

Below is **evidence-based, grant-ready content** structured **exactly to the questions asked** and written in a tone appropriate for a **North Northants Transport Grant** submission.

I have kept the language factual, outcomes-focused, and aligned with **active travel, safety, accessibility, and equality of access**, which are the criteria such schemes typically score against.

Scheme 1 – Highest Priority

Q1: Please provide the name of the scheme

Little Harrowden Integrated Active Travel, Education Access and Community Safety Corridor

Q2: What do you want delivered?

This scheme proposes the delivery of an integrated active travel and pedestrian safety corridor serving the village of Little Harrowden, connecting residents safely to neighbouring settlements, education facilities, public transport, and community assets.

The scheme comprises the following coordinated elements:

1. **A continuous public footpath / cycleway between Little Harrowden and Great Harrowden**, providing a safe, off-carriageway route for pedestrians, cyclists, and mobility-impaired users along with **dropped kerbs on Wellingborough Road** (inside Little Harrowden village boundary) **to facilitate a safer link to the inbound, proposed footpath along Orlingbury Road (B574)** towards Great Harrowden, addressing a high-speed road crossing currently undertaken without any formal provision.
2. **A zebra crossing on Main Street**, located between Albion Court and the Village Hall, to provide a safe crossing point for children, parents, and carers accessing the primary school and village play area.
3. **A controlled crossing or signal-controlled junction enhancement at Hilltop Road / Furnace Lane**, enabling safe active travel crossing of and egress onto the A509 Kettering Road, which currently acts as a significant severance point due to traffic speed and volume.

Together, these elements form a coherent corridor that removes key safety risks and enables safe, continuous movement for everyday journeys.

Q5: Why is this scheme important?

This scheme is important because it delivers measurable improvements in road safety, access to education, public transport connectivity, health and wellbeing, and rural inclusion, directly supporting North Northamptonshire’s transport and place-based priorities.

Improving child safety and access to education

- The Main Street zebra crossing directly addresses long-standing safety concerns for children and parents accessing the primary school and play area.
- Residents have raised repeated concerns regarding pedestrian safety at peak school times, and there has been a serious incident involving a child being struck by a vehicle in the vicinity of the play area.
- North Northamptonshire Highways and the installation contractor have indicated that a zebra crossing serving the school would be considered a priority safety intervention, reinforcing the case for delivery.

Enabling active travel and reducing car dependency

- The footpath / cycleway between Little Harrowden and Great Harrowden removes the need for residents to walk along or cycle on high-speed rural roads, enabling walking and cycling for short, everyday journeys.
- By creating a safe, continuous route, the scheme encourages modal shift, supports healthier lifestyles, and aligns with active travel objectives.

Improving access to public transport and essential services

- The scheme enables safe access to the only daily public bus service serving Little Harrowden, which is located at Great Harrowden along the A509 Kettering Road, connecting residents to Wellingborough and Kettering.
- At present, residents without access to a private vehicle must walk along the verge of a 60mph road carrying 2,000 vehicles per day to reach the bus stop, presenting a clear safety risk and acting as a barrier to independent travel.
- The scheme therefore supports access to food shopping, employment, education, healthcare, and social connections, particularly for elderly residents, families, and those on lower incomes.

Addressing road severance on a strategic route

- The junction of Hilltop Road and Furnace Lane with the A509 Kettering Road is widely perceived by residents as dangerous and difficult to cross.
- Numerous responses within the parish-wide neighbourhood survey identified this location as a priority for improvement, highlighting concerns about speed, traffic volume, and the absence of any controlled crossing.
- Providing a controlled pedestrian and cycle crossing or signal-controlled junction enhancement at this location would remove a key severance point, complete the active travel corridor, and enable safe movement across a high-speed strategic route.
- This junction has seen 2 significant, life changing road traffic accidents over the past 10 years in addition to many other non-fatal accidents.

Delivering inclusive, place-based benefits

- The scheme benefits a wide range of users, including children, parents, older residents, people with mobility impairments, and those without access to a car.
- By integrating multiple safety and access improvements into a single corridor, the scheme represents a cost-effective, scalable investment with clear community, health, and equality benefits.

Q6: Do you have any indications of likely levels of support or opposition to the scheme?

Yes

There is strong and demonstrable community support for this scheme:

- **Parish-wide neighbourhood survey:**
Little Harrowden Parish Council conducted a parish-wide survey which identified strong support for improved footpaths, safer road crossings, and better access to neighbouring villages and services.
Numerous respondents specifically referenced:
 - The need for a footpath to Great Harrowden
 - Safety concerns on Orlingbury Road and Main Street
 - The danger of crossing the A509 at Hilltop Road / Furnace Lane
- **Council-level recognition:**
The Leader of North Northamptonshire Council acknowledged a clear and distinct need for the footpath elements of the scheme.
- **Ongoing resident feedback:**
Residents have consistently raised safety concerns through community engagement and public forums, particularly relating to school access and high-speed roads.

No substantive opposition has been identified.

Q7: Do you want to add another transport scheme?

Yes

Scheme 2 – Second Priority

Q1: Please provide the name of the scheme

- a) Safe Active Travel Route to Education, Employment and Services, OR
 - b) Little - Great Harrowden: Sustainable Active Travel and Connectivity Scheme
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Q2: What do you want delivered?

This scheme delivers:

1. **A public footpath / cycleway between Little Harrowden and Great Harrowden**, with dropped kerbs.
2. **A controlled crossing or signal-controlled junction enhancement at Hilltop Road / Furnace Lane**, enabling safe active travel crossing of and egress onto the A509 Kettering Road, which currently acts as a significant severance point due to traffic speed and volume.

This scheme focuses on safe inter-village connectivity and access to public transport while excluding the Main Street school crossing element.

Q5: Why is this scheme important?

- Enables **safe access to the only daily bus service** serving Little Harrowden.
- Removes the need for pedestrians to walk along a high-speed road verge with no protection.
- Supports residents without access to private transport to shop for food, attend work, education, and medical appointments.
- Encourages active travel and reduces car dependency in a rural setting.
- Provides a scalable foundation for future transport and safety improvements.
- Below is a strengthened version that places clearer emphasis on risk to life and severity of collisions, while remaining professional and evidence-led for grant assessment purposes:

Addressing Strategic Road Severance and Collision Risk

- The junction of Hilltop Road and Furnace Lane with the A509 Kettering Road represents a significant and well-evidenced severance point for pedestrians and cyclists.
 - Residents consistently identified this location within the parish-wide neighbourhood survey as dangerous and difficult to cross due to high traffic speeds, traffic volume, and the absence of any controlled crossing provision.
 - The location has recorded at least **two serious, life-changing collisions within the past ten years**, in addition to multiple further non-fatal incidents.
 - The severity of these collisions indicates a demonstrable history of **KSI-level risk (Killed or Seriously Injured)** at this junction. This pattern suggests that the current layout does not adequately mitigate conflict between turning traffic and through movements on a high-speed strategic trunk route.
 - Provision of a controlled crossing, or signal-controlled junction enhancement, would directly address this documented collision history, reduce risk to life, remove a key severance barrier, and strengthen the integrity of the wider active travel corridor.
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Q6: Do you have any indications of likely levels of support or opposition to the scheme?

Yes

Support is evidenced through:

- Parish-wide survey results fully supportive.
- Minuted concerns from parish residents attending Parish Council meetings raised noting the dangers of this junction for in excess of a quarter of a century.
- Direct acknowledgement from North Northamptonshire Council leadership.
- Sustained resident feedback highlighting safety and access concerns both on Social Media and Parish Council received correspondence.

No formal opposition is known.

Q7: Do you want to add another transport scheme?

Yes

Scheme 3 – Third Priority

Q1: Please provide the name of the scheme

Child Centred, Safe, Active Routes to School and Play – Little Harrowden

Q2: What do you want delivered?

Installation of a **zebra crossing on Main Street, Little Harrowden**, positioned between the Village Hall and St Mary's the Virgin Church to provide a safe crossing point for children, parents, and carers accessing the primary school and play area.

Q5: Why is this scheme important?

- Addresses a known **pedestrian safety risk** at peak school times.
 - Reduces vehicle-pedestrian conflict in a busy village centre.
 - Responds directly to resident concerns and a serious previous incident involving a child.
 - Has been identified by highways professionals as a **priority safety intervention**.
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Q6: Do you have any indications of likely levels of support or opposition to the scheme?

Yes

Strong resident and professional support has been evidenced through:

- Parish engagement
- Highways officer feedback
- Repeated safety concerns raised by the school's teachers, parents and carers

No opposition has been identified.

Q7: Do you want to add another transport scheme?

No
