was also raised as a key issue during the stakeholder workshop sessions.
- **Increasing vitality of the town centre** – The review of current and emerging policy and strategy documents identified the importance placed upon economic growth and town centre vitality, whilst the Rushden and Higham Ferrers Masterplan identified the central role of the Market Place / High Street area in securing this. The initial review of traffic levels suggests that current and future traffic flows will be of a sufficiently low level to consider options which further reduce road space, increase town centre activity and promote a more pedestrian friendly core to the town. The provision of improvements to the town centre to increase pedestrian connectivity, encourage footfall and provide suitable parking was a consistent message at the stakeholder workshop sessions.
- **Keeping Higham Ferrers a safe and welcoming place to live, work and visit** – The Higham Ferrers Neighbourhood Plan survey identified the fact that people feel safe within Higham Ferrers, but that there are areas of concern with regards to parking, accident danger spots and speeding. Helping to resolve these issues can help to ensure Higham Ferrers maintains its valuable sense of safety and security.
- **Making the most of the local environment** – Higham Ferrers has a number of valuable environmental assets, including the heritage of the town centre and the potential to access areas of green-space, waterfront and the Nene Valley.



## Higham Ferrers Transport Study

Stakeholders identified the protection of the heritage strengths of Higham Ferrers as one of the important priorities for the Transport Study.

- **Managing the demands of growth** – Whilst currently only identified as needing to accommodate a limited amount of infill development, with the designation of Rushden as a 'Growth Town' under the emerging North Northamptonshire Joint Core Strategy, the ability of both Rushden and Higham Ferrers to accommodate the travel demand associated with planned development will become increasingly important.
- **Targeted highway improvements** – Whilst much of the town is expected to remain uncongested in the future, there is a potential need for longer term targeted investment in junction improvement works. Whilst outside of the immediate study areas, the Northamptonshire Arc document identified the Chowns Mill junction of the A45/A6 as being one area for future improvement / investment in order to improve strategic movements to the north of the County. The potential need for improvements were also identified based upon the predicted traffic flow information obtained from the NSTM, whilst the accident review identified a number of accidents as being grouped at this junction. Stakeholders also identified Chowns Mill in particular as being a potential constraint on the delivery of future growth sites across Higham Ferrers.



## Higham Ferrers Transport Study

### 7.0 Potential Schemes

7.1 Following the initial baseline review and the identification of priorities for the Higham Transport Study an initial list of potential transport schemes was developed, based upon the findings of the baseline study work, proposals raised at the July Transport Study workshop and the technical review carried out by the Transport Study consultant team. An initial list of the schemes considered is provided below:



#### Potential Pedestrian Schemes

7.2 As identified in the baseline review, Higham Ferrers is relatively compact and provides a suitable environment for shorter journeys to be undertaken on foot, the following summarises the various potential pedestrian schemes considered:

7.3 Pedestrianisation of Market Square / High Street area – One major change considered within the town centre was a partial pedestrianisation of the Market Square / High Street area in the centre of Higham Ferrers. This could either:

- Take the form of an increased level of pedestrian priority, including alterations to the market square area to remove current parking, replacing this with a pedestrian / eventing space.
- As a more radical option remove one direction of traffic from the High Street Area, using the space gained to extend the pedestrian environment on the High Street in combination with an extension of on street parking provision formalized using carriageway build-outs.

7.4 Improved pedestrian links to Riverside Park – The route to the Riverside Park on the western side of Higham Ferrers is currently of variable quality, with the potential for an improved, maintained route, if delivered in association with further marketing of the Park, to encourage a greater number of leisure trips.

7.5 New link to countryside via Mallard Close – One area discussed during the consultation workshop was the ways in which the transport study could help to improve the level of access to the green



## Higham Ferrers Transport Study

spaces around Higham Ferrers for local residents, encouraging leisure trips. One suggestion raised was the provision of an improved link on the eastern side of the town to the public rights of way network, building on the current connection to route VC28.



### Potential Cycle Schemes

- 7.6 As with walking trips, the size of Higham Ferrers, considered in combination with its proximity to areas including Rushden and Irthlingborough make the town suitable for encouraging cycling trips, the following provides a summary of the various potential cycle schemes considered:
- 7.7 Northern extension to the Greenway – As discussed in **Section 4** of this report, the first phase of the Greenway provides a strong walking and cycling route linking employment areas in Rushden and Higham Ferrers, with the centre (and subsequently the north) of Higham Ferrers. However there is potential to extend the route from its current connection onto Queensway further to the north, providing a link through to Midland Road and Wood Street. This extension would provide a link directly to the Market Square area via Wood Street, connecting the route to the Library and Children’s centre and to the employment areas off Midland Road.
- 7.8 Cycle parking in Town Centre / Market Square – Cycle parking for the town centre was proposed to compliment the other cycle measures proposed, providing a secure parking area for cyclists and encouraging more cycle trips into the centre.
- 7.9 Travel Plan update for Wharf Road Schools – One of the more immediate measures which could be introduced to help manage parking demands around the Infant and Junior Schools on Wharf Road would be an update of the school travel plans to encourage a greater number of parents and children to walk and cycle to the school. Any travel plan could also refer to and promote other measures delivered or planned through the Higham Transport Study, including local walking and cycling improvements.



## Higham Ferrers Transport Study



### Potential Public Transport Schemes

- 7.10 Public transport within Higham is an area where there was considered some scope for improvement or extension of services could be achieved, but largely subject to the necessary funding being available. The following provides a summary of the various potential Public Transport schemes considered:
- 7.11 Extension of bus services to Kings Meadow Residential areas – as identified in the review carried out in Section 4 the Kings Meadow area to the north – west of Higham is currently lacking any direct access to public transport. There is scope to extend existing Higham Hopper route into the Kings Meadow area, but there are a number of deliverability and funding issues which would need to be explored further if such a service was to be realized:
- Assessment of potential future funding; it is understood that the Hopper service is currently financially supported by the Town Council and that the future of the funding cannot be guaranteed, whilst the extension of the service could provide additional passenger numbers to support the route, the extension of the service could also result in increased costs.
  - The suitability of the main roads within the Kings Meadow Estate most likely to provide for any extended route (specifically School Lane and the turning area in front of Henry Chichelle School).
- 7.12 Improved bus stop facilities – in light of the comments received in the Higham Community Plan Survey relating to the lack of facilities and/or information at some bus stops, general proposals to improve the level of facilities available at a number of the more heavily used stops were considered



### Potential Parking Schemes

- 7.13 One of the priorities for the Higham Study was to encourage increased vitality and activity in the centre of Higham, particularly by providing an improved parking offer. The following therefore outlines the potential parking schemes considered:
- 7.14 Provision of new / additional parking on the High Street / College Street – One main area where there is potential to improve the parking available close to the centre of Higham Ferrers is the



## Higham Ferrers Transport Study

provision of improved and (where possible) additional on street parking on the High Street and College Street.

- 7.15 Removal of the Co-op lay-by and replacement with additional parking and pedestrian facilities – A specific measure associated with the provision of additional parking on the High Street would involve the removal of the current bus lay-by outside the Co-op (which is understood to be regularly used for parking at present) and the use of the road space gained to provide a more efficient formal on street parking area. This would also require agreeing a suitable replacement location for the current bus stop, in the form of a standard stop with bus boarder rather than a replacement layby.
- 7.16 Parking enforcement at Market Square – An increased level of management and enforcement would help to generate a greater turn-over of short stay parking at the Market Square car park, ensuring that this parking is used predominantly for retail rather than commuter use.
- 7.17 An alternative option for the Market Square would be the removal of parking from the square itself, allowing the space to be used as a pedestrianised / eventing space, with additional on street parking provided along the existing frontage of the square.
- 7.18 Parking at Methodist Chapel site – An potential future option available to provide further town centre car parking is related to the possible redevelopment of the Methodist Chapel site to the immediate south of the junction of the High Street with Queensway, which is well located to provide town centre parking, (subject to a suitable access location and design being identified). However there is no current planning application at this site and as such any scheme would take some time to deliver.
- 7.19 Parking at Windmill Banks – Current lack of formal parking provision along Windmill Banks is understood to result in a mixture of on street and informal frontage parking along the main road through Higham Ferrers. The provision of more formalised parking along this section of the highway would provide safer parking for local residents and improve the visual environment as you enter the town.
- 7.20 Development of a Parking Strategy – As a general measure to support any physical parking proposals the development of a supporting parking strategy by the Town Council is recommended, identifying the long term splits between short and long stay parking, and defining future parking charging and enforcement.



## Higham Ferrers Transport Study



### Potential Traffic Management Schemes

- 7.21 Whilst the baseline review did not identify any major areas of traffic or safety concern, there are areas within the town where traffic issues related to on street parking, speeding and road safety are of concern to local residents and where the introduction of traffic management schemes could provide some improvement. The following therefore summarises the potential traffic management schemes considered:
- 7.22 Making Chichelle Street, Grove Street and Lancaster Street one way – One of the areas perceived as having issues with regards to both the speed of traffic and road safety was the residential area to the north of Kimbolton Road, with suggestions raised during the survey that the residential roads off Kimbolton Road could be made one way. Having assessed the roads in question it appears that a one way scheme could be introduced on Lancaster Street and Grove Street if delivered in associated with a scheme to formalize car parking and maintain low traffic speeds, but that the nature of Chichelle Street, with a large number of private accesses and some employment uses served from the street would make it less suited to such a scheme.
- 7.23 Traffic calming on High Street – As a scheme closely related to proposals for changes to the on street parking arrangements on the High Street, the potential for introducing measures to slow traffic speeds through the centre of the town was also considered. In particular there is scope to use the provision of formalized on street parking to encourage slower speeds through the perceived reduction in carriageway widths. The provision of more formal traffic calming was considered to be less appropriate due to the use of the High Street by heavier vehicles including buses, delivery vehicles and emergency vehicles.
- 7.24 Improved signage – Specific comments were raised at the stakeholder workshop with regards to the directional signage given at entry points into Higham Ferrers, particularly the A45 Chowns Mill roundabout, with the scope to signpost Rushden via the A6 bypass to reduce the number of unnecessary journeys passing through Higham Ferrers on route to Rushden.



## Higham Ferrers Transport Study



### Potential Junction Improvement Schemes

- 7.25 Whilst there were no major areas of congestion identified in the baseline review, (other than the A45 Chowns Mill), there are a number of junction schemes which could provide wider benefits in terms of either capacity or safety, with the junction schemes considered summarised below:
- 7.26 Junction improvement works Northampton Road / Higham Road – The need for improvements at this junction to enhance capacity were identified in transport work related to the proposed development of Wharf Road, with improvements required by 2021.
- 7.27 Junction improvement works Kimbolton Road / College Street – The Kimbolton Road / College Street junction is not expected to be congested within the plan period covered by the Northampton Strategic Transport Model (i.e. the period to 2026), however there are existing safety concerns with regards to the junction which were reflected in the stakeholder workshop, with the accident review in **Section 4.36** onwards also identifying a number of recorded road traffic accidents at this location (including 1 of the 2 serious accidents recorded across the whole town). Currently it is in the form of a relatively large radius junction with a small central island, with no deflection on the College Street northbound approach. As such there is scope to modify the roundabout arrangement including an increase on the deflection on this arm, reducing approach speeds. This may also allow for improved pedestrian facilities to be introduced.
- 7.28 Junction improvement works Wood Street / High Street – No capacity improvements are required at this junction, but the re-alignment of the current priority arrangement to provide a small radius junction would allow for an improved pedestrian route from Wood Street onto High Street, provide better facilities for pedestrians crossing this junction when walking along the High Street and also provide improved visibility for drivers emerging from the junction.
- 7.29 Junction improvement works Chowns Mill (A45 / A6) – Whilst outside the study area, the Chowns Mill junction is recognized as a potential constraint upon the future growth of Higham Ferrers and the surrounding area and has been identified by the Highways Agency as a priority area for future improvements.



## Higham Ferrers Transport Study

### Selecting Priority Schemes

7.30 In order to identify which schemes from this overall list were most likely to be able to support the future of Higham Ferrers an initial appraisal process was carried out, in which the various schemes were scored based upon their ability to help address the main transport issues identified for Higham Ferrers. The scoring was carried out on the basis of a simple 7 point scale, ranging from -3 to +3, with the scoring criteria details below.

✓✓✓	✓✓	✓		✗	✗✗	✗✗✗
Significantly supports or enables	Supports or enables	Slightly supports or enables	No impact	Slightly obstructs	Obstructs	Significantly obstructs

7.31 This scoring criteria was used to assess schemes on the basis of how effectively they supported each of the priorities identified in **Section 6.7** , i.e.:

- Improving Sustainable Connections
- Increasing vitality of the town centre
- Keeping Higham Ferrers a safe and welcoming place to live, work and visit
- Making the most of the local environment
- Managing the demands of growth
- Targeted highway improvements

7.32 Based upon this initial scoring, a number of schemes were removed from the overall list, specifically those schemes which scored less than +3 overall.

7.33 The remaining schemes were considered to have the greatest potential to deliver an appropriate Transport Solution for Higham Ferrers. The scoring sheets used in the scheme appraisals are provided in **Appendix D**. These sheets also provide a brief explanatory note with regards to the reasoning behind the scores assigned to each scheme.



## Higham Ferrers Transport Study

7.34 Each of the schemes was also given a provisional deliverability score based upon a number of criteria considered likely to have a significant impact on scheme deliverability:

- Land availability: specifically whether a scheme would be expected to require land outside of either the existing highway or control of the Council/s
- Traffic orders: whether a scheme would require a Traffic Order (and the associated public consultation)
- Public acceptability: the degree to which a scheme could be expected to receive public support or be subject to public objection
- Funding: the extent to which funding for a scheme is likely to be secured (and the scale of possible funding required)

7.35 Whilst lower deliverability scores do not necessarily mean that schemes cannot be promoted through the study, lower scoring schemes could be expected to be delivered later in any program of works, allowing time for the identified deliverability issues to be resolved.

7.36 Following the scoring process, the schemes which were proposed to be retained within the Strategy were:

- Traffic calming on the High Street
- Promotion of improvements to the Chowns Mill Roundabout
- Junction Improvement at Wood Street / High Street (to provide improved pedestrian facilities)
- Removal of the Co-op lay-by
- Northern extension of the Greenway to the library
- Junction Improvements at Northampton Road / Higham Road
- Junction improvements at Kimbolton Road / College Street
- Additional parking on High Street / College Street



## Higham Ferrers Transport Study

- Extension of bus services into Kings Meadow Estate
- Improved links to Riverside Park
- Improved links to countryside via Mallard Close
- Making Grove Street and Lancaster Street one way
- Cycle parking in Town Centre / Market Square
- Improved signage
- Pedestrianisation of Market Square
- Parking at Methodist Chapel

7.37 Of these schemes, the two schemes highlighted in red (Market Square pedestrianisation and parking at the Methodist Chapel) have been excluded from the initial strategy proposals as these are considered to be longer term aspirations, which are also reliant upon third parties (particularly with regards to the Methodist Chapel site). These schemes have been considered together as there may be the potential for reduction of town centre parking caused by the pedestrianisation of the Market Square to be offset by new parking at the Methodist Chapel site

7.38 Other schemes excluded from the current strategy proposals, but which are proposed for further investigation include:

7.39 The enforcement of parking at the Market Square, as whilst a valuable project, this would have to be subject to identifying how this enforcement would be managed and funded.

7.40 Parking at Windmill Banks / North End, again whilst a very valuable scheme, the focus of the improvements in this location would be of largely specific benefit to residents immediate to the scheme, as such the scheme does not score particularly well against the Higham Ferrers Transport Study Objectives. It is therefore suggested that this scheme is pursued separately with the District and County Council.








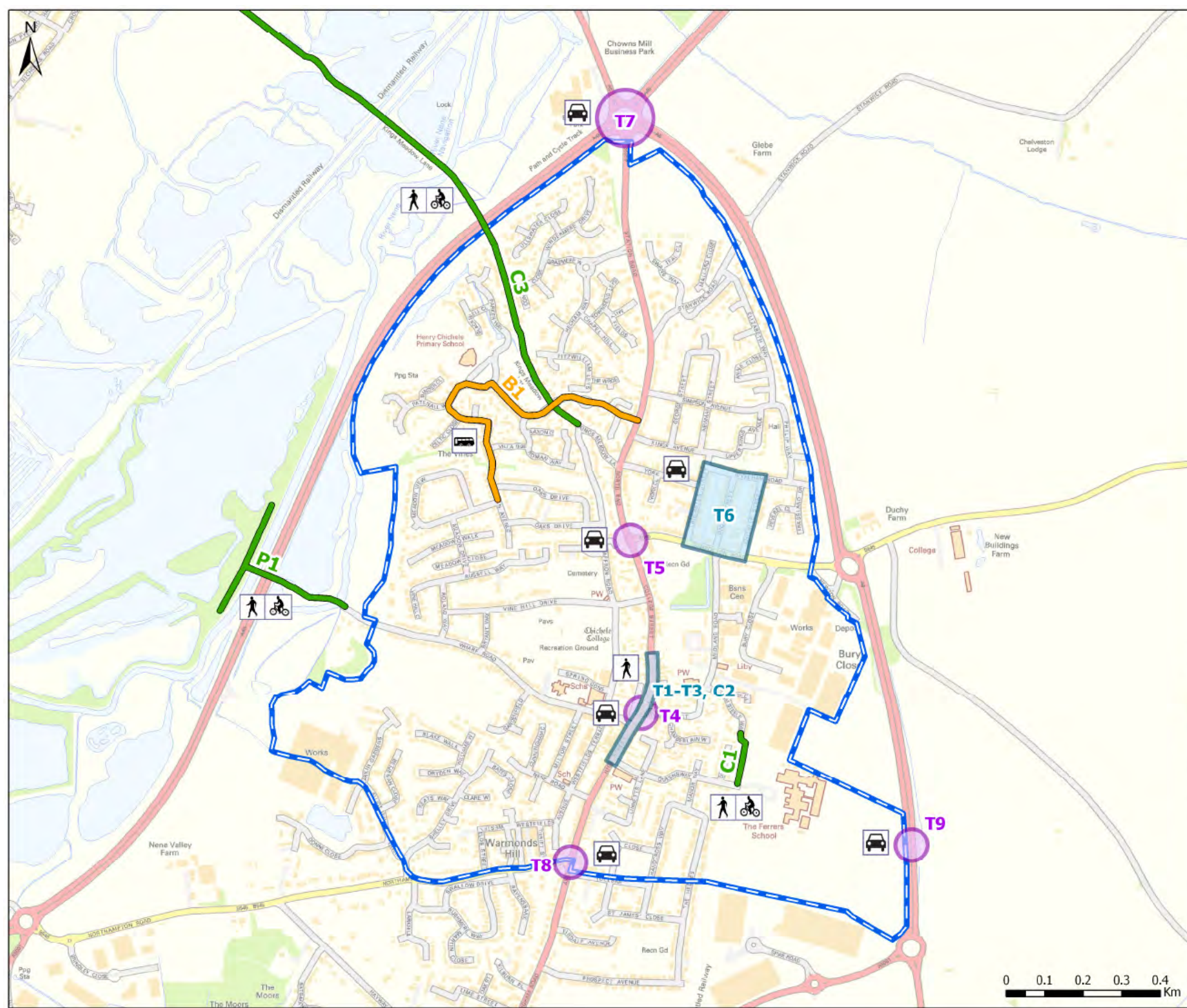
## Higham Ferrers Transport Study

### 8.0 Priority Schemes

- 8.1 Following the initial short-listing process it was apparent that a number of the schemes were of more value when considered as part of a package of improvements, for example a number of the parking measures around the High Street area worked most effectively when delivered together.
- 8.2 As such this section looks at ways in which priority schemes can be planned and delivered as packages of complimentary or mutually supportive measures.
- 8.3 In a number of instances the packaging of schemes allows for greater benefits to be achieved than by considering schemes impacts in isolation. For example improvements to the Wood Street junction onto Market Square provides some benefit in terms of safety when delivered in isolation, but when delivered as part of a package of works including an extension to the Greenway walking / cycling route also provides an important improved sustainable link.
- 8.4 Based upon this 'packaging' approach, the shortlisted schemes can be broadly split into four main areas across Higham Ferrers, with a plan detailing the location of all of the main schemes proposed provided on the following page in **Figure 8**. These groupings are:
- Town Centre Access
  - Kings Meadow Lane Connectivity
  - Kimbolton Road Area
  - Future Proofing for Growth

**Legend**

-  Study Area (Town Boundary)
- Proposed Improvements**
-  Walk/Cycle Route
-  Extended Bus Route
-  Area Based Scheme
-  Junction



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REV	DESCRIPTION	BY	CHK	APP	DATE

Client:




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Project:  
**Higham Ferrers Transport Study**

Drawing Title:  
**Figure 8  
 Proposed Improvements**

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JPC	09/08/12	JP	09/08/12	ASG	09/08/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-011	-		

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## Higham Ferrers Transport Study

### Town Centre Access

- 8.5 The first package of projects considered was a combination of schemes focused around improving levels of access to the town centre area by all modes.
- (T1) Traffic calming on High Street
  - (T2) Provision of new / additional parking on High Street / College Street
  - (T3) Removal of Co-op lay-by and replacement with additional parking and pedestrian facilities
  - (T4) Junction improvement works Wood Street / High Street
  - (C1) Northern extension to the Greenway
  - (C2) Cycle parking in Town Centre / Market Square
- 8.6 The proposed scheme package for the town centre would provide an improved level of town centre parking, (via the removal of some existing constraints including the Co-op lay-by and one of the current pedestrian crossing points), a safer junction from Wood Street onto the High Street (which would also provide for an improved pedestrian route) and the first phase of an extension of the Greenway (running from the northern side of Queensway to William Steele Way and onwards to Midland Road).
- 8.7 The Town Centre package of works is made up of a number of the schemes which are expected to support the identified objectives of the Transport Strategy most effectively, in particular those associated with improving parking provision and encouraging greater town centre vitality.
- 8.8 When considering the treatment of the High Street area there are a number of potential options which could be taken forward to deliver the main elements of the first package of improvement works and which would have varying impacts on the existing street layout, in particular upon the current pedestrian crossing facilities.



## Higham Ferrers Transport Study

8.9 Three potential options to deliver some of the main elements of the 'Town Centre Access' package of works are outlined on the following pages, in **Figure 9** to **Figure 11** each of which includes the following common features:

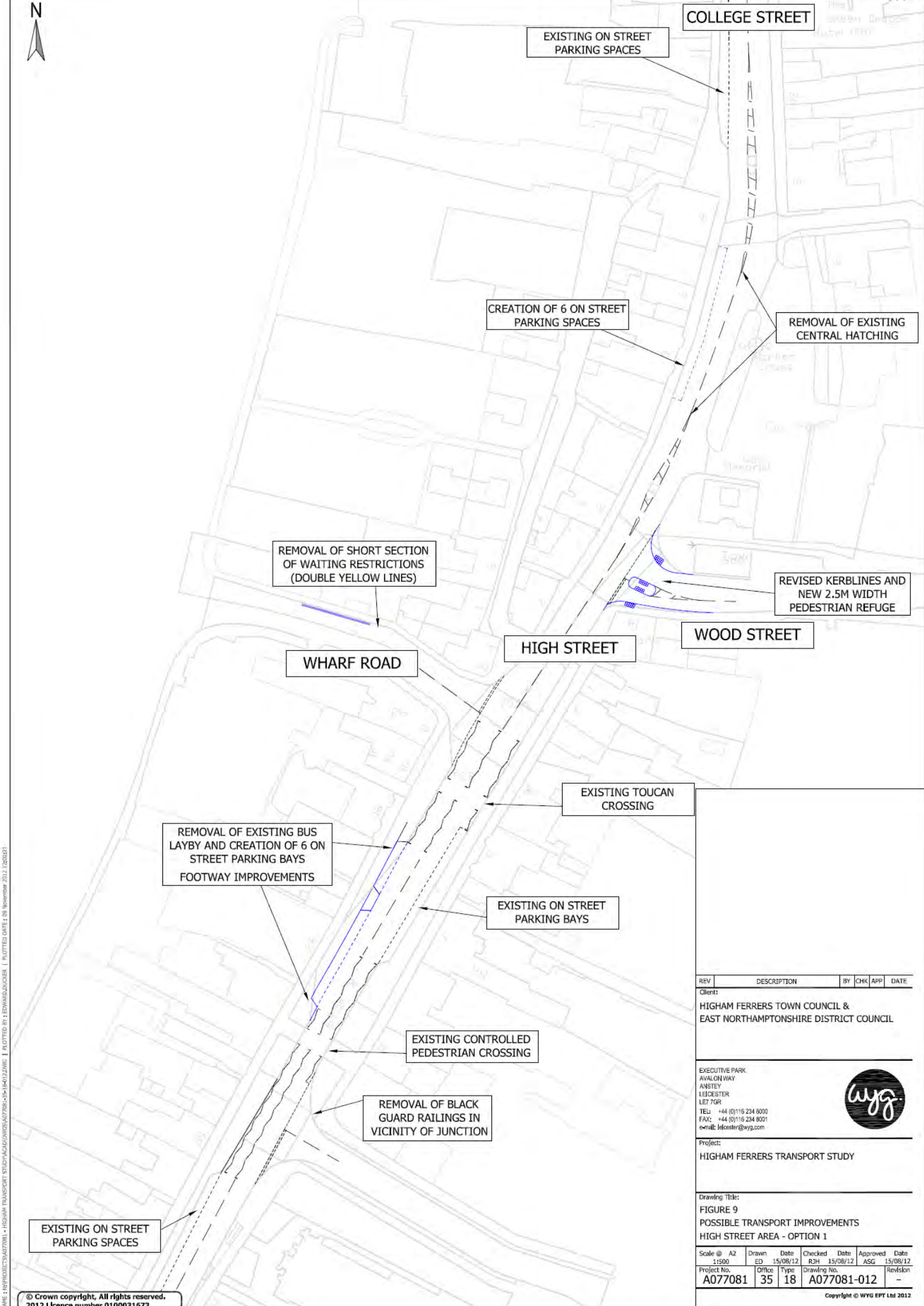
- The removal of the current bus lay-by, to be replaced by additional on street parking;
- The removal of the central hatching on Market Square to the north, allowing for the provision of new on street parking spaces on the western side of the road;
- Removal of some of the current waiting restrictions on the eastern end of Wharf Road; and
- Improved pedestrian facilities at the Wood Street junction.

8.10 **Option 1** provides the most straightforward scheme option, which in addition to the common features detailed above replaces the Co-op bus lay-by with 6 parallel car parking spaces and an improved pedestrian environment with widened footways. This is shown in **Figure 9**.

8.11 **Option 2** provides an increased number of car parking spaces, replacing the bus lay-by with 10 chevron parking spaces, largely maintaining the existing footway widths on the western side of the road. This is shown in **Figure 10**.

8.12 **Option 3** provides further car parking to the eastern side of the road by removing the southern pedestrian crossing point and the associated guard railing. This is shown in **Figure 11**.

8.13 In addition there is scope to alter the parking offer available at the Market Square, by removing parking from the square itself and providing additional on street parking in its place. This scheme is shown indicatively in **Figure 12** and could be provided as a variation to the options identified above. However this would result in a net reduction in car parking spaces and would likely have to be considered as a longer term scheme option in associated with measures to provide alternative parking at locations such as the Methodist Chapel site.



COLLEGE STREET

EXISTING ON STREET PARKING SPACES

CREATION OF 6 ON STREET PARKING SPACES

REMOVAL OF EXISTING CENTRAL HATCHING

REMOVAL OF SHORT SECTION OF WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

REMOVED KERBLINES AND NEW 2.5M WIDTH PEDESTRIAN REFUGE

WHARF ROAD

HIGH STREET

WOOD STREET

EXISTING TOUCAN CROSSING

REMOVAL OF EXISTING BUS LAYBY AND CREATION OF 6 ON STREET PARKING BAYS FOOTWAY IMPROVEMENTS

EXISTING ON STREET PARKING BAYS

EXISTING CONTROLLED PEDESTRIAN CROSSING

REMOVAL OF BLACK GUARD RAILINGS IN VICINITY OF JUNCTION

EXISTING ON STREET PARKING SPACES

REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:  
 HIGHAM FERRERS TOWN COUNCIL &  
 EAST NORTHAMPTONSHIRE DISTRICT COUNCIL

EXECUTIVE PARK  
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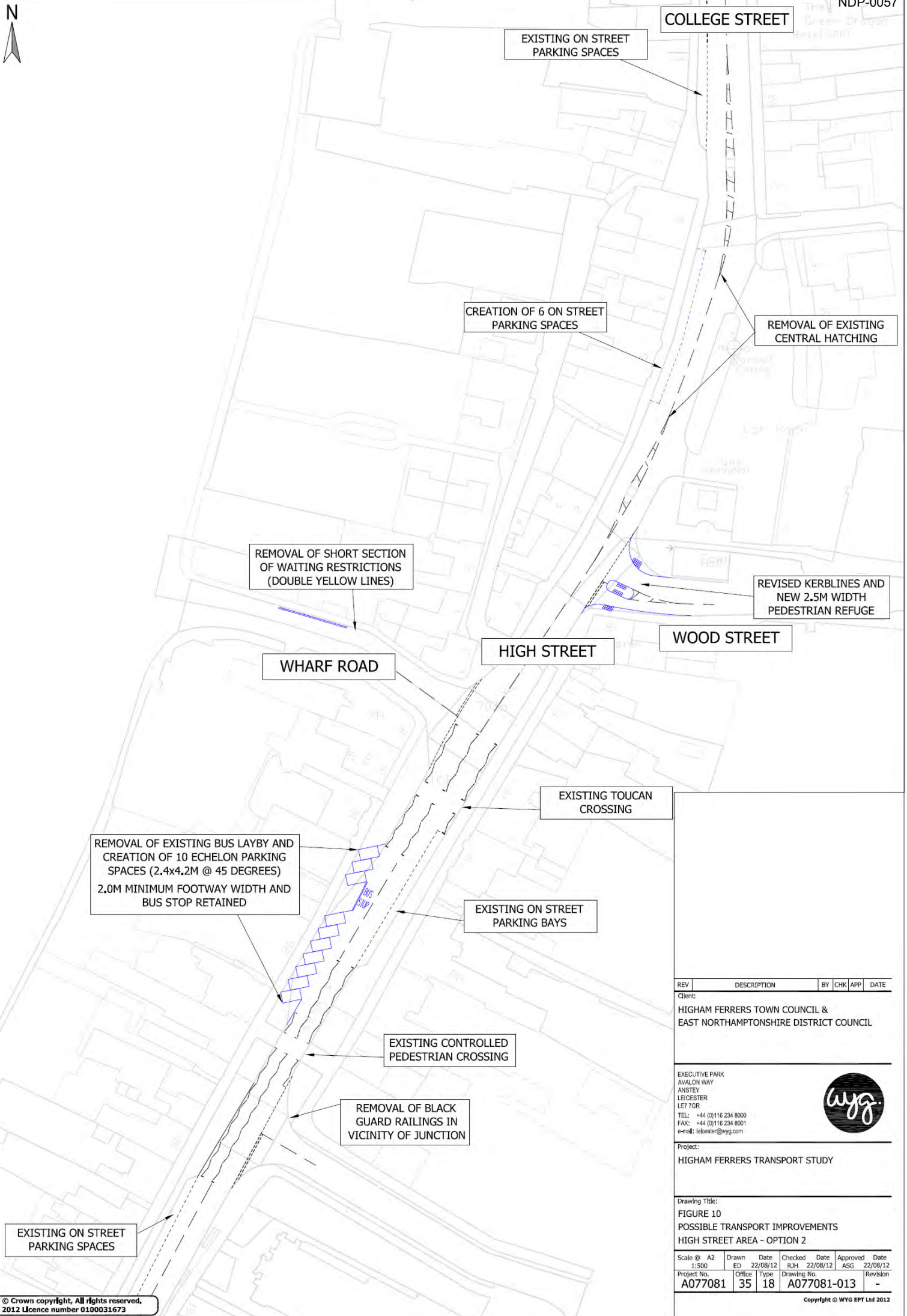


Project:  
 HIGHAM FERRERS TRANSPORT STUDY

Drawing Title:  
 FIGURE 9  
 POSSIBLE TRANSPORT IMPROVEMENTS  
 HIGH STREET AREA - OPTION 1

Scale @	A2	Drawn	Date	Checked	Date	Approved	Date
1:500		ED	15/08/12	RJH	15/08/12	ASG	15/08/12
Project No.	Office	Type	Drawing No.	Revision			
A077081	35	18	A077081-012	-			

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COLLEGE STREET

EXISTING ON STREET PARKING SPACES

CREATION OF 6 ON STREET PARKING SPACES

REMOVAL OF EXISTING CENTRAL HATCHING

REMOVAL OF SHORT SECTION OF WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

REVISED KERBLINES AND NEW 2.5M WIDTH PEDESTRIAN REFUGE

WHARF ROAD

HIGH STREET

WOOD STREET

EXISTING TOUCAN CROSSING

REMOVAL OF EXISTING BUS LAYBY AND CREATION OF 10 ECHELON PARKING SPACES (2.4x4.2M @ 45 DEGREES) 2.0M MINIMUM FOOTWAY WIDTH AND BUS STOP RETAINED

EXISTING ON STREET PARKING BAYS

EXISTING CONTROLLED PEDESTRIAN CROSSING

REMOVAL OF BLACK GUARD RAILINGS IN VICINITY OF JUNCTION

EXISTING ON STREET PARKING SPACES

REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:  
HIGHAM FERRERS TOWN COUNCIL &  
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Project:  
HIGHAM FERRERS TRANSPORT STUDY

Drawing Title:  
FIGURE 10  
POSSIBLE TRANSPORT IMPROVEMENTS  
HIGH STREET AREA - OPTION 2

Scale	Drawn	Date	Checked	Date	Approved	Date
1:500	ED	22/08/12	RJH	22/08/12	ASG	22/08/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-013	-		

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COLLEGE STREET

EXISTING ON STREET PARKING SPACES

CREATION OF 6 ON STREET PARKING SPACES

REMOVAL OF EXISTING CENTRAL HATCHING

REMOVAL OF SHORT SECTION OF WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

REVISED KERBLINES AND NEW 2.5M WIDTH PEDESTRIAN REFUGE

WHARF ROAD

HIGH STREET

WOOD STREET

EXISTING TOUCAN CROSSING

REMOVAL OF EXISTING BUS LAYBY AND CREATION OF 6 ON STREET PARKING BAYS  
FOOTWAY IMPROVEMENTS

EXISTING ON STREET PARKING BAY TO BE EXTENDED SOUTHWARDS

REMOVE EXISTING CONTROLLED PEDESTRIAN CROSSING

REMOVAL OF BLACK GUARD RAILINGS IN VICINITY OF JUNCTION

EXISTING ON STREET PARKING SPACES

REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:  
HIGHAM FERRERS TOWN COUNCIL & EAST NORTHAMPTONSHIRE DISTRICT COUNCIL

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Project:  
HIGHAM FERRERS TRANSPORT STUDY

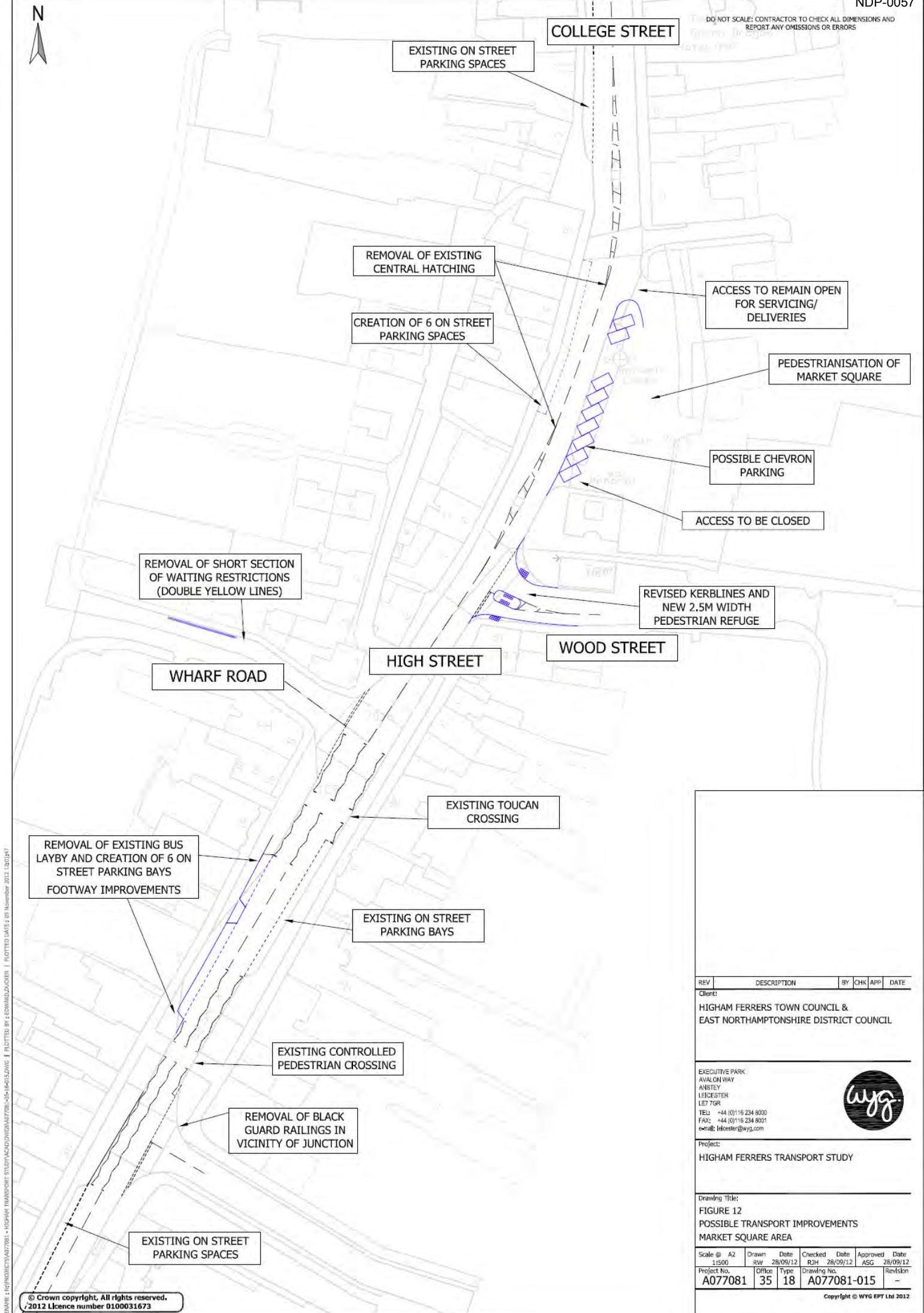
Drawing Title:  
FIGURE 11  
POSSIBLE TRANSPORT IMPROVEMENTS  
HIGH STREET AREA - OPTION 3

Scale @	A2	Drawn	Date	Checked	Date	Approved	Date
1:500	ED	22/08/12	RJH	22/08/12	ASG	22/08/12	

Project No.	Office	Type	Drawing No.	Revision
A077081	35	18	A077081-014	-

FILENAME: I:\PROJECTS\077081 - HIGHAM TRANSPORT STUDY\ACAD\DWG\077081-35-18-014.DWG | PLOTTED BY: EDWARDS, DUCKER | PLOTTED DATE: 09 November 2012 12:01:13

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



REVIEW: 2: 15/09/2012 - HIGHAM FERRERS TRANSPORT STUDY/AVONWAY/ANSTEY/LEICESTER - 15/09/2012 - 15/09/2012  
 PLOTTED BY: F. EDWARDS/DOUGHERTY  
 PLOTTED DATE: 15/09/2012

REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:  
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Project:  
 HIGHAM FERRERS TRANSPORT STUDY

Drawing Title:  
 FIGURE 12  
 POSSIBLE TRANSPORT IMPROVEMENTS  
 MARKET SQUARE AREA

Scale @	A2	Drawn	Date	Checked	Date	Approved	Date
1:500		RW	28/09/12	RJH	28/09/12	ASG	28/09/12
Project No.	Office	Type	Drawing No.		Revision		
A077081	35	18	A077081-015		-		



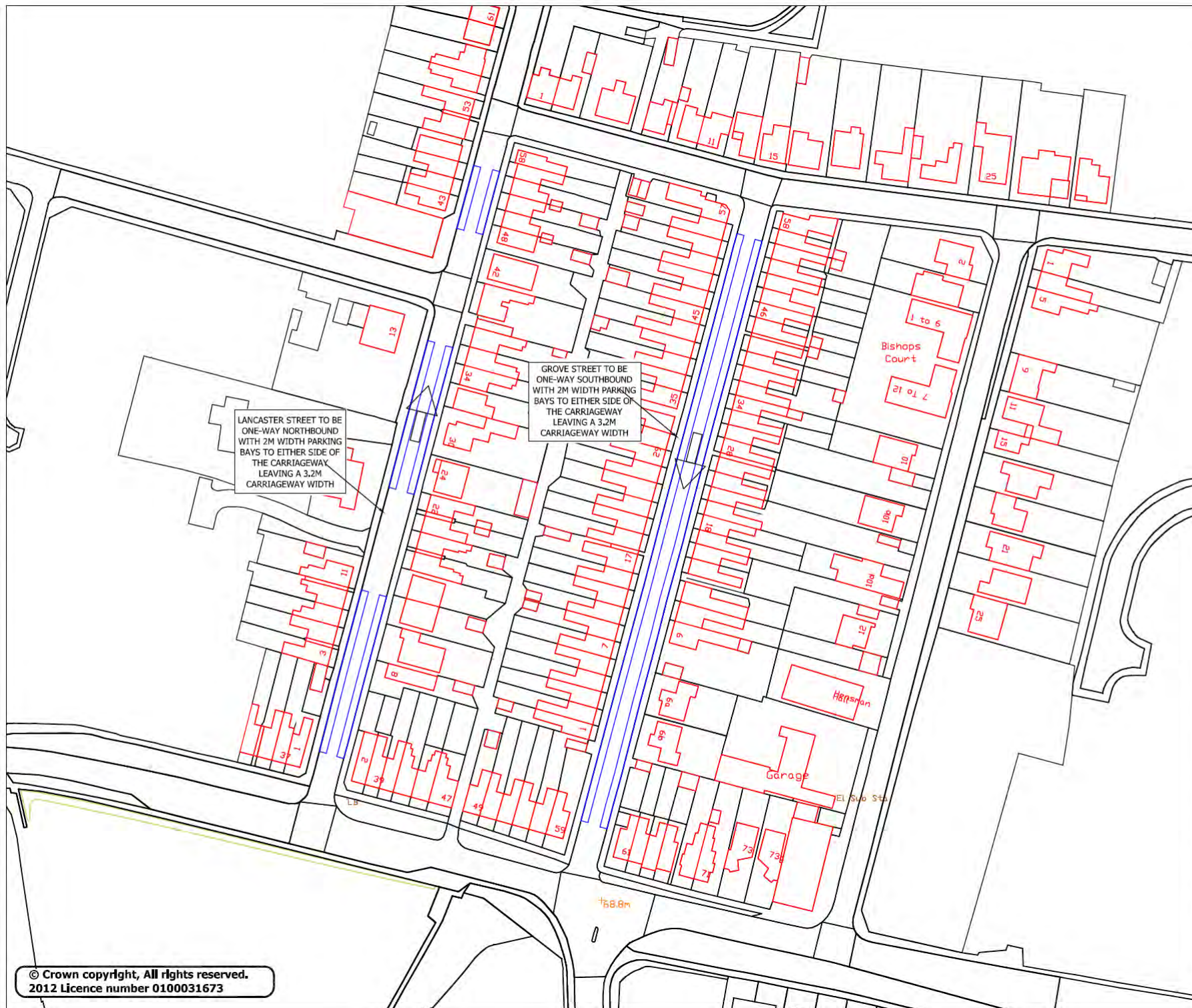
## Higham Ferrers Transport Study

### Kings Meadow Lane Connectivity

- 8.14 The second package of projects considered was with regards to schemes which improve levels of connectivity with the Kings Meadow residential development to the north of Higham Ferrers.
- (B1) Extension of bus services to Kings Meadow Lane
  - (C3) Extension to the Greenway (Phase 3 of the approved scheme)
  - (P1) Improved pedestrian links to Riverside Park
- 8.15 Existing County and District Council proposals for further extension of the Greenway will provide the next planned stage of the route, continuing the route running through Kings Meadow Lane, for journeys wishing to cross the A45 and travel onwards to Irthlingborough or potentially (at a later stage) Wellingborough. The location of the proposed Kings Meadow Lane package of works are also shown on **Figure 8**.

### Kimbolton Road Area

- 8.16 The third main area considered for delivering transport schemes is the residential area around Kimbolton Road.
- (T5) Junction improvement works Kimbolton Road / College Street
  - (T6) Making Chichelle Street, Grove Street and Lancaster Street one-way
- 8.17 The focus on the transport schemes for this area is predominantly based around improving safety, whilst also providing a lower key gateway into the centre of Higham by reducing the scale of the Kimbolton Road / College Street junction and providing improved entry deflection on the College Street approach. The location of the proposed Kimbolton Road Area package of works is detailed on the plan provided as **Figure 8**, whilst the **Figure 13** on the following page provides indicative details as to the type of scheme which could be delivered on Lancaster Street and Grove Street.
- 8.18 The provision of formalised on-street parking bays (measuring 2.0m in width to either side of the carriageway) would leave carriageway widths of between 3.1m and 3.3m, providing sufficient space for large vehicles to use the roads, whilst being sufficiently narrow to discourage excessive speeds.



LANCASTER STREET TO BE ONE-WAY NORTHBOUND WITH 2M WIDTH PARKING BAYS TO EITHER SIDE OF THE CARRIAGEWAY LEAVING A 3.2M CARRIAGEWAY WIDTH

GROVE STREET TO BE ONE-WAY SOUTHBOUND WITH 2M WIDTH PARKING BAYS TO EITHER SIDE OF THE CARRIAGEWAY LEAVING A 3.2M CARRIAGEWAY WIDTH

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Client:  
 HIGHAM FERRERS TOWN COUNCIL &  
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Project:  
 HIGHAM FERRERS TRANSPORT STUDY

Drawing Title:  
 POSSIBLE TRANSPORT IMPROVEMENTS  
 LANCASTER STREET AND GROVE STREET

Scale @	A3	Drawn	Date	Checked	Date	Approved	Date
1:1000		RW	28/09/12	RJH	28/09/12	JP	28/09/12
Project No.	Office	Type	Drawing No.	Revision			
A077081	35	18	A077081-015	-			

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## Higham Ferrers Transport Study

### Future proofing for growth

- 8.19 The final package of works proposed is not specific to a particular area, but is made up of schemes which will help to accommodate the wider impacts of growth in and around Higham Ferrers.
- (T7) Junction improvement works Chowns Mill (A45 / A6)
  - (T8) Junction improvement works Northampton Road / Higham Road
  - (T9) Improved signage (particularly at Chowns Mill)
- 8.20 The Chowns Mill junction, whilst outside the main scope of this study, has been identified as a general constraint upon future growth in Higham Ferrers. The designation of Rushden as a growth town within the Core Strategy Review is likely to further increase any pressure experienced at this important junction and as such a longer terms solution to the capacity issues expected in the future will be required. The junction arrangement and associated signage may also have some influence on the route choices drivers make, with the potential to encourage a greater degree of non-essential traffic to use the A6 bypass rather than routing through the centre of Higham Ferrers. Similarly improvement works may be required in the longer term to provide increased capacity at the junction of Northampton Road with Higham Road. The location of the schemes making up the final proposed package of works is detailed on the plan provided as **Figure 8**.

### Delivery

- 8.21 The future deliver of the projects identified within this report is obviously subject to a number of factors including detailed design, the identification of appropriate sources of funding and agreement of the bodies responsible for leading on the planning and delivery of the identified priority projects.
- 8.22 As such an indicative summary table outlining the main schemes identified, lead delivery partners, broad cost bandings and potential funding sources is provided in **Appendix E**.
- 8.23 These costs are indicative and do not include contingencies, statutory undertakers equipment diversions or other external factors, it is therefore advised that more detailed cost estimates are prepared for scheme the Councils wish to take forward as priorities.

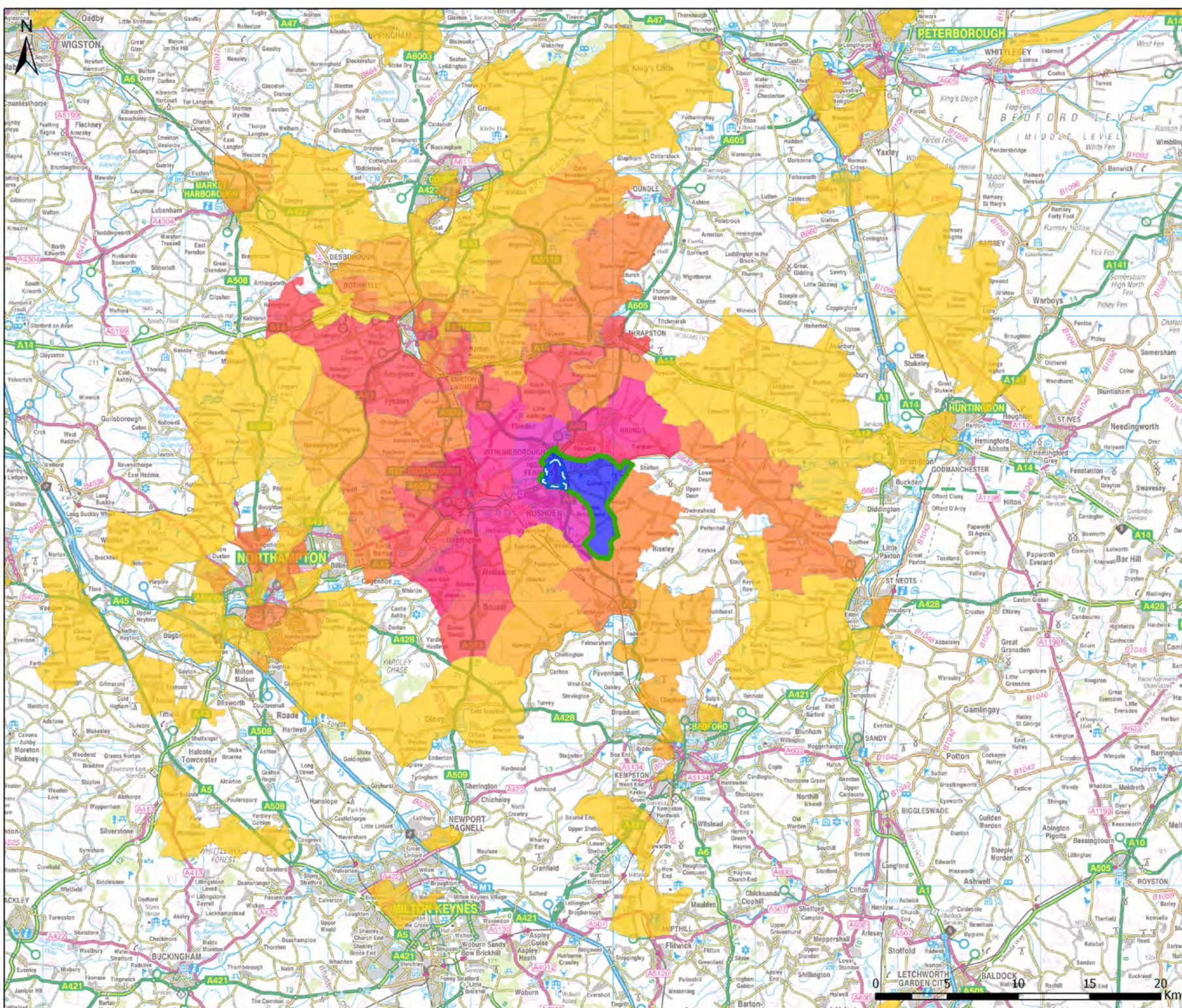


# Higham Ferrers Transport Study



## Appendices









# **Appendix A – Wider Distribution of Employment Trips**



**Legend**

-  Town Boundary
-  Higham Ferrers Ward

**Number of Higham Ferrers workers who live in ward**

-  1 - 3
-  4 - 6
-  7 - 10
-  11 - 20
-  21 - 40
-  41 - 80
-  81 - 200
-  201 - 500
-  Over 500

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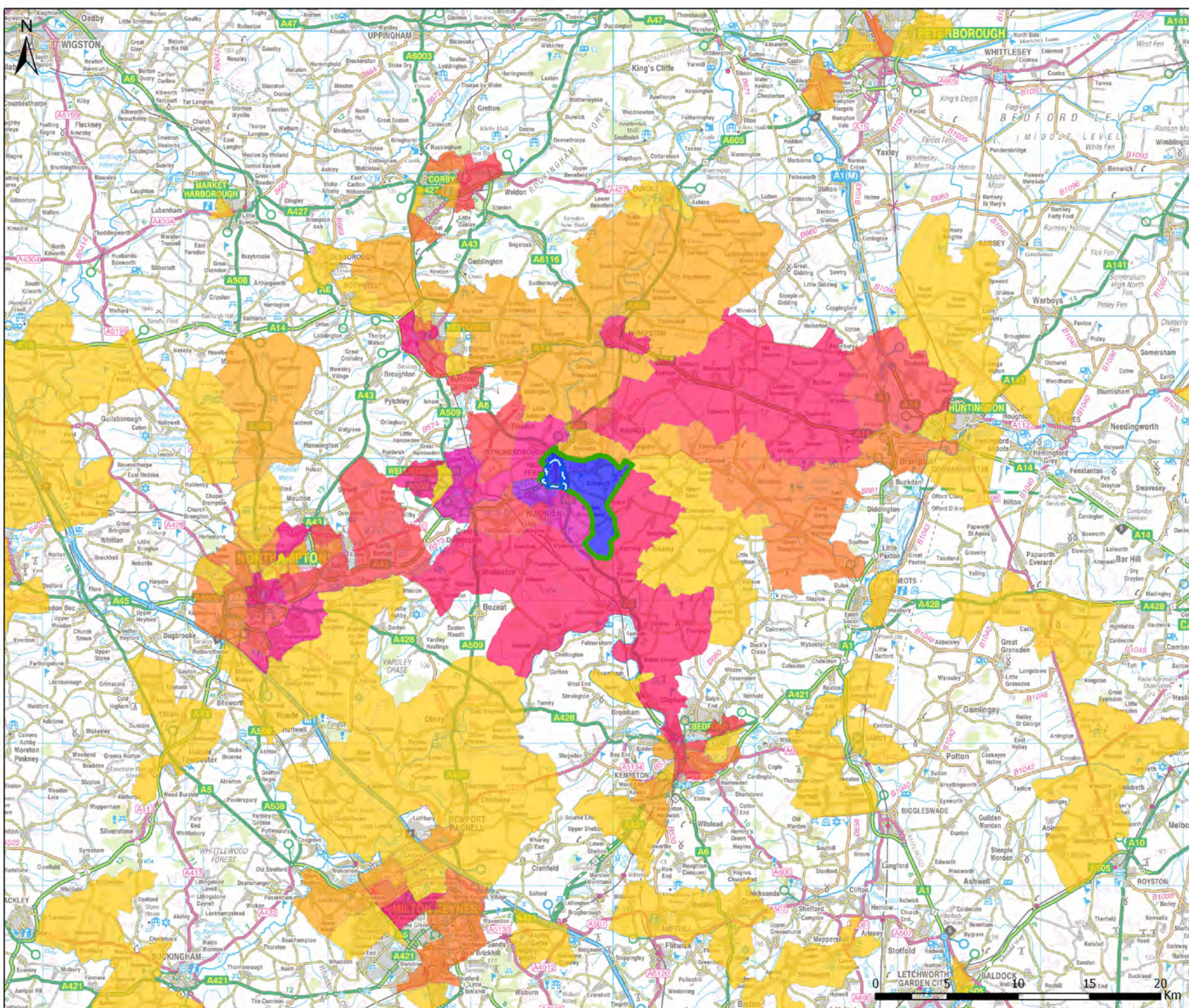

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Project:  
**Higham Ferrers Transport Study**

Drawing Title:  
**Figure X  
Home Location of Higham Ferrers  
Workers**

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No:	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-003			



**Legend**

-  Town Boundary
-  Higham Ferrers Ward

**Number of Higham Ferrers residents who work in ward**

-  1 - 3
-  4 - 6
-  7 - 10
-  11 - 20
-  21 - 40
-  41 - 80
-  81 - 200
-  201 - 500
-  Over 500

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Project: Higham Ferrers Transport Study

Drawing Title:  
**Figure X**  
Workplace Location of Higham Ferrers Residents

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	06/07/12	JP	19/07/12	ASG	19/07/12
Project No.	Office	Type	Drawing No.	Revision		
A077081	35	18	A077081-002			



## Appendix B – 2011 Traffic Flows







## Appendix C – 2026 Traffic Flows







Higham Ferrers Transport Study

## Appendix D – Scheme Appraisal Form

Scheme	Priority		Keeping Higham Ferrers a safe and welcoming place to live, work and visit	Making the most of the local environment	Managing the demands of growth	Targeted highway improvements	Total	Deliverability			Total	Timescale	Notes	
	Improving Sustainable Connections	Increasing Vitality in the Town Centre						Land Requirements	Legal / Traffic Orders	Public Acceptability				Funding
Traffic calming on High Street	0	1	2	2	2	1	8	3	3	3	-2	7	L	Provides an improvement to the town centre environment, discourages through traffic and allows for increased parking. Supported by stakeholders but will require funding.
Junction improvement works Chowns Mill (A45 / A6)	0	1	1	0	3	3	8	0	3	3	-3	3	L	Whilst outside the immediate study area, the most important junction to the future of Higham Ferrers in terms of releasing future growth, improving safety and wider benefits to the strategic road network
Junction improvement works Wood Street / High Street	1	0	1	1	2	2	7	3	3	3	-1	8	M	Relatively small scale and low cost improvement works can improve pedestrian and cycle links to the town centre, improve the pedestrian route on High Street and improve visibility and safety at the junction of Wood Street with High Street
Removal of Co-op lay-by and replacement with additional parking and pedestrian facilities	1	3	0	1	1	0	6	3	-1	3	-3	2	L	Removal of the lay-by and replacement with formal parking will form part of the overall parking scheme on High Street, helping to increase the vitality of the Town Centre, improve the local environment and plan for increased demand in the future. Supported by Stakeholders but will require consultation and funding
Northern extension to the Greenway	3	1	0	1	1	0	6	-1	-1	3	-2	-1	M	A relatively short extension could provide sustainable links to a number of key locations and connect well with the Town Centre improvements, the scheme is supported by Stakeholders but may require land and will need funding to be identified
Pedestrianisation of Market Square / High Street	1	0	2	2	1	0	6	3	-3	-2	-3	-5	L	Pedestrianisation of the Market Square provides a potential longer term scheme which will provide a considerable change to the local environment in the Town Centre, however this will result in a loss of parking and could be costly to deliver if associated with new public realm works
Junction improvement works Northampton Road / Higham Road	0	0	1	0	2	2	5	-1	3	3	1	6	M	Junction improvements will help to plan for the future traffic demands of growth and could also provide an improvement to safety (dependant upon design). The potential for land to be required is not known at this stage, although funding of the scheme via development funding appears possible
Junction improvement works Kimbolton Road / College Street	0	0	1	0	2	2	5	0	3	3	-2	4	M	Junction improvements will help to plan for the future traffic demands of growth and could also provide an improvement to safety (dependant upon design). The scheme is unlikely to require land to deliver, as it is expected to reduce the scale of the junction, but no funding source has been identified at this stage
Provision of new / additional parking on the High Street / College Street	-1	3	1	1	1	0	5	3	-1	3	-2	3	L	Additional parking will help to add vitality to the town centre, and would be of added value if designed to encourage reduced speeds through the centre of Higham Ferrers. Would also combine well with the closure of the Co-op bus lay-by. Supported by stakeholders but would require funding
Parking enforcement at Market Square	0	2	0	1	1	0	4	3	-1	3	-1	4	S	If parking is maintained on Market Square then additional measures to enforce parking duration limits will help encourage increased turnover of spaces with a resulting increase in town centre vitality. Would not be costly to implement (capital) but would have an ongoing revenue cost to take into account.
Extension of bus services into Kings Meadow residential areas	2	0	0	0	1	0	3	3	3	3	-2	7	M	The extension of the hopper service into the Kings Meadow area would provide a large residential area with a new sustainable transport option and could be expected to be largely supported as a measure. However the current service is heavily subsidised, so there are important funding issues to resolve if any enhancement to the service is to be delivered
Improved pedestrian links to Riverside Parks	1	0	0	2	0	0	3	3	3	3	-2	7	M	Improved links to the Riverside Park could provide a good quality leisure route for walking and cycling to the western side of the town and encourage a greater use of existing green space in the town
New link to countryside via Mallard Close	1	0	0	2	0	0	3	-2	3	3	-2	2	M	Improved links via Mallard Close could provide a good quality leisure route for walking and cycling to the eastern side of the town and encourage a greater use of existing green space adjacent to the town
Making Chichelle Street, Grove Road and Lancaster Street one way	0	0	1	1	0	1	3	3	-2	1	-1	1	S	Introducing traffic restrictions on Grove Road and Lancaster Street could help to alleviate some of the current parking issues in the area and, if designed appropriately improve local highway safety. However any scheme would require traffic orders to deliver and may not be universally supported
Parking at Methodist Chapel site	-1	2	0	0	2	0	3	-3	3	3	-3	0	M	Parking at the Methodist Chapel site is sufficiently close to the town centre to provide a suitable alternative to the Market Square, however this is highly dependant upon external factors including funding and planning
Cycle parking in Town Centre / Market Square	1	1	0	0	0	0	2	3	3	3	-1	8	S	Cycle parking on the Market Square is considered to offer relatively minor benefits as a stand alone scheme, but would be of benefit in association with other cycling schemes being considered. The scheme would also be relatively low cost and easy to deliver
Improved signage (particularly Chowns Mill)	0	0	1	0	1	0	2	3	3	3	-1	8	S	Improved signage, particularly at Chowns Mill may help to reroute some through traffic to Rushden via the bypass, providing some potential improvement to the town centre environment
Parking Strategy	0	1	0	0	1	0	2	3	3	3	-1	8	S	A parking strategy would be of some benefit in managing the on and off street parking offer for the town, however due to the limited number of parking sites it is not expected to have a significant impact
Travel Plan update for Wharf Road Schools	1	0	1	0	0	0	2	3	3	3	-1	8	S	An update to the Travel Plan for the School sites on Wharf Road would be of some benefit in terms of managing the peak parking demands on Wharf Road. However it is expected that this could be delivered independently of the Transport Strategy for the town
Pedestrian crossing accessing Henry Chichelle School	1	0	1	0	0	0	2	3	-1	3	-2	3	M	A pedestrian crossing serving Henry Chichelle School would have some benefit in terms of encouraging safe walking trips to and from the school, however it would also be potentially costly to deliver
Improved bus stop facilities	1	0	0	0	0	0	1	3	3	3	-1	8	S	Improved bus stop facilities as a general measure would offer some improvement to the sustainable transport offer within the town, however in light of the current funding constraints on the hopper service it is expected that any funding may be more appropriately used to maintain bus routes in the shorter term

## Scoring Notes

## Priority

✓✓✓	✓✓	✓		×	××	×××
Significantly supports or enables	Supports or enables	Slightly supports or enables	No impact	Slightly obstructs	Obstructs	Significantly obstructs

## land

## Requirements

✓✓✓	✓✓	✓		×	××	×××
No additional land required	additional land required and secured	additional land required and agreed	No impact	potential for small area of additional land required	potential for additional land required	potential for significant additional land required

## traffic orders

✓✓✓	✓✓	✓		×	××	×××
No traffic order required	traffic order required and agreed	traffic order required and expected to receive support	No impact	traffic order required, limited potential for objection	traffic order required, potential for objection	traffic order required, significant potential for objection

## public acceptability

✓✓✓	✓✓	✓		×	××	×××
Strongly supported	Supported	Limited support	No impact	Limited objection	Objection	Significant objection

## Funding

✓✓✓	✓✓	✓		×	××	×××
Funding identified and committed	Funding identified	Possible funding source identified	No impact	No funding identified - low cost	No funding identified - medium cost	No funding identified - high cost



## Appendix E – Delivery Summary

Scheme	Timescales for delivery	Lead partner for delivery	Potential funding options	Broad Cost of works	Scope of Works
Traffic calming on High Street	Long term (5 years +)	NCC	Local Transport Plan (Small Requests) / CIL	N/A	N/A
Junction improvement works Chowns Mill (A45 / A6)	Long term (5 years +)	HA	Highways Agency	N/A	N/A
Junction improvement works Wood Street / High Street	Medium term (1-5 years)	NCC	Local Transport Plan (Small Requests) / CIL	£20,000 - £30,000	Kerbine re-alignment of junction and provision of pedestrian refuge
Removal of Co-op lay-by and replacement with additional parking and pedestrian facilities	Long term (5 years +)	NCC	Local Transport Plan (Small Requests) / CIL	£20,000 - £30,000	Replace a bus layby (approx 42m long including tapers with approx 50m of parrallel parking bays)
Northern extension to the Greenway	Medium term (1-5 years)	NCC / ENC	Local Transport Plan (Walking and Cycling Schemes) / Sustrans / CIL	£20,000 + Lighting	Approximatley 150m of segregated, lit cycle / footway
Pedestrianisation of Market Square / High Street	Long term (5 years +)	NCC / ENC / HFTC	Other TBC	N/A	N/A
Junction improvement works Northampton Road / Higham Road	Medium term (1-5 years)	NCC	Developer Funding / CIL	£50,000 - £100,000	Extent / type of works not known at this stage
Junction improvement works Kimbolton Road / College Street	Medium term (1-5 years)	NCC	Local Transport Plan (Road Safety / Small Requests) / CIL	£50,000 - £75,000	Reduction of roundabout size and additional deflection on approaches
Provision of new / additional parking on the High Street / College Street	Long term (5 years +)	NCC / ENC / HFTC	Local Transport Plan (Small Requests / Traffic Management)	£5,000	White lining works on High Street / Church Street
Parking enforcement at Market Square	Short term (0-12 months)	HFTC	Potential for self funding	N/A	N/A
Extension of bus services into Kings Meadow residential areas	Medium term (1-5 years)	NCC / ENC / HFTC	Other TBC	£150,000 revenue cost if a new bus is required (excluding any ticket income)	Assuming 1 additional bus is required, costs of extending an existing service may be lower
Improved pedestrian links to Riverside Parks	Medium term (1-5 years)	NCC / ENC	Local Transport Plan (Walking and Cycling) / Sustrans	£45,000 - £75,000 + Lighting	Resurfacing of approximately 500m of pedestrian route (either pavement or gravel finish)
New link to countryside via Mallard Close	Medium term (1-5 years)	NCC / ENC	Local Transport Plan (Walking and Cycling) / Sustrans	£18,000 - £25,000 + Lighting	Resurfacing of approximately 200m of pedestrian route (pavement)
Making Chichelle Street, Grove Road and Lancaster Street one way	Short term (0-12 months)	NCC / ENC / HFTC	Local Transport Plan (Traffic Management)	£20,000 - £30,000	White lining, traffic orders
Parking at Methodist Chapel site	Medium term (1-5 years)	ENC / HFTC	Other TBC	N/A	N/A
Cycle parking in Town Centre / Market Square	Short term (0-12 months)	NCC / ENC / HFTC	Local Transport Plan (Walking and Cycling) / Sustrans	£500	5 Sheffield Stands
Improved signage (particularly Chowns Mill)	Short term (0-12 months)	NCC / HA	Highways Agency	N/A	N/A

NCC	Northamptonshire County Council
HA	Highways Agency
ENC	East Northamptonshire Council
HFTC	Higham Ferrers Town Council
CIL	Community Infrastructure Levy (when in place)