

### 03 Transport and Accessibility Strategy

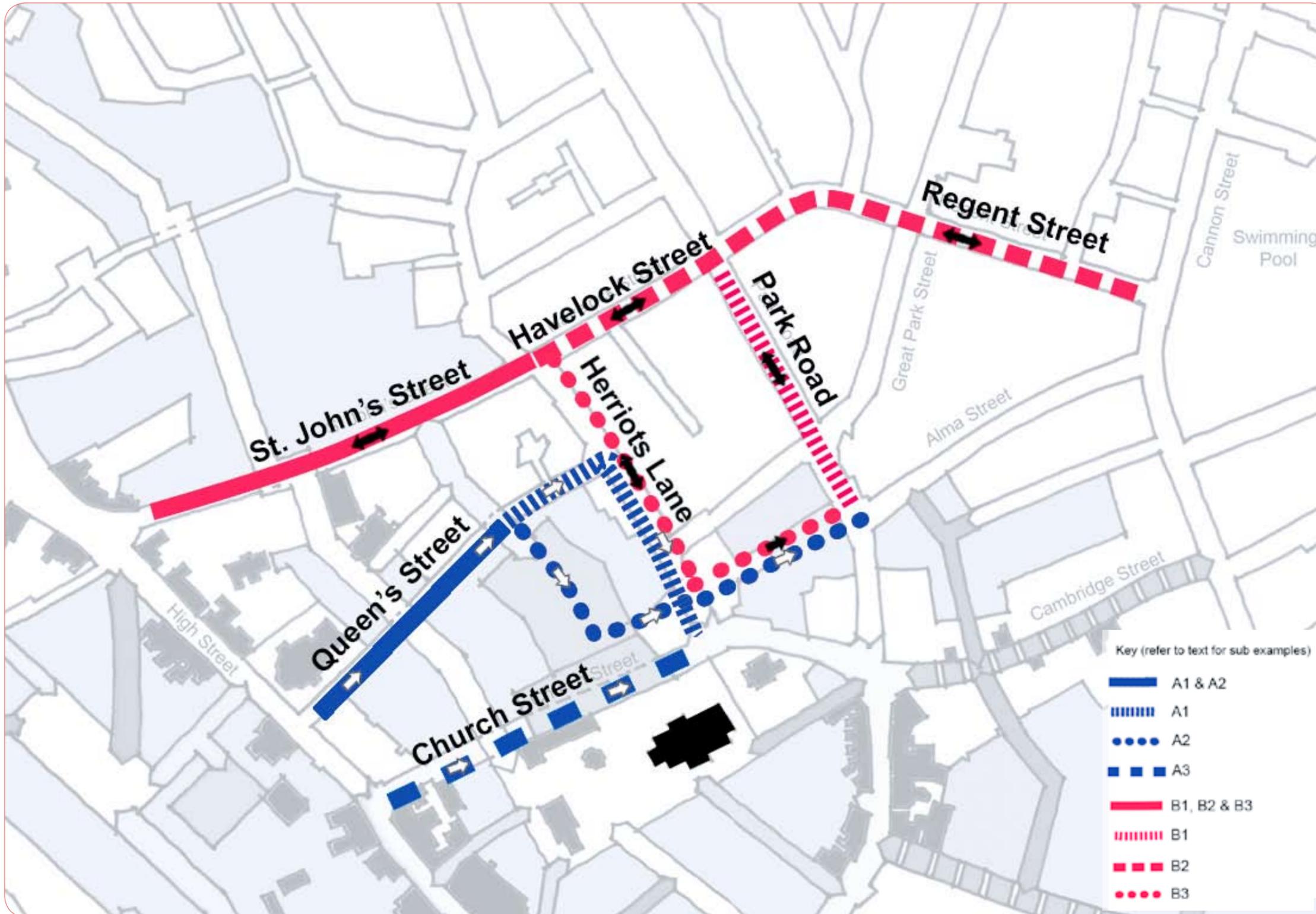


Figure 4.1 Supplementary Strategic Route Example A

With the population of Wellingborough expected to grow by about 20,000 up to 2021 and a minimum 15,000 square metres of additional retail being proposed in the Town Centre, the Town's transport infrastructure will bear a considerable strain. The purpose of this Transport Strategy is to make sure that in 2021, Wellingborough has the capacity to accommodate this travel growth whilst also realising its objectives to be a sustainable development. Although this strategy focuses on the Town Centre, a complementary borough-wide strategy is essential to its successful implementation.

#### **Highways Improvements – Supplementary Strategic Route (SSR)**

The purpose of a SSR for the Town Centre is to take general traffic off Church Street, enabling it to be converted to a bus priority and servicing route. There are two examples for a northern interceptor. These will be subject to more detailed assessment at the Preferred Option stage.

#### **Example A – Queen Street**

- High Street junction needs reworking with possible need for land acquisition.
- On-street parking needs to be removed from Queen Street.

#### **Sub-Example A1: Queen St – Herriots Lane – Church St**

- Land acquisition may be required on Herriots Lane.
- Formalises a route some drivers already take.
- Route is indirect and has least impact on Town Centre congestion.

#### **Sub- Example A2: Queen St – new link – Alma St**

- Land may have to be acquired on Park Road site.
- Splits Tresham site in two, which would significantly alter masterplan.
- Route is more direct than example A1.

#### **Sub-Example A3: Queen St and Church St**

- Traffic from north diverted by Queen Street, whilst traffic from south continues to use Church Street.
- Reduces impact on Queen Street.
- Limits potential for bus priority on Church Street.

#### **Example B – St John's Street**

- High Street and Broad Green junctions need reworking.
- On-street parking needs to be removed from St John's Street.
- Route is more direct than example A and intercepts drivers earlier, so relieves more congestion.

#### **Sub-Example B1: St John's St – Park Road – Alma Street**

- On-street parking needs to be removed from Park Road.
- Complex design issue - as drivers naturally will want to drive on along Upper Havelock Street - rather than the intended route.

#### **Sub-example B2: St John's St – Regent St – Cannon St**

- On-street parking needs to be removed from Upper Havelock Street and Regent Street. Very sensitive as this is mostly residential.
- Cannon Street junctions need to be reworked.
- Congestion and safety issues due to Wellingborough Park Junior School.
- A direct and natural route for drivers to take.
- Best route to reduce expected Town Centre congestion.

#### **Sub-example B3: St John's St – Herriots Lane – new link – Alma Street**

- Land acquisition may be required on Herriots Lane.
- Drivers will naturally want to drive straight on along Havelock Street but need to be guided down Herriots Lane, which presents a complex design issue.

### 03 Initial Transport Strategies

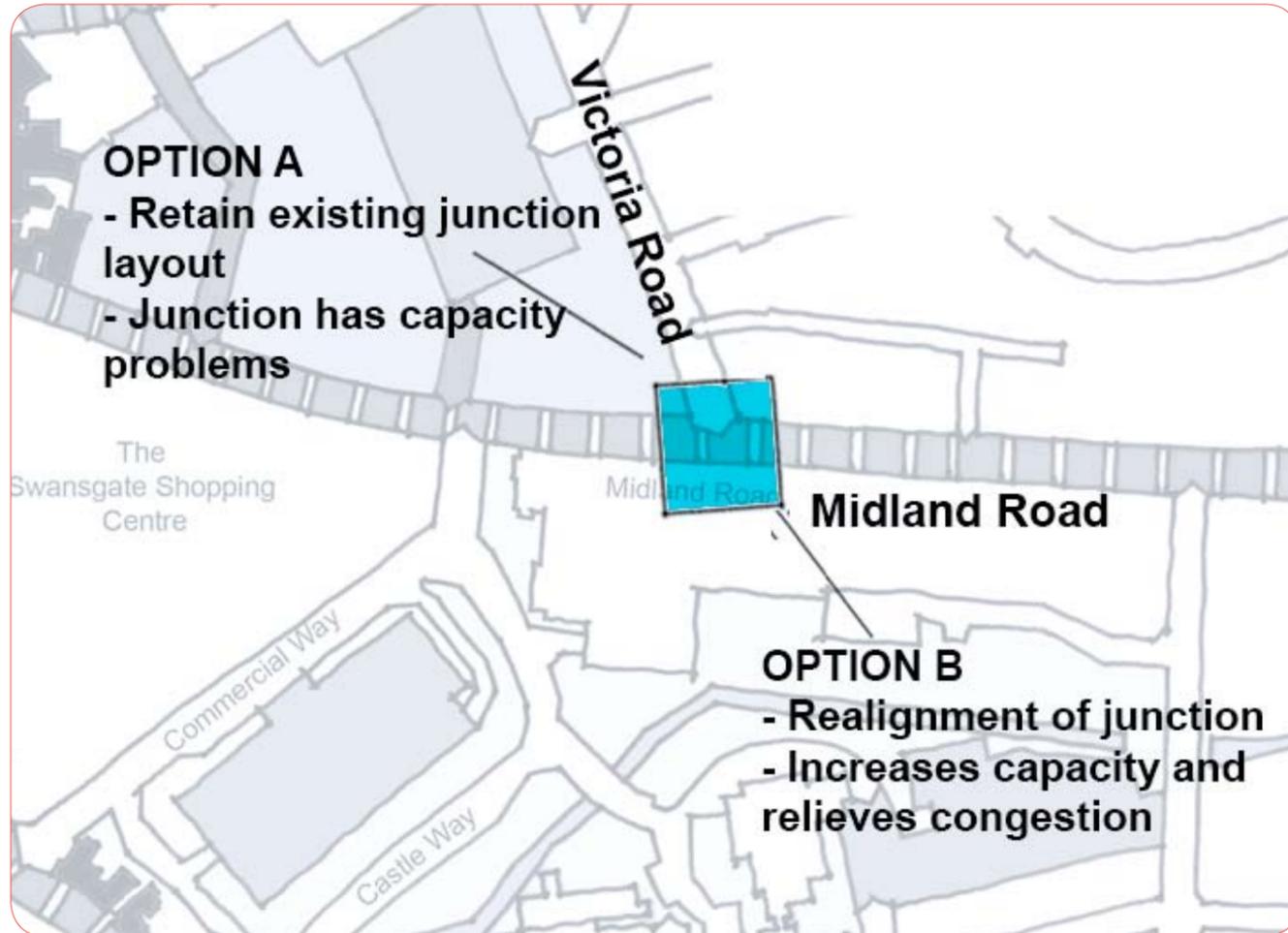


Figure 4.3 Victoria Road and Midland Road Junction - 2021



Figure 4.4 Taxi Operation examples

#### Highways Improvements – Victoria Road / Midland Road Junction

##### Example A – Do Nothing

- Retain existing junction layout.
- Junction already has capacity problems and will be made worse by development.

##### Example B – New Junction

- Realign junction to become perpendicular.
- Increases capacity and relieves congestion.

- Created potential for future link to The Castle.
- Needs land acquisition.

#### Taxi Operation Examples

- Taxis not allowed to pick-up on Church Street, if this aids bus priority.
- New taxi pick-up zone(s) to be created – possibly Midland Road?
- Consider formal taxi drop-off points to north and south of Town Centre.

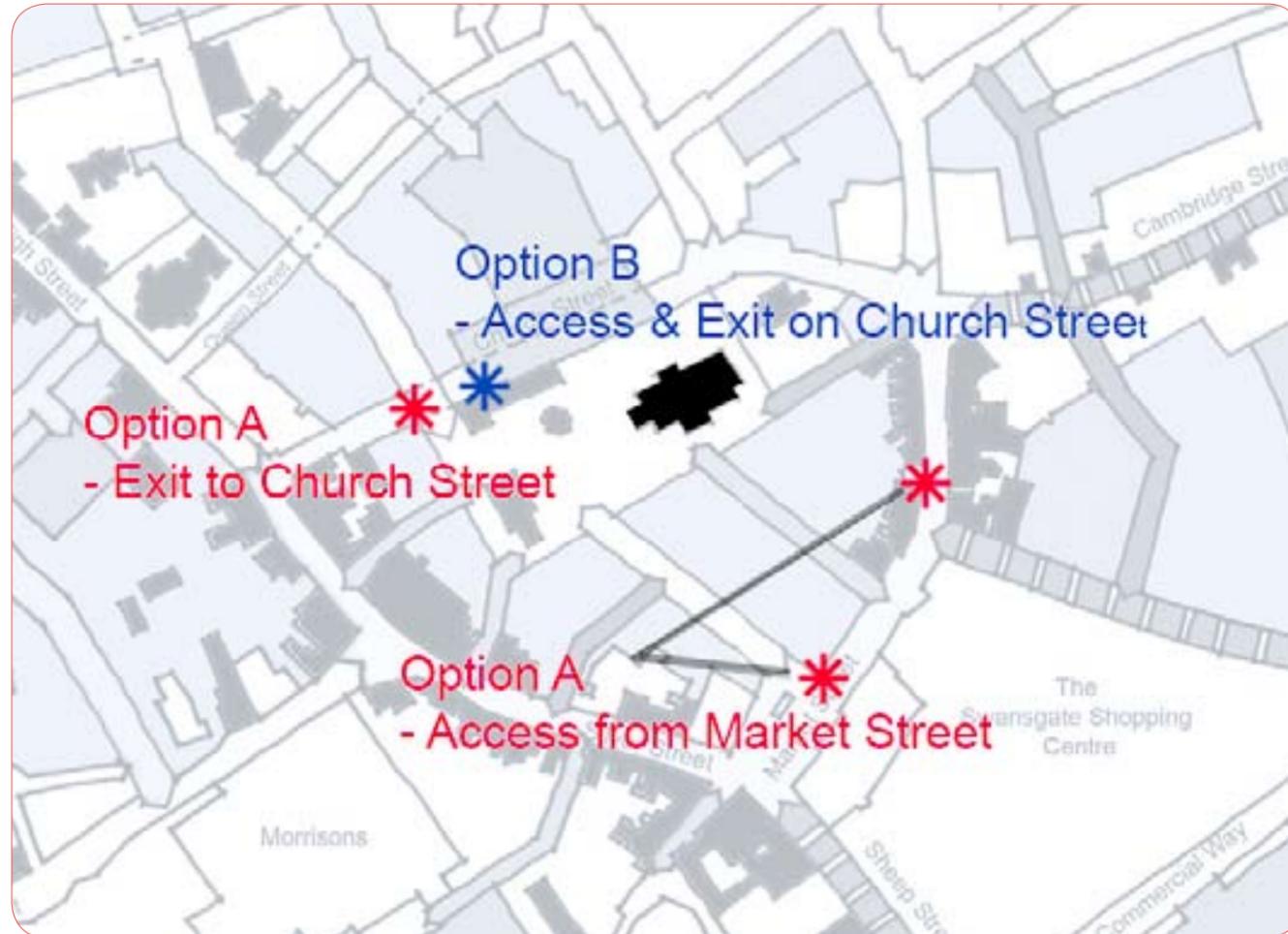


Figure 4.5 Market Square servicing examples

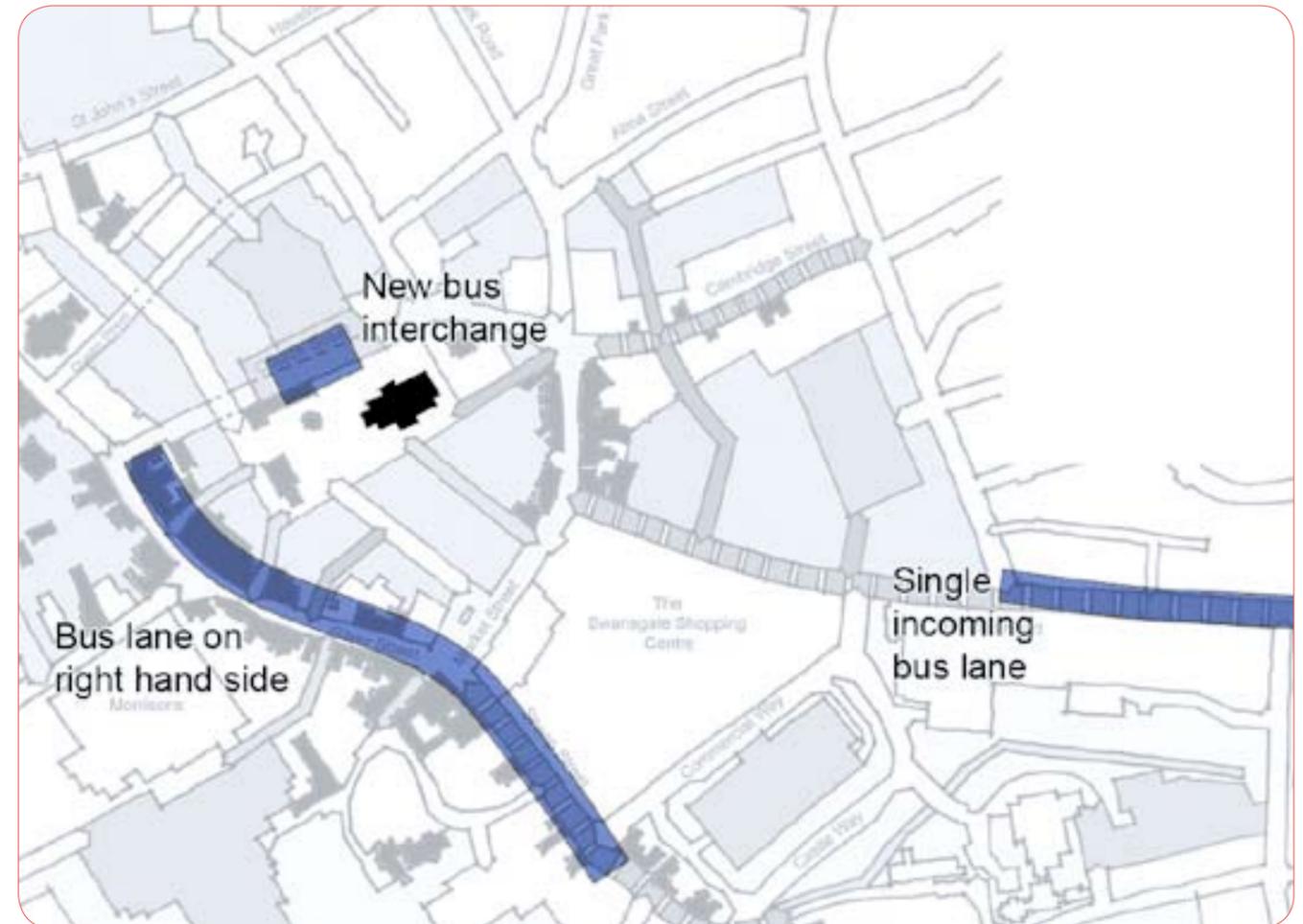


Figure 4.6 Bus Improvement examples

**Market Square Servicing Examples**

**Example A**

- Access from along Market Street, exit onto Church Street.
- Keeps traffic moving on Church Street, but is complicated.

**Example B**

- Access and exit at Church Street.
- Simple but potentially holds up traffic.

**Bus Improvement Examples**

Key to improving the quality of bus services in the town is increasing the road network’s capacity for buses. There is a range of examples available to achieve this:

- Convert Church Street to a bus priority route.
- New bus lane on Sheep Street / Silver Street – requires highways works and loss of parking, affecting retail.
- New westbound bus lane on Midland

Road to link with rail station – requires highways works and loss of some parking.

- Consider new bus priority corridor along Irthlingborough Rd/Castle Fields.
- Consider new bus priority corridor examples into town centre from the northern urban extension.
- Increased capacity to lead to more frequent services, particularly between Town Centre, rail station and employment areas.

**Other measures to encourage bus travel include**

- Construct new formal bus interchange on Church Street – makes network more accessible.
- Upgrade to modern and fuel-efficient fleet of vehicles.

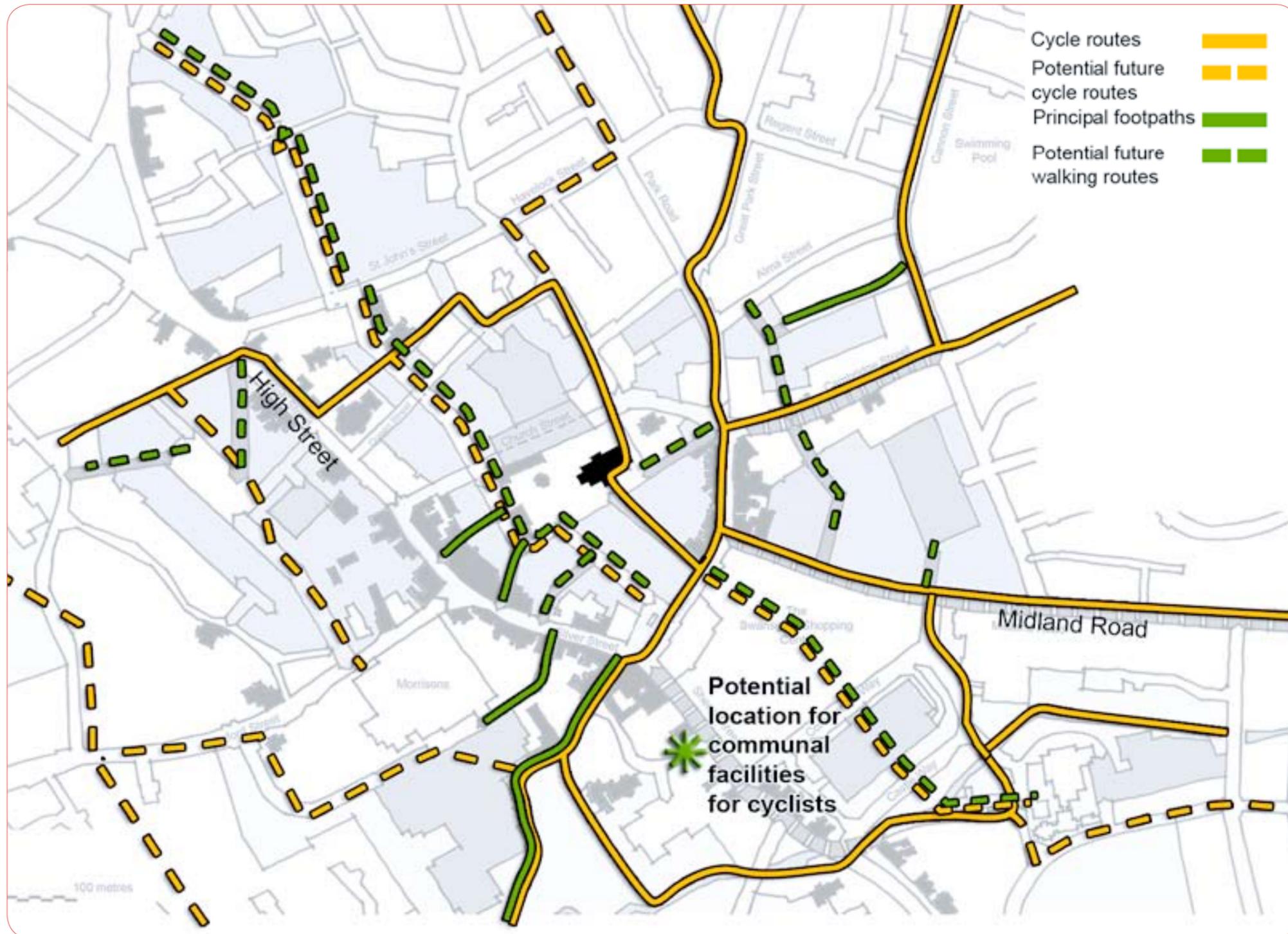


Figure 4.7 Pedestrian & Cycle Improvement Strategy

**Cycle Network Improvement Examples**

- Provide safe and secure storage and communal changing facilities within Town Centre – at Swanspool and possibly another to the north.
- Complete Wellingborough Cycle Network and create routes along other key desire lines, e.g. Castle Fields to rail station, Gold Street to Queen Street (north – south spine)
- Ensure all cycle routes are safe, accessible, well-lit at night and well maintained.

**Pedestrian Network Improvement Examples**

- Create good quality, direct walking routes along identified pedestrian desire lines.
- Ensure all pedestrian routes are safe, accessible, well lit at night and well maintained.

**Car Parking Proposals**

To accommodate growth in traffic, the location of public long-stay car parking for Town Centre uses must be reconsidered. It is proposed that this should be reallocated to the edge of the Town Centre, to act as interceptors and to relieve congestion in the Town Centre.

- Construct new multi-storeys at Queen Street, High Street and Victoria Road.
- Existing parking at Swansgate and Morrison’s retained.
- Private parking provided on surface within sites.
- Promote sustainable transport by using accessibility based parking standards:
  - Residential – 1.3 per unit (NCC)
  - Retail – 1 per 50m2 (experience at similar Town Centre sites)

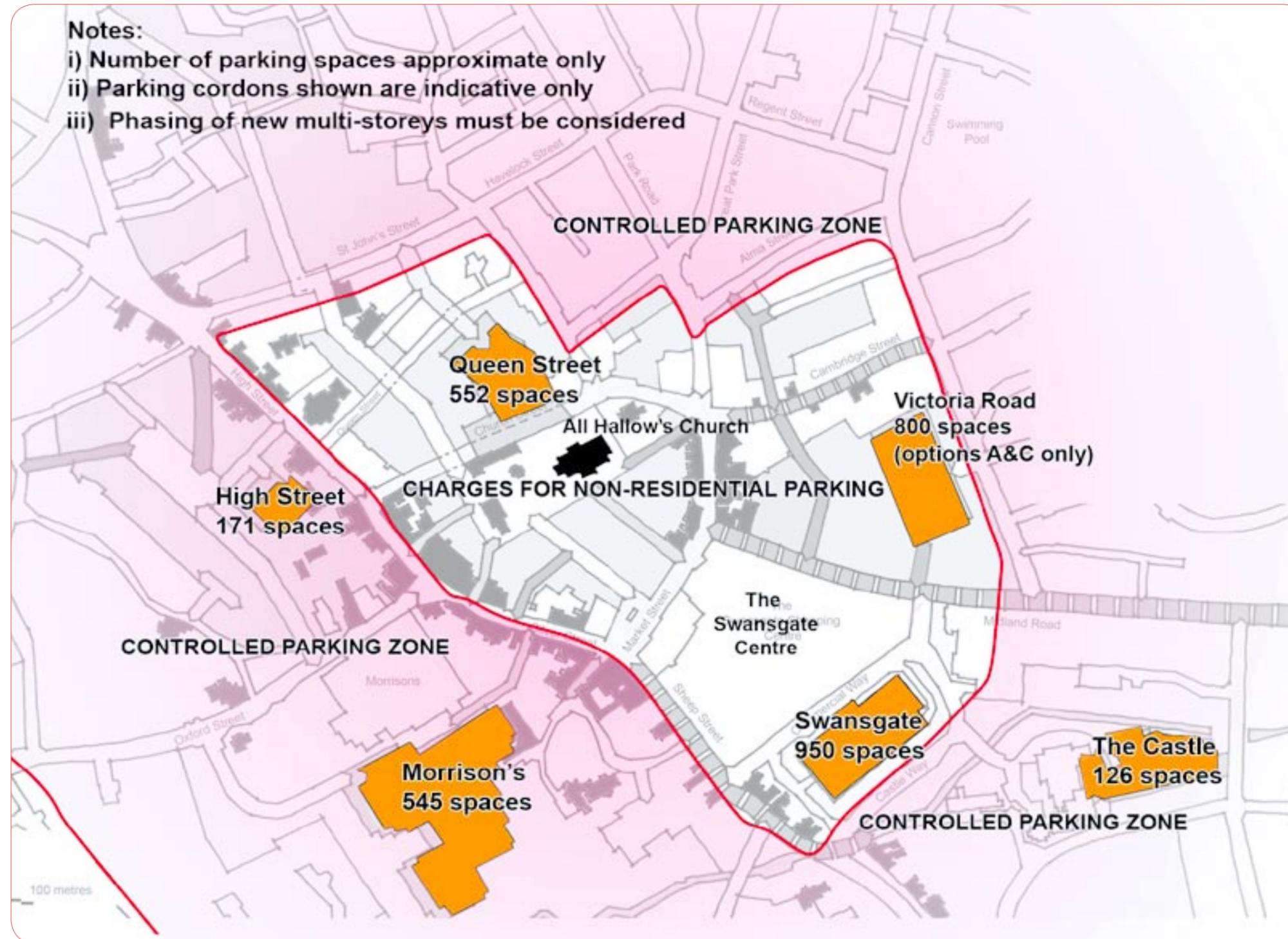


Figure 4.7 Car Parking Strategy

- Standards will be further tightened later in Plan period.
- Examples A & C provide more parking than required by standards but example B has a shortfall of 252 spaces.

Examples to overcome shortfall in example B:

- Use tighter standards - but will not make a significant difference.
- Provide larger multi-storeys at Queen Street / High Street.
- Develop Aldi / Matalan site in example B (already in examples A & C).

The provision of new parking should be supported by a Town Centre Parking Strategy.

The possibilities to be considered for this are:

- Investigate the introduction of parking charges to fund maintenance of public car parks. (This is a difficult one and the Council will have to consider this separately, ideally as part of a Northamptonshire wide approach).
- Set up parking cordon around Town Centre, within which all non-residential parking will be charged. Extent of cordon needs to be explored, with proper consideration given to the needs of existing users, in particular, disabled users.
- Controlled Parking Zone buffer to prevent overspill parking. This will include Resident and Resident Visitor's Permits. Should cover an area 400m (a 5 minute walk) outside the Town Centre parking cordon.
- Allocate specific parking for car share clubs, disabled users etc.