Northampton Local Cycling and Walking Infrastructure Plan (LCWIP)

Summary

Draft for consultation

July 2025

West Northamptonshire Council

Have your say

We are inviting your comments and views on the draft Northampton Local Cycling and Walking Infrastructure Plan (LCWIP).

The draft Northampton LCWIP sets out a prioritised list of schemes for delivery over the next ten years to make it safer and easier for people to walk, wheel and cycle for local journeys.

The consultation will run for eight weeks between **11 August 2025 and 5 October 2025.**

Your feedback will be used to finalise the Northampton LCWIP before it is adopted by the Council.

The following documents are being consulted on:

- Northampton LCWIP – technical report
- Walking and cycling network maps
- Design recommendations booklet

The documents can be found on our website.

The technical report which supports the draft Northampton LCWIP is a large and complex document. To help people respond to the consultation, we have created this document which summarises the key points and outlines the key design proposals.

To comment on the Northampton LCWIP please provide your comments via our online survey, or scan the QR code below.

Alternatively , you can email:

LocalTransportPlan@westnorthants.gov.uk

Or write to us at:

Highways and Transport – Transport Planning
One Angel Square
Angel Street
Northampton
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Introduction

We all need to be able to get around easily to get to work or school, to meet our friends and family, for shopping, visiting the doctors or to simply go out and enjoy sport, social and leisure activities.

Nowadays, many of these journeys are made by car which may seem the easiest way, and sometimes this is the only option. However, in towns across West Northamptonshire, the high number of car journeys is causing congestion, resulting in journey delays and poor air quality in some areas. With the higher fuel prices many people are also struggling more than ever with the cost of everyday travel by car.

We need to make it easier for people to be able to choose other ways of getting around safely and conveniently, especially for local everyday journeys to places of work, education and to access retail and leisure.

From surveys we know more people would like to walk and cycle but many are concerned about mixing with traffic on busier roads and would only cycle, or let their children cycle, if there were safer routes. Providing separate infrastructure for those who wish to walk or cycle also benefits those who need to drive as it improves road safety.

At West Northamptonshire Council we are developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for Brackley, Daventry, Northampton and Towcester. The ten-year plans set out how we are going to make it safer and easier for people to walk, wheel, cycle or scoot for shorter journeys.

The draft Northampton LCWIP is a large and complex document. To help people respond to the consultation, we have created this summary document. If you want to read the draft Northampton LCWIP technical report and its appendices which has more detail, it can be found on our website.

Please share this summary version with your friends, colleagues and neighbours and encourage them to give their views on the draft proposals.

LCWIPs are the first step in identifying a pipeline of investment, so that over time, a cycling and walking network is delivered. The proposals in the LCWIP are high level and indicative of what can be delivered.

The next stage will be to undertake feasibility design on the corridors to understand what is possible in a particular area. As part of developing schemes up in more detail, further stakeholder engagement and public consultation will be undertaken prior to any schemes proceeding.

The precise timescales and prioritisation of measures will depend upon future funding and opportunities.

What is an LCWIP and why is it important?

Local Cycling and Walking Infrastructure Plans (LCWIPs) identify proposals to enhance local cycling and walking networks, usually over a ten-year period.

LCWIPs consider where people live and work now and how towns will grow in the future and look at what improvements are needed so that everyone feels confident and safe to walk, cycle or scoot for shorter journeys. A prioritised list of improvements is then drawn up.

By having a LCWIP for Northampton the Council will be in the best position to secure more funding for walking and cycling schemes and make sure our projects provide the best value for money by focussing on those areas likely to have the biggest increases in walking and cycling. Having a LCWIP will also help us work proactively with other partners such as National Highways, Network Rail and other stakeholders with access to other sources of funding as well as developers.

The LCWIP will help the Council to meet its corporate ambition for West Northamptonshire, support improved air quality, reduce emissions, improve public health outcomes, and increase access to education and employment.

The key outputs of LCWIPs are:

- A report which sets out the underlying analysis carried out and sets out the reasons for the identified improvements and network
- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised list of infrastructure improvements for future investment (subject to funding)

How are LCWIPs developed?

The Department for Transport has set out how authorities should develop LCWIPs, which breaks down the process into six steps.

LCWIP stage	Name	Description
1	Determining scope	Establish the geographic area of the LCWIP, and how the plan is going to be prepared.
2	Gathering information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review any transport and planning policy documents.
3	Network planning for cycling	Identify where people will want to cycle from and to and what the levels of cycling might be. Use this to identify a network of routes that are audited and identify the type of improvements required.
4	Network planning for walking	Identify where people want to walk to (key trip generators), where the main focus for walking is (the core walking zone) and routes. Undertake site audits to see what is currently in place and identify the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Table 1 – Six stages of developing a Local Cycling and Walking Plan

LCWIPs need to reflect the priorities of the local community. We therefore have worked closely with key stakeholders such as Northampton Town Council, National Highways, the Ramblers, the British Horse Society, resident's groups and other representatives in developing the LCWIP.

What area does the Northampton LCWIP cover?

Northampton is one of the largest towns in the UK, with a population of 243,511[1]. Construction Sustainable Urban Extensions (SUEs) around the town will add around 16,850 homes to Northampton by 2029. This will significantly change travel patterns around the study area.

The larger SUEs will have their own local centres, providing facilities such as schools, retail and employment that could by active modes, but demand for longer trips to the town centre also needs to be considered.

As a large town, Northampton has several smaller district centres, such as Kingsthorpe and Weston Favell and several local centres closer to the town centre. Mapping of these centres along with indicative 15 and 30 minute walking and cycling isochrones shows that the majority of the existing populated area is within a 15-minute cycle (just under 5km) as shown in Figure 1.

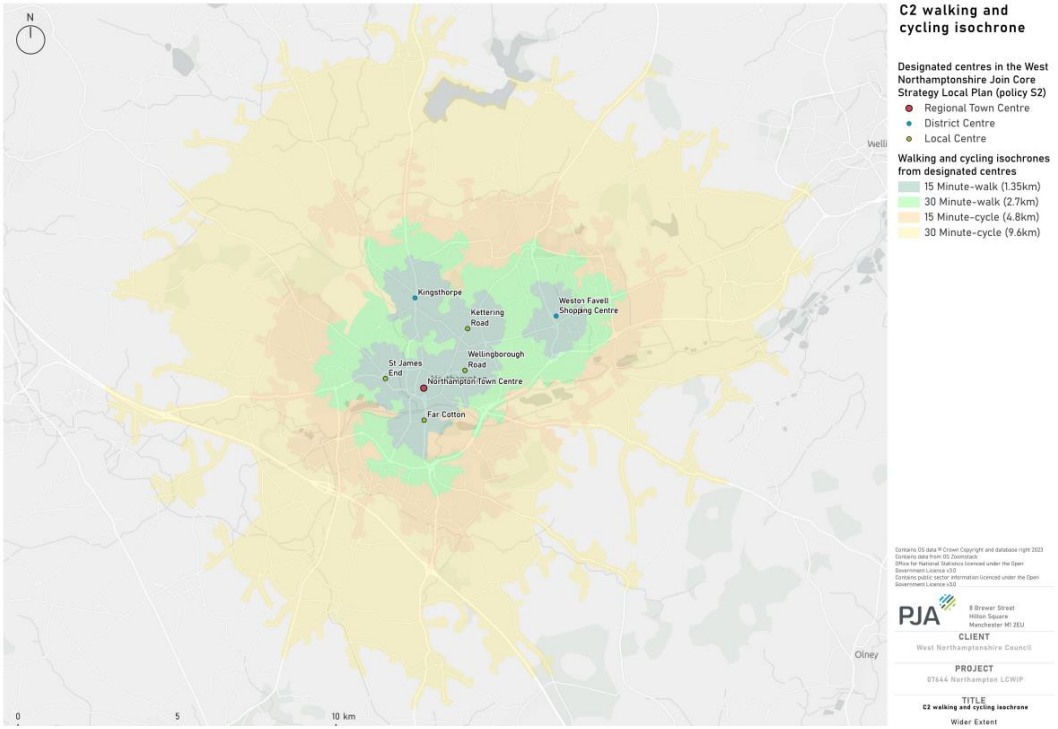

Figure 1 – 15 and 30 minute walking and cycling isochrones

The natural geography of the area means there are some features such as the River Nene and Grand Union Canal which constrains the crossing points between the town centre and key destinations outside of the immediate town centre. The inner ring road also creates a barrier to movement. Major roads such as the M1 and A45 and the railway also impact on connections to outlying villages for example.

[1] 2021 Census

What data was used?

The ultimate goal of a LCWIP is to increase the number of people walking, wheeling and cycling. This means that we need to look at where people currently live, where they want to get to and where people will live and work in the future.

To build up a better picture we use several sources of information.

Traffic and collision data

We use traffic counts to understand how busy roads are and which roads are used the most. Analysis of collisions involving pedestrians and cyclists highlighted a cluster of casualties in the town centre, particularly Abington Square, A428/A508, A4500/A428 and the Bridge Street gyratory. Further from the town centre, smaller clusters of collisions are evident around Weston Favell Centre, around Kingsthorpe and along the Wellingborough Road.

Census data

Census data gives us information how many people live in Northampton and the surrounding villages, how many cars people own and how many people use their car to commute to work. In some areas of Northampton town centre, over 50% of households do not have access to a car. Areas of terraced housing close to the town centre generally have lower car ownership than suburban areas. Weston Favell and the Eastern District have lower car ownership with around a third of households lacking access to a car. Outside the urban area, car ownership is generally very high.

Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a model that shows where rates of cycling are most likely to increase if there were better infrastructure. The PCT is used to help highlight which routes should be invested in.

Pupil postcode data

Recent pupil postcode data was plotted against the school locations to show which routes are most used by school children in Northampton and surrounding villages.

Everyday trips analysis

The PCT model does not model local 'everyday' trips like going shopping, visiting friends, going to the doctors that make up around two thirds of the short journeys made, as it is based on travel to work data. To fill this gap, further analysis was undertaken to capture these.

Walking and cycling catchments

Core Walking Zones (CWZs) are areas like town centres or local centres which have the highest footfall. 20 minutes is about the distance people are prepared to walk (around 2km). Roads within a 20-minute walk of the town centre, Kingsthorpe and Weston Favell were mapped. Similarly, areas within a 30-minute cycle of the town centre were mapped.

Stakeholder input and site visits

Stakeholders from organisations with a specific interest in walking and cycling and other relevant interest groups, as well as local representatives were engaged through the LCWIP process to sense check the desk-top data to make sure nothing had been missed. Due to the size of the town and the extent of the network, it was not practical for every route to be audited. So the routes selected were agreed through stakeholder engagement and to represent a range of broad typologies. Each route chosen was walked or cycled through site visits.

Our approach

Due to the size of Northampton, it was not possible to develop interventions for all the routes that are needed for a walking and cycling network in Northampton.

Instead we have developed a map of the full LCWIP network (see **Error! Reference source not found.**), which gives a high level idea of where segregated cycle infrastructure is needed on busier corridors and quieter or off-road routes where lighter-touch improvements can be used.

We have then developed the following:

- Audited network – key routes from the full LCWIP network were audited using the LCWIP assessment tools and high level recommendations provided
- Case study network – a few of the routes from the audited network were looked at in greater detail and recommendations provided
- Walking routes – recommendations for key walking routes linked to the Core Walking Zones
- Town centre concepts – this covers Northampton town centre and outlines the key movements that need to be considered as part of the town centre regeneration

Prioritisation of routes and delivery plan

The LCWIP guidance includes a suggested approach for prioritising routes for improvement but also emphasises that the methodology should be tailored to the local context. On this basis, a bespoke prioritisation approach was developed for Northampton which was based on policy, effectiveness and deliverability.

All the town centre and inter-urban routes were assessed using the same criteria and the results are outlined in Table 2.

Route	Rank
R3 – Town centre to Kings Heath via railway	1
R1 – Kingsthorpe to A45 Queen Eleanor	2
R7 – Town centre to Upton	3
R4 – Town centre to Moulton via Kettering Road	4
R2 – Town centre to Brackmills	5
R5 – Southfields to Weston Favell	6
R6 – Upton to Delapre via Far Cotton	6
IUR4 – Wootton to Roade	6
IUR6 – Weston Favell to Wellingborough	6
R9 – Town centre to Abington	10
IUR7 – Kings Heath to Brixworth via Brampton Valley Way	10
IUR1 – Upton to Weedon Bec	12
IUR3 – Collingtree to Blisworth	12
R10 – Merefield area	14
IUR2 – Kislingbury to Bugbrooke	14
IUR5 – Brackmills to Little Houghton	16
R8 – West Hunsbury to Wootton	17

Table 2 – Prioritised routes

R1 – Kingsthorpe to A45 Queen Eleanor

R1 is a key north-south route between Kingsthorpe and the A45 Queen Eleanor Interchange, through the town centre (see Figure 2).

The route is identified in the Northampton Bus Service Improvement Plan (BSIP) as a corridor of poor bus service reliability, so improvements to the active travel network need to be developed alongside the measures to improve bus services.

The route connects residential areas of Kingsthorpe and Far Cotton with the town centre. To the south of the town centre the A508 is generally wide and has existing cycle tracks at footway level which could be improved to provide bi-directional cycle tracks, and would need to be sensitive to the heritage in the local area and parking requirements.

To the north of the town centre space is more constrained, but there are sections of multiple traffic lanes where with-flow cycle tracks could be provided. Bi-directional tracks may also be possible on the most northern section.

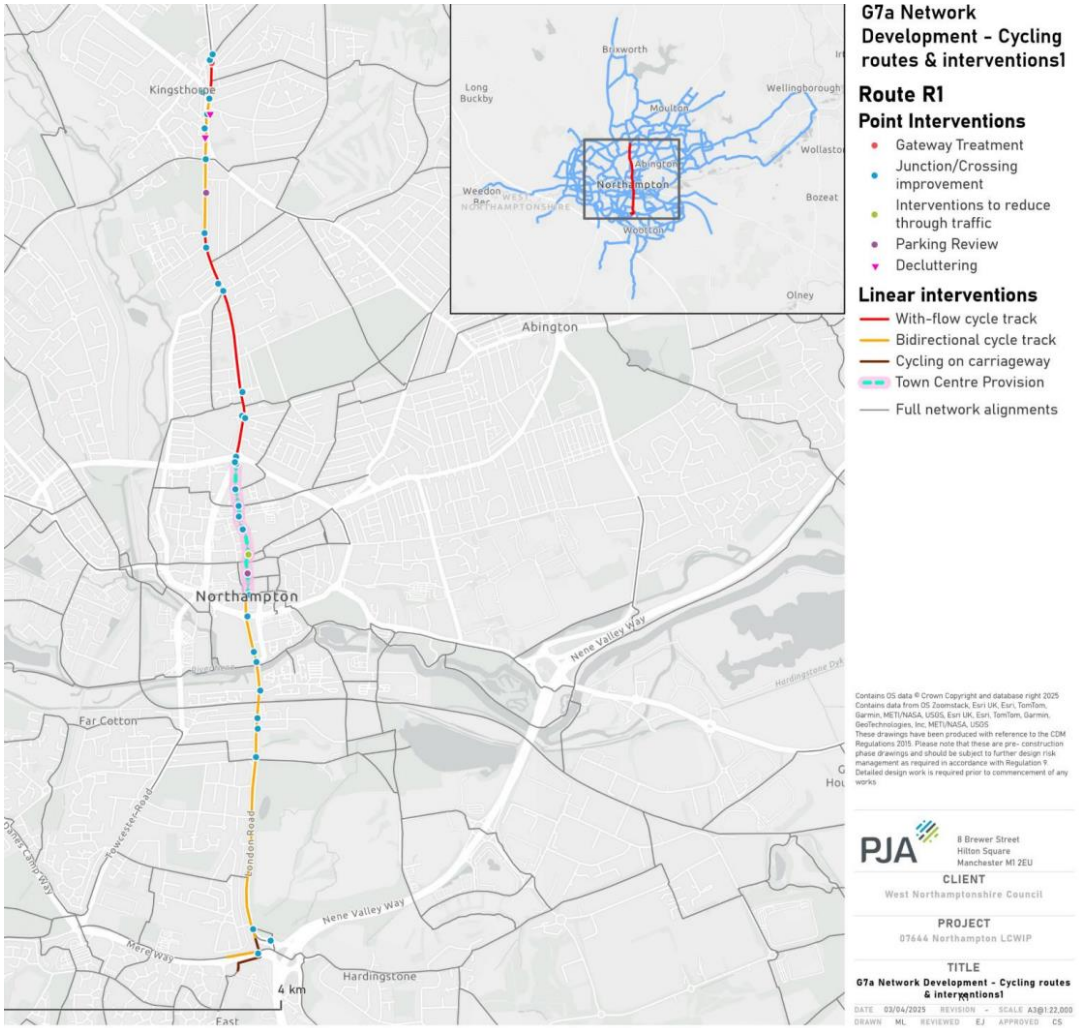

Figure 2 – R1 Kingsthorpe to A45 Queen Eleanor

West Northamptonshire Council

R2 – Town centre to Brackmills

R2 connects the Brackmills Industrial Estate and the town centre via Delapre Abbey and the University of Northampton.

Existing conditions

University and Town Centre

Access from Delapre Abbey is currently via a relatively narrow footpath which has access barriers to discourage motorcycles. The route through the University of Northampton campus is largely off-road linking with Becket's Bridge. The staggered toucan crossing of Victoria Parade, close to Morrisons roundabout is extremely well used, but the footway is narrow and struggles to accommodate demand.

Bike Park and Delapre Abbey

Wide shared paths provide a link between the town centre and Brackmills, with a route through the bike park which is suitable for most types of bike.

Brackmills

Existing traffic free routes provide good, direct routes but can feel isolated and is poorly maintained in some locations. Some crossings need bringing up to a higher standard to create consistency across the area.

Design recommendations

The numbered proposals are described below and shown in Figure 3.

University and Town Centre

The route through the University has been recently improved and provides a high quality shared environment for Active Travel. The existing staggered toucan crossing at Victoria Parade should be widened to create a single stage sparrow or toucan crossing (3), the pedestrian crossing of Swan Street should be raised for access to Halls of Residents (2) with a continuous footway/zebra across the car park entry/exits (1). A dropped kerb at the end of University Drive would provide access to Ransome Road (4).

Bike Park and Delapre Abbey

The link between Ransome Road and the University would benefit from widening and removal of barriers to allowed shared use of this route until a permanent route is provided through the Ransome Road development. The subway beneath the A45 is a key link, but could be improved to create a more welcoming environment (5). Through the bike park, access should be improved to enable access to Brackmills potentially low level lighting and maintenance of the surface (6). A parallel crossing of Caswell Road at the mini roundabout would provide a safe crossing facility (7) and removal of existing bollards (8).

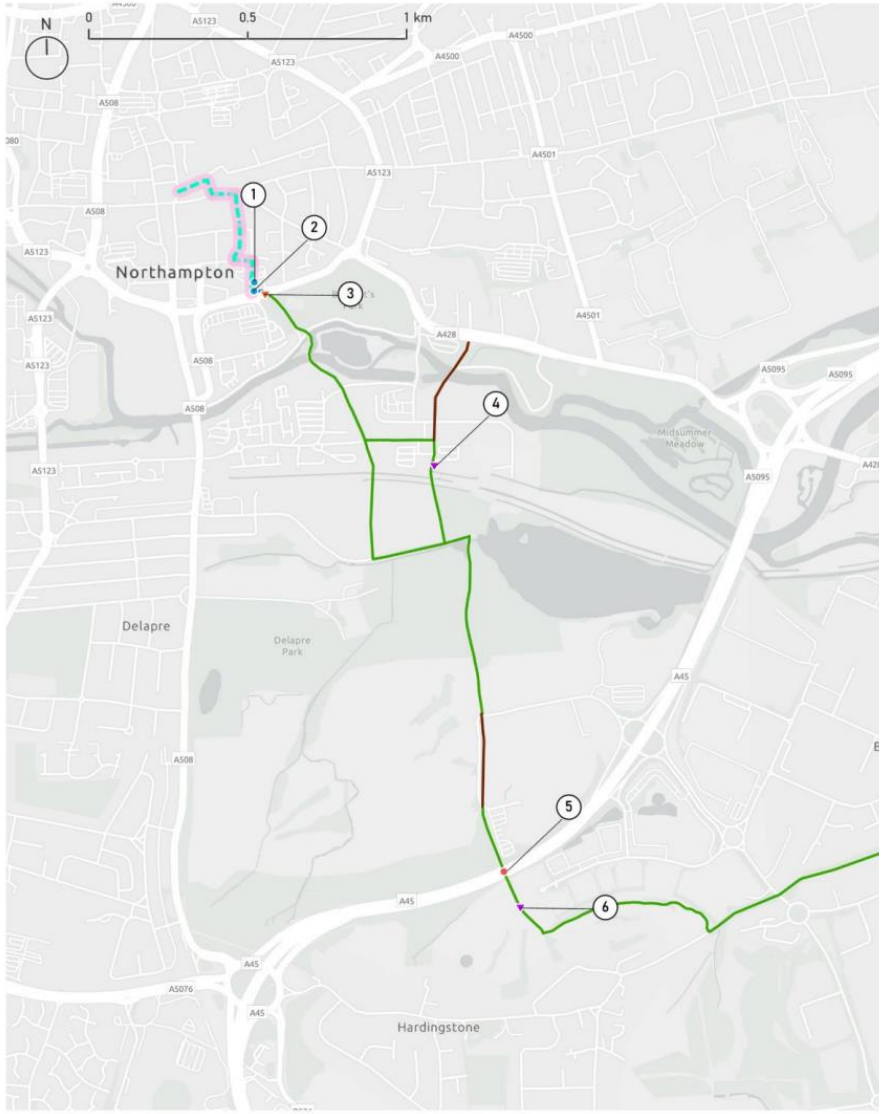

Figure 3 – R2 Town Centre to Brackmills

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R3 – Town centre to Kings Heath via railway

R3 connects the town centre, via the railway station to the Kings Heath area.

Existing conditions

Kings Heath

The existing route crossing of Mill Lane provides a connection to the quiet residential streets around Kings Heath and Waveney Way provides a quiet, parallel route to Mill Lane itself, and a connection toward Brampton Valley Way. The crossing of Park Drive close to the roundabout with Mill Lane is uncontrolled.

Baring Road/Dallington Road

North of Spencer Bridge Road, the route follows residential streets which are quiet, but wide junctions may encourage higher speeds and through traffic.

St James Park Road

St James Park Road provides a low-traffic environment for cycling with junction build outs in several places, with limited through traffic. There is a toucan crossing at Spencer Bridge Road but there is narrow shared use space on the approaches which can cause conflict with other users.

Town Centre and Railway Station

The junction of St Andrews Road and Marefair is complex and cyclists are required to cross in several stages to reach shared paths on either the north or south side of the A4500 past the railway station. There are a number of pedestrians also using the shared use paths with street clutter, including e-scooter parking.

Design recommendations

The numbered proposals are described below and shown in Figure 4.

Kings Heath

Tighten T-junction at Nene Way and Mill Lane with side road entry treatment, provide cycle priority across Nene Way with visibility improvement for cycling continuing onto Brampton Valley Way (1). This needs to be incorporated into the design of the Dallington Grange SUE access arrangements. Upgrade the existing uncontrolled crossing of Park Drive to a parallel zebra crossing (2) and upgrade crossing on Mill Lane to parallel crossing (3) with dedicated cycle infrastructure on both sides (4).

Baring Road/ Dallington Road

Minor changes to the residential streets on this section would encourage lower speeds and improve conditions for cycling. An experimental modal filter at Brook Lane was trialled between November 2023 and May 2025. Other opportunities to discourage through traffic should be investigated (5) and tightening of wide side road junctions (6) and providing

wayfinding along route (7). At Brook Lane/Dallington Road look at options to provide placemaking element (8)

At Warren Road/ Dallington Road consider whether the junction can be tightened to reduce vehicle speeds and reduce the distance pedestrians have to cross (9). Consider a raised junction to provide traffic calming at the school entrance at Dallington Road/Lewis Road/Baring Road (10).

St James Park Road

Consider options to make Baring Road/Spencer Bridge Road/St James Park Road more friendly for walking, wheeling and cycling, one option potentially could be to signalise the junction with traffic calming on approach (11). Minor improvements only are needed along the rest of St James Park Road as not many vehicles use this route. The existing modal filter at Wimbledon Street could be re-designed to make it more cycling friendly. Formalising of parking at the southern end of the St James Park Road would help to improve cycling conditions in this area (12).

Town Centre and Railway Station

Provide a new sparrow crossing (13) on St James Road with adequate space for crossing cycling traffic to queue. A bi-directional cycle track on the northern side of the A4500 would provide a good link to the station for cycling while reducing conflict with pedestrians. This may require reallocation of road space. The potential for a pedestrian crossing outside the station should be investigated (14). A simplified junction at St Andrews Road, allowing pedestrians and cyclists to cross easily towards the railway station (15).

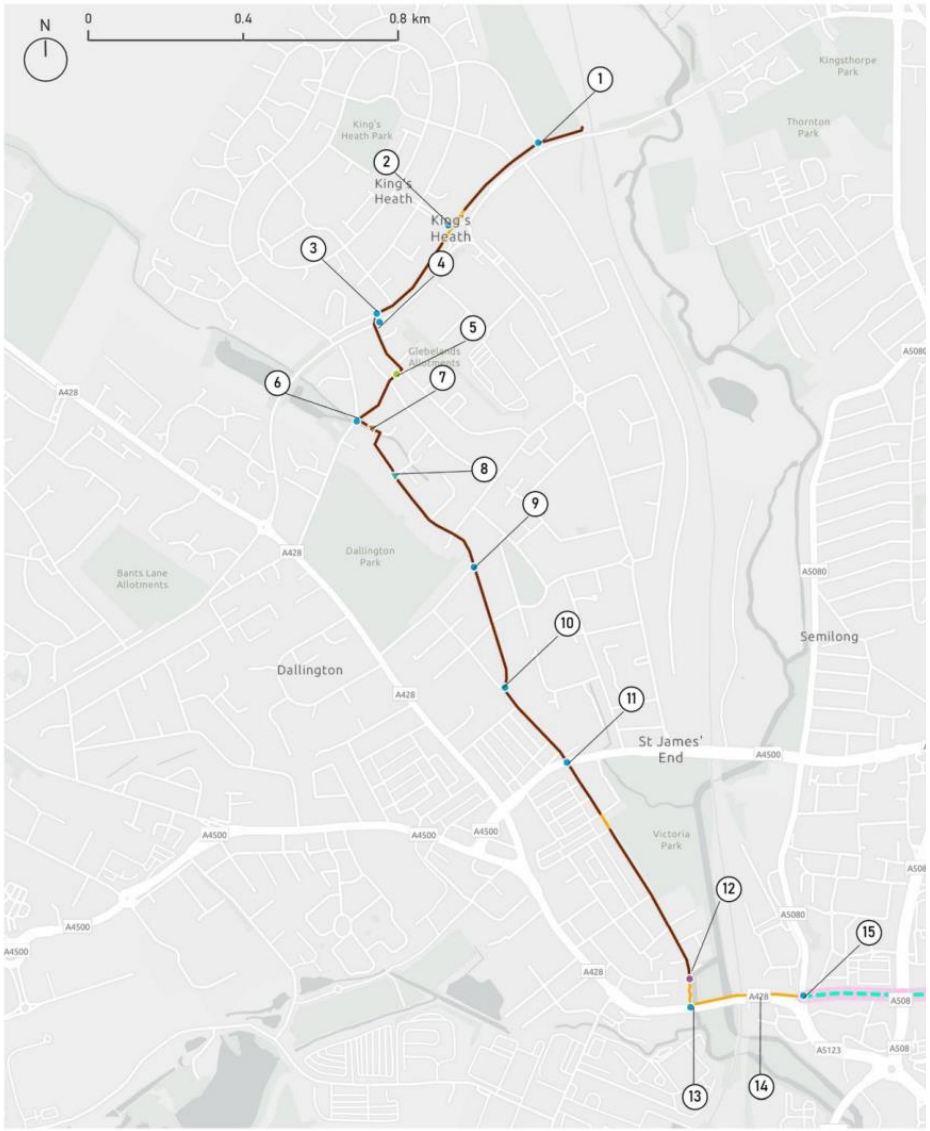

Figure 4 – R3 Town Centre to Kings Heath via railway

R4 – Town centre to Moulton via Kettering Road

R4 is a major corridor linking the town centre to Moulton, via the Kettering Road. The route is a main road and an important bus route. It is identified in the Bus Service Improvement Plan (BSIP) for bus reliability improvements, so improvements to the active travel network need to be developed alongside the measures to improve bus services.

Existing conditions

Town Centre to Racecourse

Kettering Road is busy – the network of streets north of St Michaels Road provide a quiet alternative, with low traffic. In some cases one-way streets limit movement for cyclists. North of Hood Street, the route rejoins Kettering Road the road alongside the Racecourse is wider with parking on both sides.

Abington Grove – Brookland Road

North of Abington Grove, there are a parade of shops, with a wide footway.

Brookland Road to Spinney Hill

North of Brookland Road, the road becomes residential, and more traffic-dominated. Between Park Avenue North roundabout and Morrisons junction has multiple traffic lanes and complex traffic movements creating a hostile environment for cycling. The road becomes narrower on the hill towards Spinney Hill.

Spinney Hill to Lumbertubs Lane

North of Spinney Hill, there is a shared use path on the northern side of the road. In some places it is narrow, and does not have priority at side roads, but does provide some projection for cyclists. The roundabout at Lumbertubs Lane has no facilities for cyclists and it is not clear where the shared use route continues.

Lumbertubs Lane to Moulton

North of Lumbertubs Lane, the road is narrower, with lower traffic flows and connects to a toucan crossing of Talavera Way on the alignment of the old Kettering Road. North of the toucan crossing, the route follows the alignment of the old Kettering road, and is a very low traffic environment leading to the new Northampton School site on Thorpeville.

Design recommendations

The numbered proposals are described below and shown in Figure 5.

Town centre to Racecourse

To connect with the redeveloped Greyfriars area, the route via Overstone Road, Hunter Street, Burns Street and Hood Street require minimal improvement to provide safe conditions for cycling. The St Michael's Road/ Lady's Lane junction will need to be redesigned with a dedicated cycle phase, to connect with a short section of bi-directional track on St Michael's

Road (1). The junction of Clare Street and Overstone Road is already signalised but would benefit from early release signals for cyclists (2). A bi-directional cycle track on the Racecourse side of the Kettering Road could be provided, though some rearrangement of parking may be required, but parking outside the houses would be unaffected. Cycle priority across side road would also be needed on Hood Street (3).

Abington Grove – Brookland Road

Improvements at the junction of Abington Grove could provide pedestrian facilities on all arms, as well as accommodating the continuation of the cycle track (4). This location is sensitive due to the businesses and key destinations located along this section of the route, so engagement with local stakeholders would be needed to understand any potential impacts and ways to mitigate them.

Brookland Road to Spinney Hill

Maintaining a bi-directional track on the northern side of the road would allow for the roundabout at Park Avenue North to be bypassed and provide a link to Morrisons. A new sparrow crossing close to Kenmuir Avenue across the Kettering Road (5) and a junction improvement would be needed to incorporate a cycle phase (6). North of the Morrisons junction, with flow cycle tracks could provide the best use of space, taking advantage of wide footways on both sides of the road. This would require a sparrow crossing to provide a connection between the bi-directional track and with-flow cycle track at Beech Avenue (7).

Spinney Hill to Lumbertubs Lane

North of Spinney Hill, the existing shared use path could be widened and upgraded to provide a bi-directional cycle track as far as Lumbertubs Lane, and would include a junction improvement to accommodate a cycle phase and link to the bi-directional tracks on north side (8). This should also include priority over side roads (9). A controlled crossing of Moulton Way at the location of the existing uncontrolled crossing would provide a safe link at this busy junction (10).

Lumbertubs Lane to Moulton

With flow cycle tracks on Booth Rise could be accommodated with some reallocation of road space, and only minor improvements to the on-carriageway links north of Talavera Way are needed. The cycle track close to Booth Rise North should be extended (11) and tightening the junction at Thorpeville would help enable cycling on-carriageway on this section (12). On Thorpeville, past the new school there are existing advisory cycle lanes, these should be protected, to provide segregated routes to school. The staggered toucan crossing over the A43 ideally should be updated to a single stage toucan, however this has been very recently implemented (13). An additional toucan crossing on the A43 would improve access for pedestrians and cyclists (14).

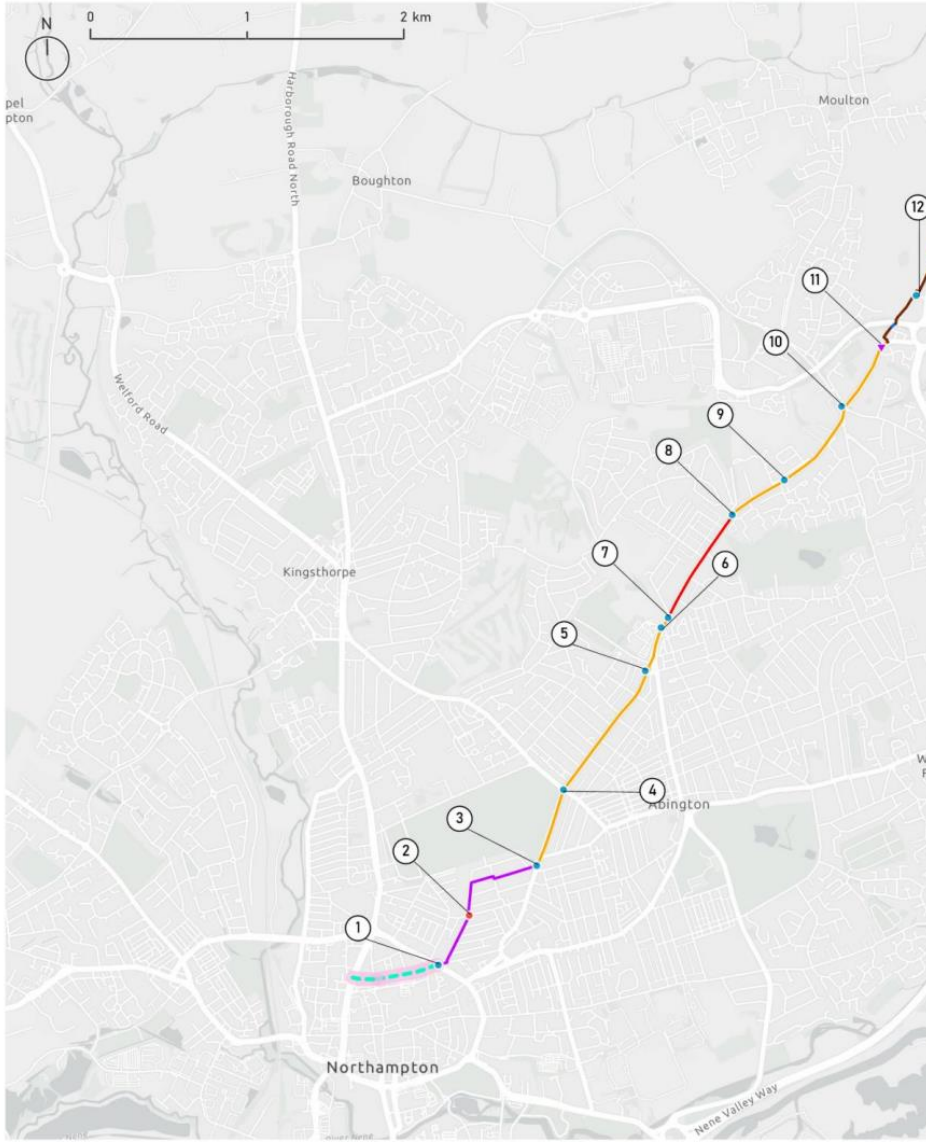

Figure 5 – R4 Town Centre to Moulton via Kettering Road

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R5 – Southfields to Weston Favell

R5 provides a link from the residential area of Southfields to the Weston Favell Centre and also connects to Round Spinney Industrial Estate (see Figure 6).

Existing conditions and design recommendations

The northern section of the route makes use of existing greenway connections but they need improvement to increase the path width and improve lighting where possible, so that they are suitable shared pedestrian and cycle links.

Close to the Weston Favell Centre there are higher numbers of pedestrians it is more important to ensure separation between those walking and cycling. Wide verges could be used to provide a bi-directional cycle track alongside Billing Brook Road – the key route into the retail centre.

If the Weston Favell Centre is subject to significant changes in the future with a masterplan brought forward, measures to reduce traffic speeds and volumes should be considered in the centre, where pedestrian footfall is highest to improve safety. This would also allow for on-carriageway cycle links through the retail and service centre.

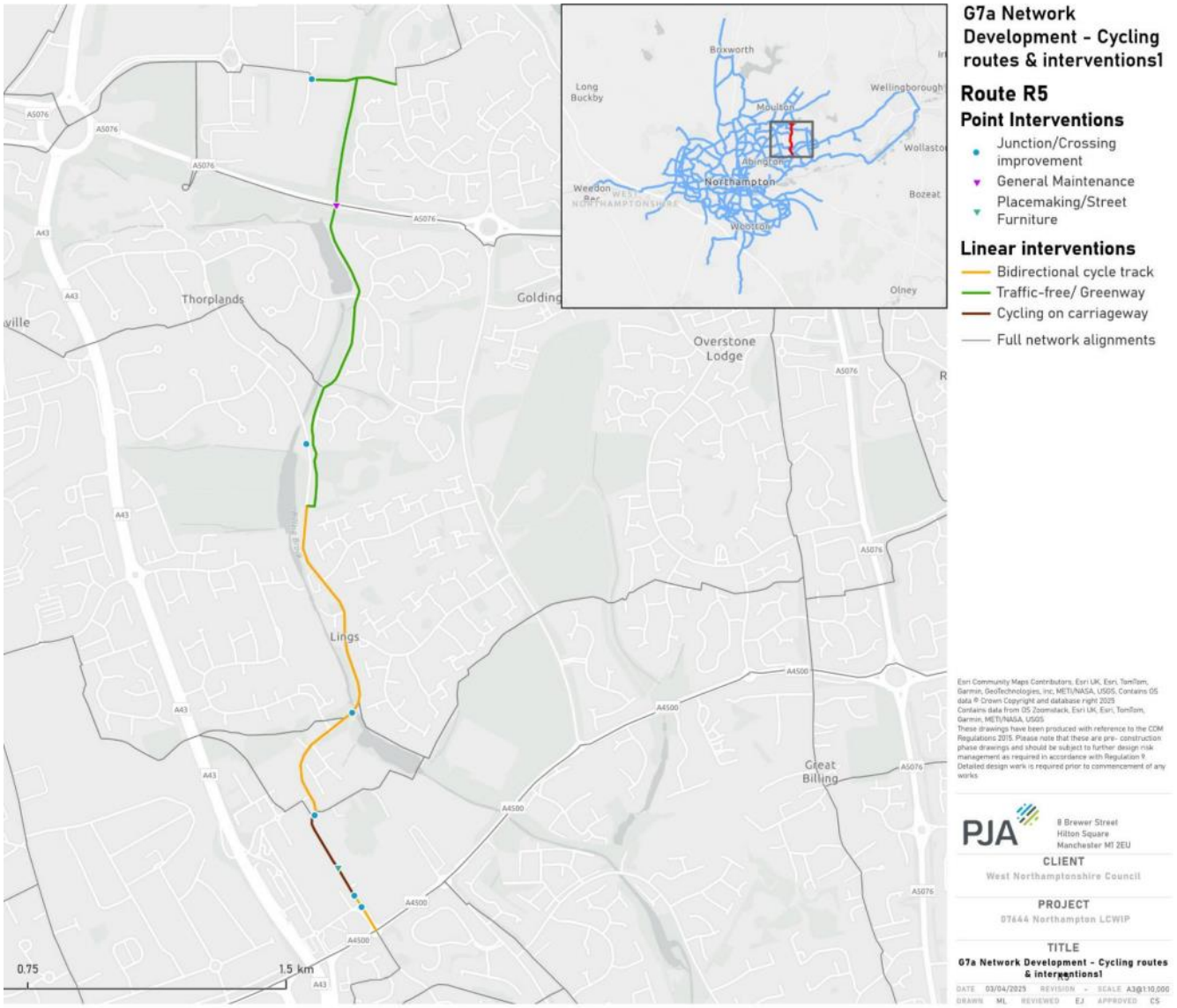

Figure 6 – R5 Southfields to Weston Favell

West Northamptonshire Council

R6 – Upton to Delapre via Far Cotton

R6 provides a link between Delapre Abbey, via the residential area of Far Cotton and Briar Hill to Upton (see Figure 7). This will provide links for local journeys between densely populated residential areas and employment, retail and leisure facilities at Sixfields.

Existing conditions and design recommendations

The first section of the route runs along quiet terraced streets through Far Cotton to provide a low-traffic, on carriageway cycle route that avoids the town centre. A number of streets within Far Cotton already have a 20mph speed limit, but some improvements are need to some key junctions, especially on Towcester Road to provide safe and convenient crossings.

The western section of the route uses existing greenway connections through Briar Hill which are largely in place already. Some improvements to widen the paths, remove barriers and provide natural surveillance would be needed to provide high-quality links on these sections. Signage would also help to path the path legible through proposed traffic-free/greenway routes.

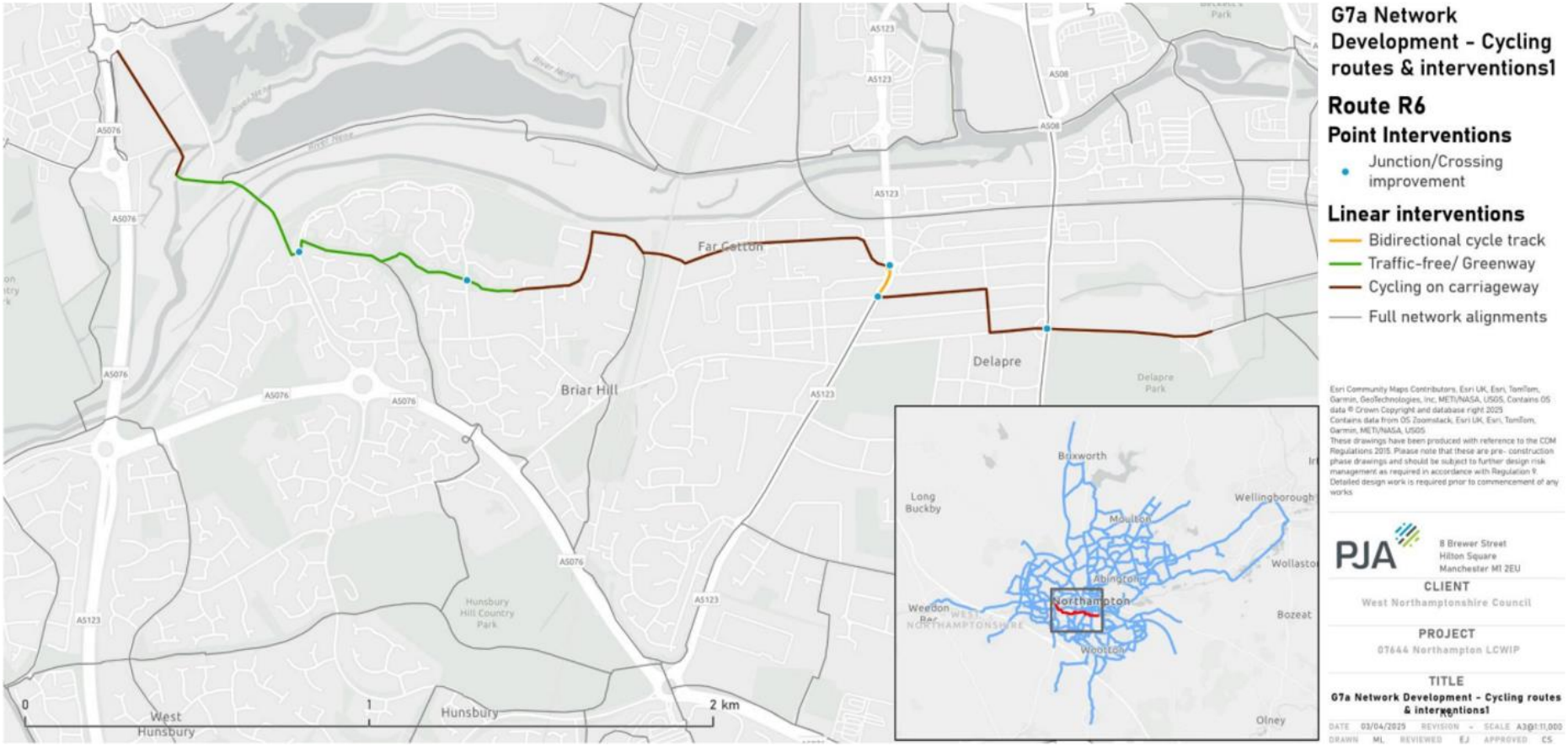

Figure 7 – R6 Upton to Delapre via Far Cotton

R7 – Town centre to Upton

R7 is a key route between the town centre and Upton, via the Sixfields area. For the section between the Town Centre and Edgar Mobbs Way there are two options.

Existing conditions

Town Centre – Edgar Mobbs Way (Option A)

Past the railway station, there is a shared use path on both sides of the A4500, but this ends at Dover Court and cyclists then are on carriageway with other vehicles to Alma Street. Eastbound, there is a peak hour bus lane along most of this section. At Alma Street, a modal filter gives access to quieter residential streets and onwards to the Northampton Saints Car Park on Abbey Street. A shared use path exists through this site providing a traffic-free link to Edgar Mobbs Way. However, sometimes this route is locked and not accessible.

Town Centre – Edgar Mobbs Way (Option B)

If Option A is unavailable, an alternative route exits via St James Mill Road, where there is a narrow advisory cycle lanes exist along most of the road. The road experiences heavy traffic and serves several industrial premises. The eastern end of Edgar Mobbs Way has similar narrow advisory cycle lanes, which then change to very wide shared use paths on both sides of the road. The wide shared use provision is just on the northern side of the road west of Ross Road.

Upton

The western end of Edgar Mobbs Way has several busy roundabouts with uncontrolled crossings serving the shared use path. Wide roads and fast moving traffic create a hostile environment for cyclists at these crossing points. A toucan crossing of the A5076 allows cyclists to cross the busy ring road and connect to a narrow (2m) shared use path on the western side of the dual carriageway. The shared use part continues to run along the southern side of the A4500 Weedon Road as far as Latchet Lane, where a short section of the route rejoins a low traffic residential street parallel to the main road. However the route has no connection to the three stage toucan crossing at Upton High Street by the Co-Op, where no link to the crossing is provided. A Pegasus crossing at St Crispins Drive switches the path to the northern side of the A4500 for the remainder of the route, but the path remains narrow with no priority for cyclists at side roads.

Design recommendations

The numbered proposals are described below and shown in Figure 8.

Town Centre – Edgar Mobbs Way (Option A)

With-flow segregated cycle lanes should be considered on the A4500 west of Dover Court (1), which may require reallocation of road space. The St James Mill Road junction (2) is large and complex, the opportunity to fully segregate cyclists should be investigated. A bi-directional track on the southern side of the road west of the junction could be

provided, but would require reallocating road space. The existing modal filter at Alma Road (4) should be modified to provide greater visibility for cyclists and a sparrow crossing provided (5).

Town Centre – Edgar Mobbs Way (Option B)

As far as St James Mill road, the design recommendations are the same as in Option A. Along St James Mill Road the existing advisory cycle lanes should be upgraded to kerb separated lanes (using light segregation). A dedicated cycle phase at Edgar Mobbs Way (3) would help cyclists to move between the light-segregated cycle lanes on Edgar Mobbs Way to the existing wide shared use.

Edgar Mobbs Way – Upton

Signalised parallel crossings (6&7) should be provided at the retail park junctions at the western end of Edgar Mobbs Way to link to a widened path on the western side of the ring road. Upgrading the existing narrow shared use path to a 3m bi-directional cycle track is possible, alongside a parallel pedestrian footway as the verge is wide. Latchet Lane should be improved to provide easy access at both ends of the road for cyclists to join and leave the road, and cycle markings will help people to navigate (8). Opportunity to simplify the junction at Upton High Street for cyclists and pedestrians (9&10). West of St Crispins Way, the narrow shared use path should be upgraded to a 3m bi-directional cycle track. The light pedestrian flow here means that a separate footway may not be required – with pedestrians able to use the cycle track.

Any improvements at A4500/Upton Valley Way North (11) to make it easier for pedestrians and cyclists should also be considered, subject to development proposals. To encourage year-round use, lighting should be considered.

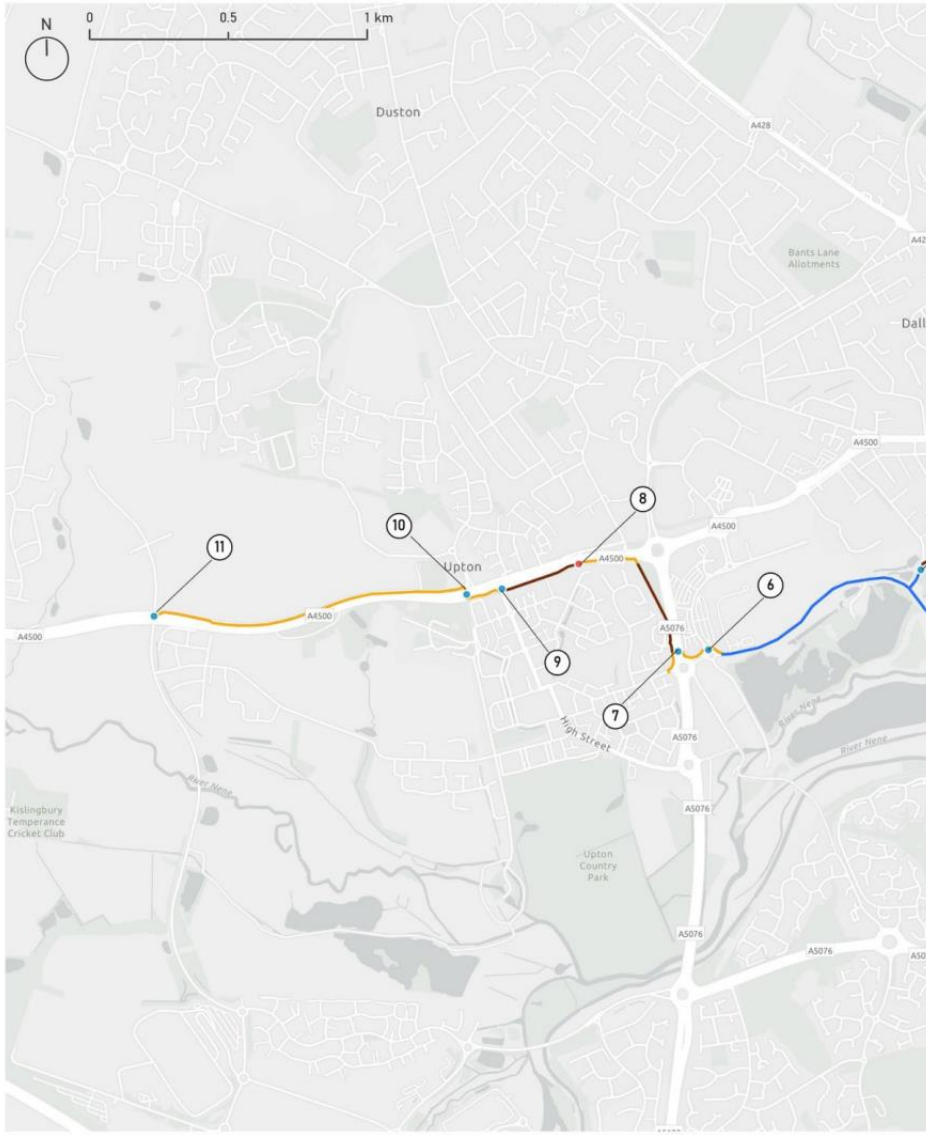

Figure 8 - R7 Town Centre to Upton

West Northamptonshire Council

R8 – West Hunsbury to Wootton

R8 is a suburban route between West Hunsbury and Wootton. It connects schools, residential areas and warehouse employment sites of the M1 (see Figure 9).

Existing conditions

The route includes Wooldale Road, the only crossing of the A45 between Queen Eleanor roundabout and the M1. The bridge structure over the A45 is owned by National Highways. A more detailed assessment will need to be undertaken with National Highways to assess the likely impact of providing an active travel route at this location and possible design solutions.

The route does not have much residential frontage, with a wide verge and footway on one side. Vehicle flows are not currently particularly high, however the development of the Northampton South SUE is likely to increase demand for this route, so segregated cycling infrastructure is recommended for further investigation. Advisory cycle lanes are in place along part of the route already, and these could be widened and light segregation could be considered.

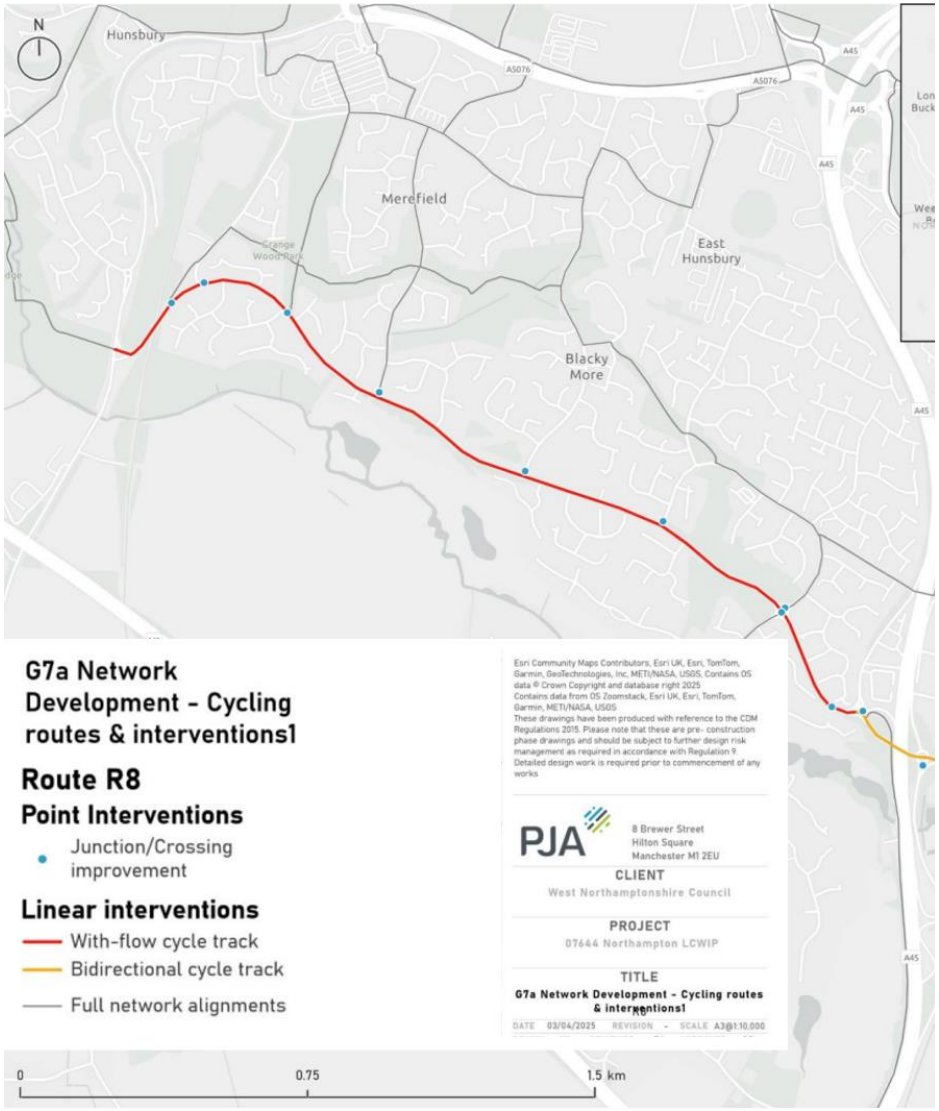

Figure 9 - R8 West Hunsbury to Wootton

West Northamptonshire Council

R9 – Town centre to Abington

R9 links the town centre and Abington with Weston Favell.

Existing conditions

Town Centre to Abington Park

Analysis and feedback from stakeholders has indicated demand for a connection between the town centre and the Abington Active Travel Scheme, but the exact route for this section is still to be determined. The Billing Road provides the main link through the area, but the road is constrained, with a narrow carriageway, on-street parking and a number of pedestrians around the hospital area (staff and visitors). There are advisory cycle lanes along most of Billing Road, but they are narrow and in some sections run alongside parked cars create a potential conflict between opened car doors and cyclists. Streets between Billing Road and Wellingborough Road are residential and mainly quiet, though some are prone to 'rat running' such as Ardington Road and Christchurch Road, particularly during peak times. Several streets in the area have traffic calming measures to reduce speeds.

Abington Park

Abington Park Crescent is wide, but experiences moderate traffic. The park itself does not allow cycling on most routes.

Wellingborough Road

The junction of Wellingborough Road and Abington Park Crecent is signalised, but there are no cycle or pedestrian facilities. There is a pedestrian crossing located to the east of the junction, but it is away from where people want to cross. Wellingborough Road is a wide, single carriageway road carrying a large volume of traffic. Signalised junctions along it generally lack facilities for cycling. The road widens out west of Booth Lane South, with a wide verge on the north side. At the Weston Favell Centre, the roundabout at Billing Brook Road has no controlled facilities and multiple lanes of traffic, making it intimidating for those walking and cycling.

Design recommendations

The numbered proposals are shown in Figure 10.

Town Centre to Abington Park

This section is subject to further consideration in the future to identify potential alignments and improvements.

Abington Park

Phase 1 of the Abington Area Active Travel Scheme at Billing Road/Rushmere Road is completed. Phase 2 will see improvements on Park Avenue South and Abington Park Crecent. A new crossing of Wellingborough Road close to Abington Park Crecent, ideally enhancing the whole junction would be beneficial (1). One option would be to provide a signalised parallel crossing to a cycle track on the north wide of Wellingborough Road, to cater for the desire of pedestrians to cross all junction arms.

Wellingborough Road

The possibility of a bi-directional cycle track on the north side of Wellingborough Road could be investigated to provide a consistent, segregated cycle facility (2). This would require reallocation of road space whilst retaining footways and bus stop facilities. Dedicated provision for cycling at major signalised junctions such as Booth Lane South would help to retain separation from general traffic. Improving the Billing Brook Road to accommodate access into the Weston Favell Centre onward cycle movement along Wellingborough Road will need to be considered (3).

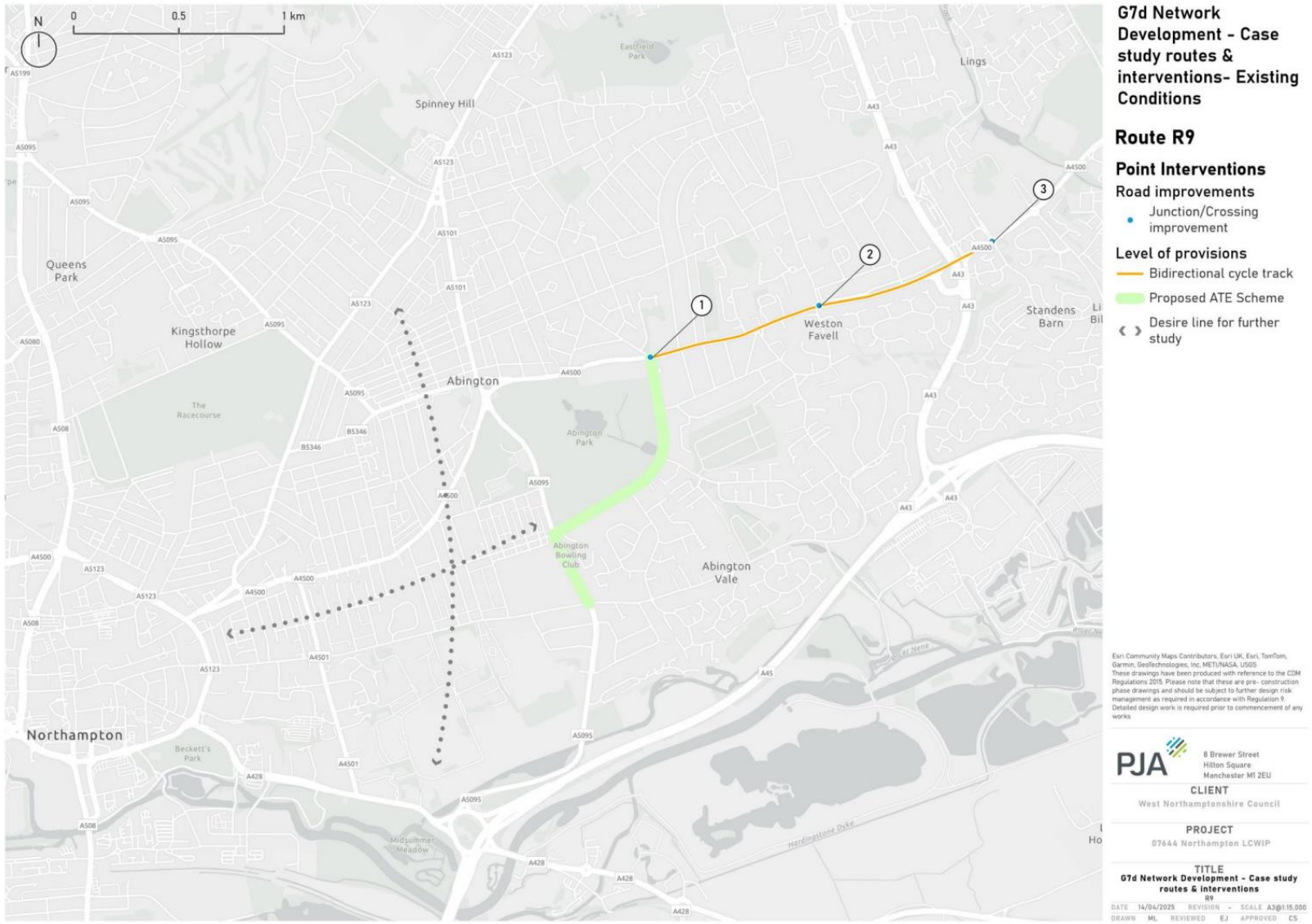

Figure 10 – R9 Town Centre to Abington

R10 – Merefield area

R10 is a local connection in the Merefield area, connecting suburban residential areas, schools, retail and leisure facilities (see Figure 11). The connection across Mereway is key, addressing the severance caused by this dual carriageway.

Existing conditions and design recommendations

The southern element of the route is a spine road with wide verges which could accommodate segregated cycle infrastructure.

The subway underneath Mereway is currently unwelcoming for active travel, but it is wide and offers a direct route. Improvements could include cutting back of vegetation to improve natural surveillance and opportunities to improve lighting.

In the northern section existing greenways could be improved to provide a higher quality traffic-free route which connects to the major routes into the town centre.

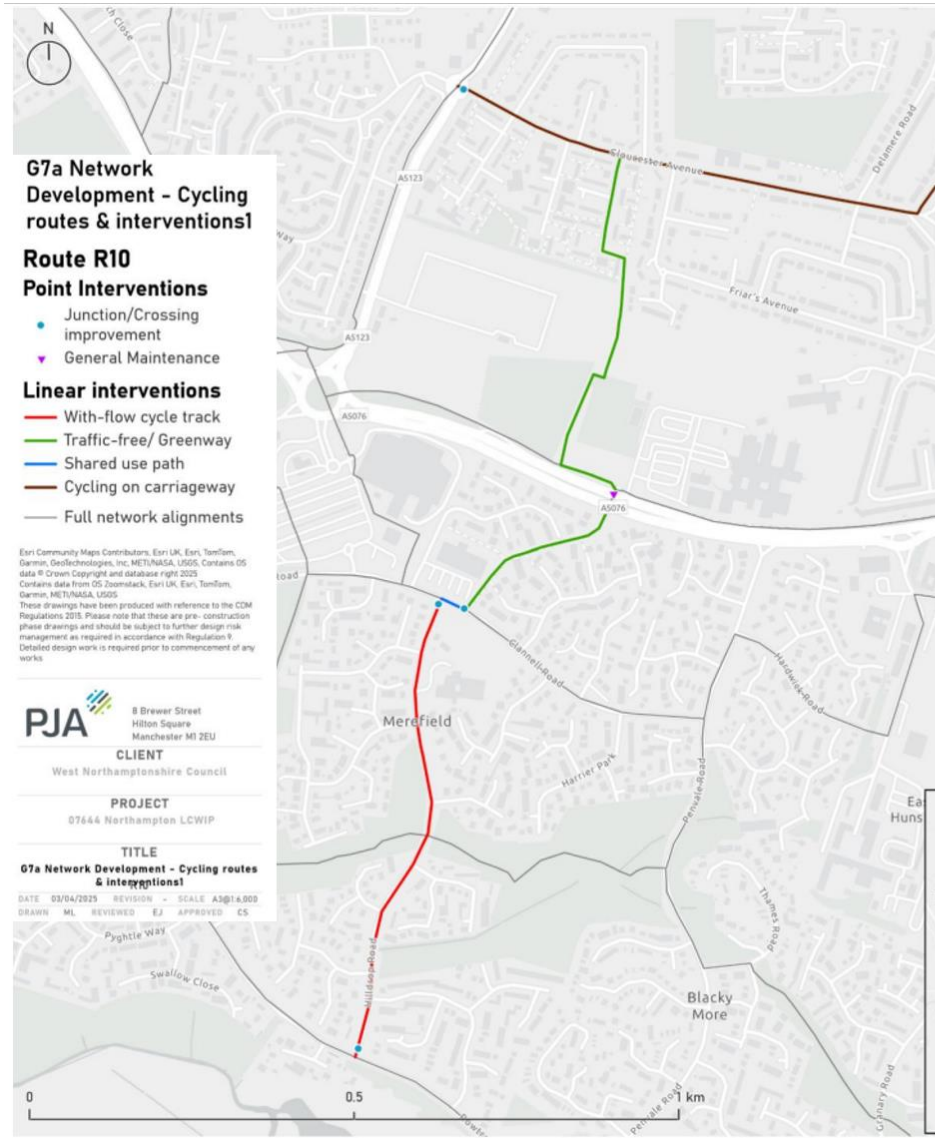

Figure 11 – R10 Merefield area

IUR1 – Upton to Weedon Bec

IUR1 provides a link from Upton to Weedon Bec, Flore and Panettoni Park – a key and growing employment centre. The route also provides a spine route for links to the villages of Harpole and Kislingbury and will connect to the Sandy Lane relief road. The route also links with the inter-urban network in the Daventry LCWIP.

Existing conditions

A4500 Weedon Road – M1

The existing shared use path on the north side of the A4500 is generally narrow and overgrown, but there is about a 1m buffer from the main carriageway. There are generally no facilities for safe pedestrian and cycle crossings. Close to Panettoni Park, a section of the shared use path has been widened to approximately 3m. A staggered toucan crossing provides a link to the southern side of the dual carriageway just west of the western access to the industrial park, but the shared use path ends at the bus stop here, forcing cyclists to rejoin the carriageway. There is currently a very narrow/overgrown footway across the M1 J16 with uncontrolled crossings and no dedicated cycling facilities.

M1 – Weedon Bec

The A45 link road from the M1 J16 is a fast, sweeping link to the new bypass. A footway with uncontrolled crossings is provided. On Main Road towards Flore, traffic flows have reduced since the bypass was opened, but the road remains 40mph outside the built up areas. There is a narrow path on the northern side of the road, but is overgrown in places. The speed limit is 30mph in Flore and chicanes reinforce the lower speed limit, forcing traffic to give way at intervals. West of Flore, a short section of rural road has a higher 40mph speed limit. Within Weedon Bec, the busy A5 junction has no crossing facilities for pedestrians or cyclists and a priority junction to access Bridge Street.

Design recommendations

The numbered proposals are shown in Figure 12.

A4500 Weedon Road – M1

The existing shared use path on the A4500 should be improved to provide a bi-directional cycle track of 3m width. At larger junctions, signalised parallel crossings should be introduced (2) and opportunity to introduce set-back cycle priority for minor accesses (1). Crossings points to Panettoni Park should be direct as possible, and the cycle track should be extended to the junction with M1 J16 (3). Options for improving the junction (4&5) should be investigated with National Highways and would be subject to their technical approval.

M1 – Weedon Bec

A bi-directional cycle track could be provided along Main Road using the wide verge to increase the existing footway to a minimum 3m with 0.5 buffer. A lower speed limit in Flore

could help provide a safe on-carriageway experience for cycling (6 & 7). A bi-directional cycle track should be provided between Flore and the A5. A review of the junction of Flore Hill/A5 and Bridge Street should be undertaken to investigate the most effective way of providing space for cycling (8 & 9). The A5 is managed by National Highways so a detailed option assessment will need to be developed in consultation with National Highways.

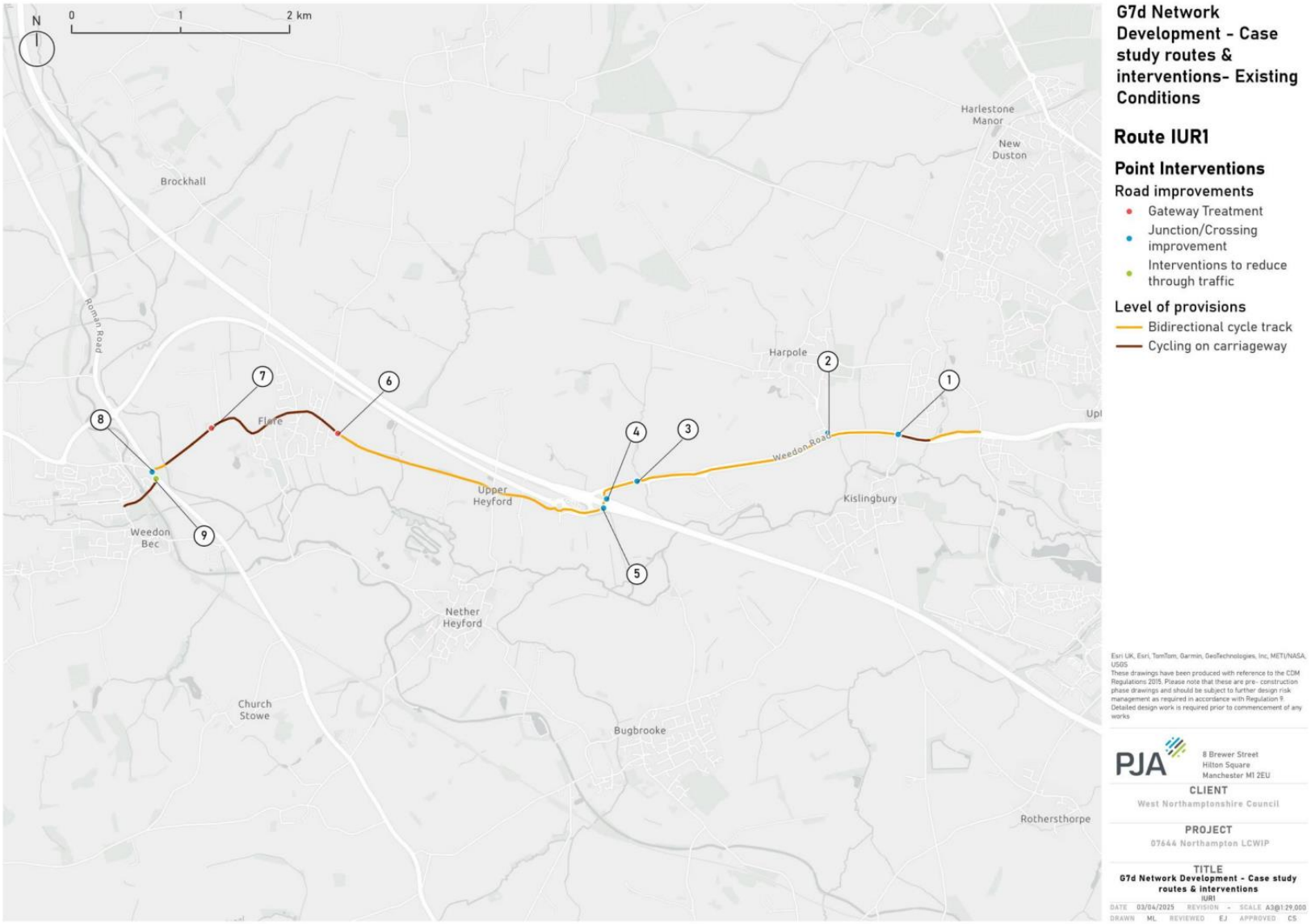

Figure 12 – IUR1 Upton to Weedon Bec

IUR2 – Kislingbury to Bugbrooke

IUR2 links to IUR1 to provide a link through Kislingbury and down to Bugbrooke (see Figure 13). This route is a key route to Campion Secondary school as well as Bugbrooke itself.

Existing conditions and design recommendations

The route uses more minor roads, but as one of the few links across the M1, the road is comparatively busy, and has a national speed limit on the rural sections, so separation of cyclists from general traffic is essential. A shared use path exists on the southern side of the road between Bugbrooke and Kislingbury, but this should be widened and resurfaced. A review of the speed limit on this section of the road should be considered due to it being a main route to school.

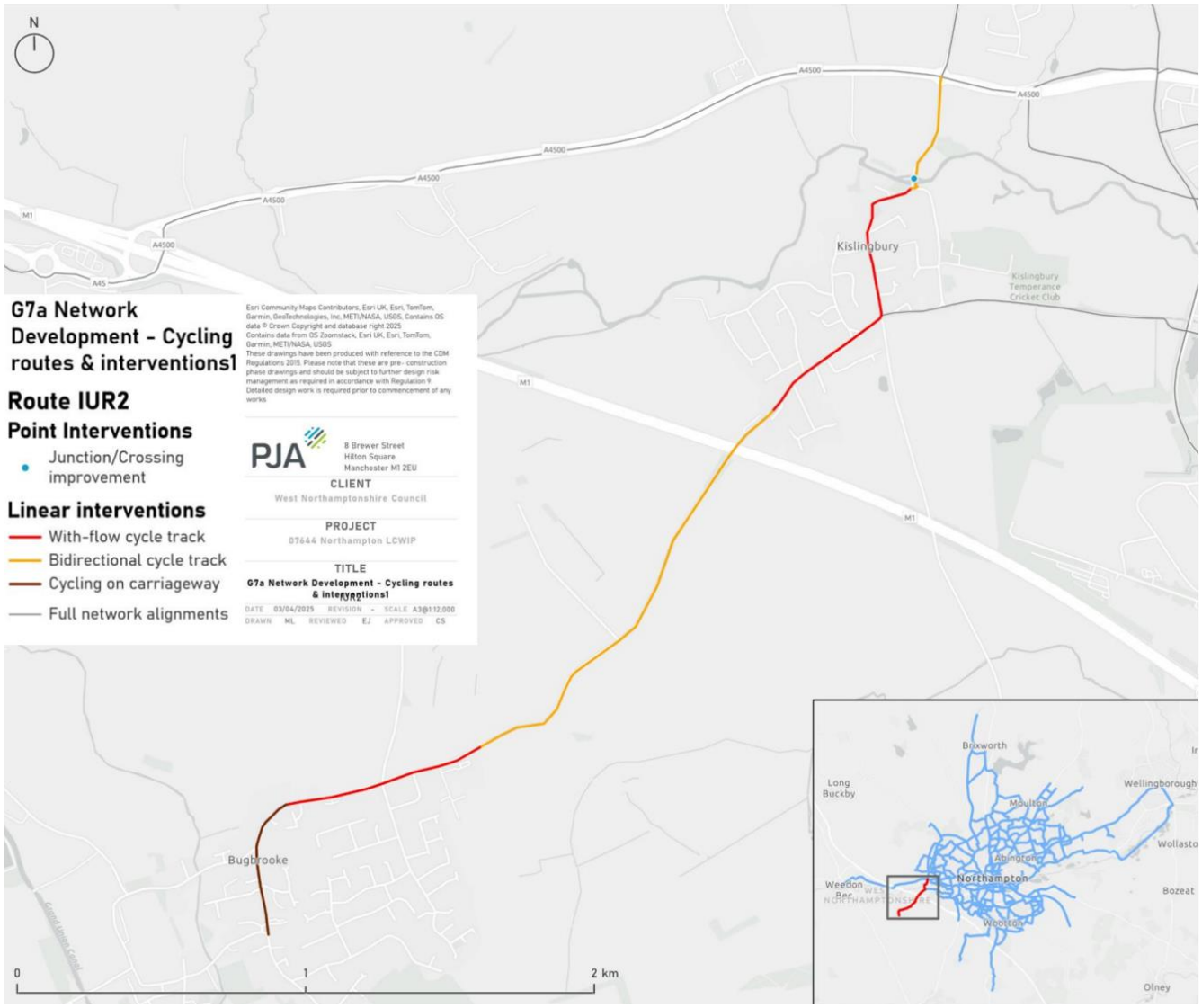

Figure 13 – IUR2 Kislingbury to Bugbrooke

West Northamptonshire Council

IUR3 – Collingtree to Blisworth

IUR3 links the village of Blisworth, via Collingtree to the urban network within Northampton (see Figure 14).

Existing conditions and design recommendations

Collingtree Road provides a connection across the M1, avoiding the busy interchange at M1 J15 and links to the village of Blisworth, providing a connection to the routes identified int eh Towcester LCWIP.

The links east of Milton Malsor are comparatively low-traffic with a combination of rural low-traffic roads, quiet routes through village and greenway connections. The proximity to the A43 and A45 links across the M1 mean that this link is limited to local traffic. A bi-directional cycle track, also unable be pedestrians, alongside the Northampton Road is recommended for the section of the rote south of Milson Malsor.

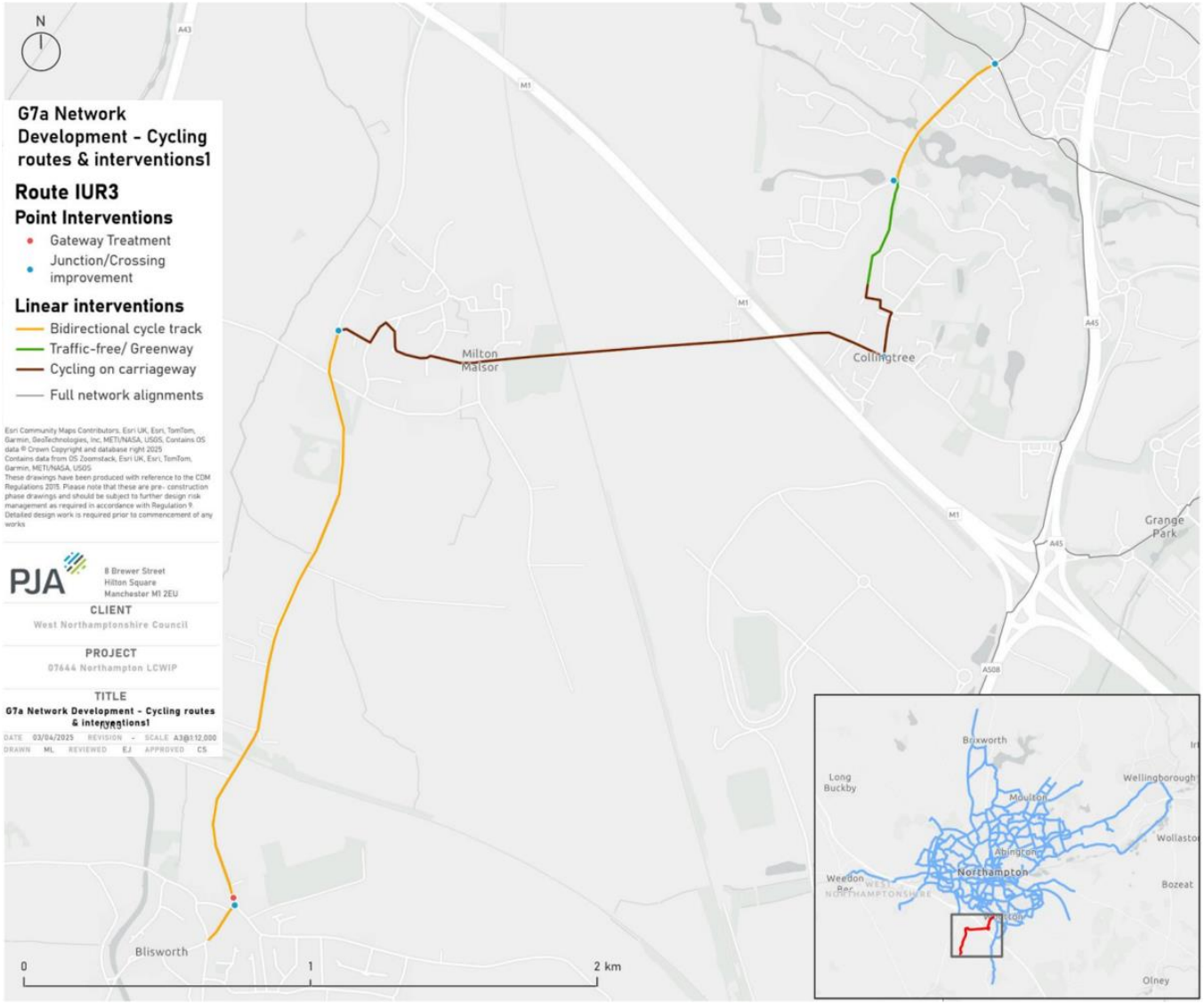

Figure 14 – IUR3 Collingtree to Blisworth

West Northamptonshire Council

IUR4 – Wootton to Roade

IUR4 connects Wootton and Roade, and also provides a link between Roade and SEGRO Logistics Park and other key employment sites around M1 J15 (see Figure 15).

Existing conditions and design recommendations

Much of this route has already been improved, linked to the construction of the Roade bypass, and a wide shared use path exists along much of the route south of the M1. Junction 15 itself has wide shared use paths allowing cyclists and pedestrians to negotiate the junction. North of Watering Lane to Wooldale Road, the existing shared use path could be widened to provide a bi-directional cycle track, subject to National Highways technical approval.

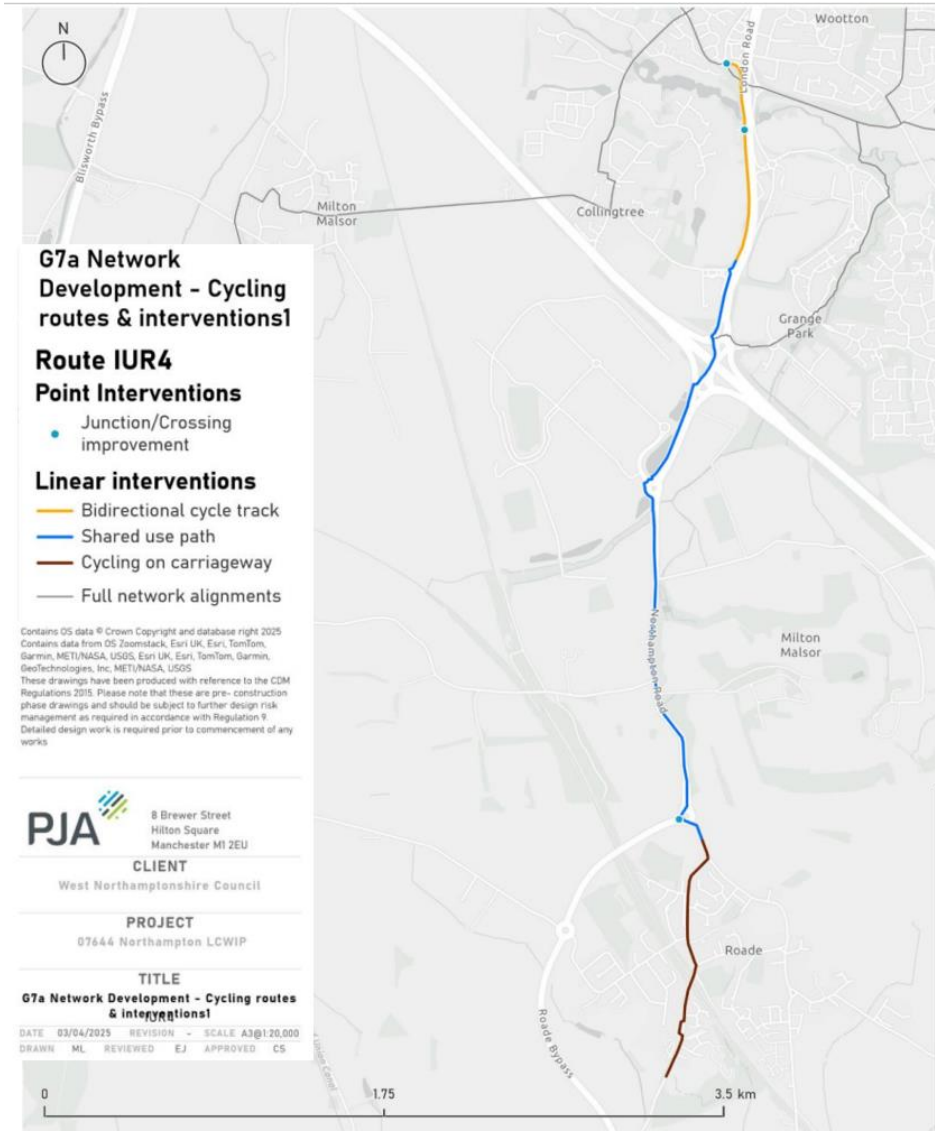

Figure 15 – IUR4 Wootton to Roade

West Northamptonshire Council

IUR5 – Brackmills to Little Houghton

IUR5 is a short inter-urban connection between Brackmills Industrial Estate and Little Houghton (see Figure 16).

Existing conditions and design recommendations

The busy A428 currently creates a gap in the active travel network in this area – improvements, including crossings will benefit pedestrians and cyclists, with links to public rights of way along the Washlands.

A bi-directional cycle track along the A428 would provide safe links along this busy section of road, the wide verges and generous parking laybys would mean that space is likely to be available. Off the main road and into Little Houghton, low traffic volumes mean that on-carriageway cycling is likely to be suitable, but a review of the national speed limit on the approach to the village could be considered.

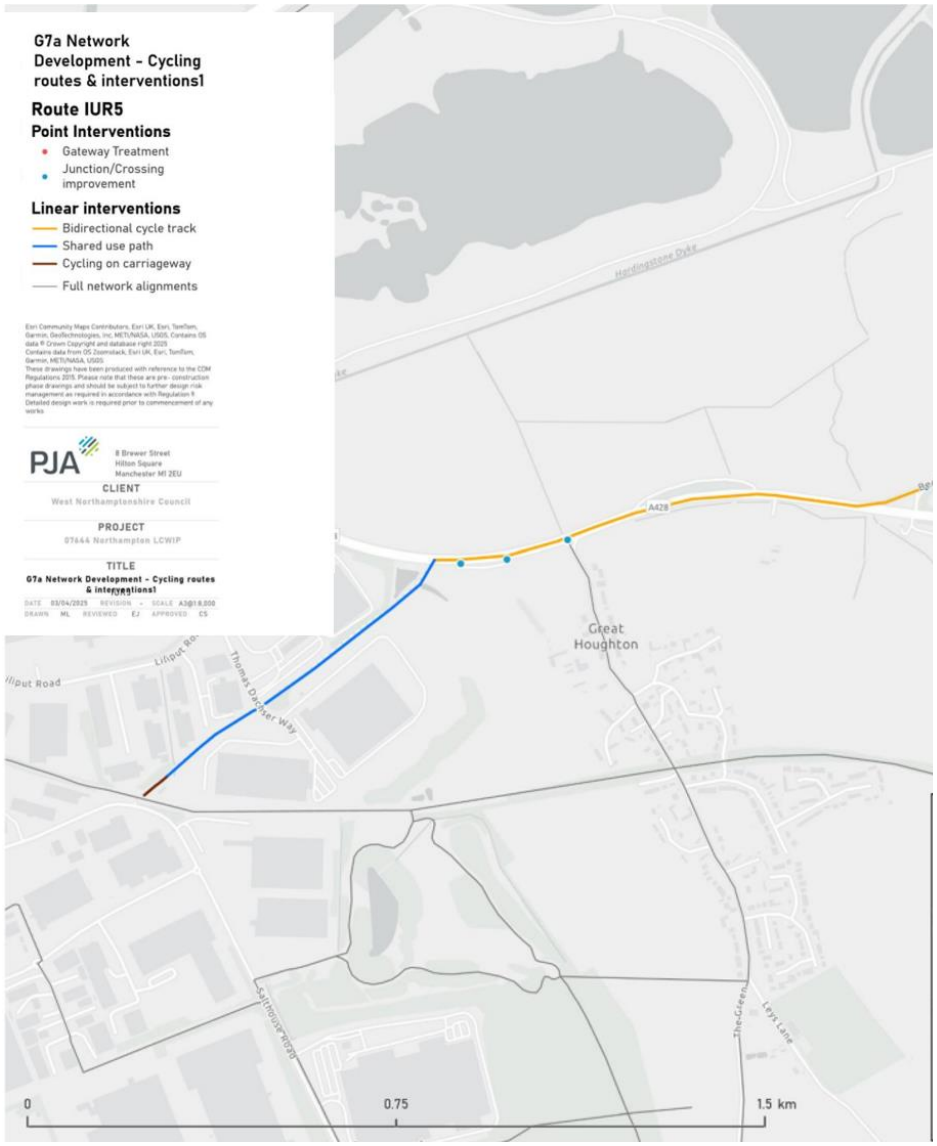

Figure 16 – IUR5 Brackmills to Little Houghton

IUR6 – Weston Favell to Wellingborough

IUR6 is a key inter-urban route towards Wellingborough and would link a number of smaller settlements (see Figure 17). The route is also in the proposed Wellingborough LCWIP network.

Existing conditions and design recommendations

The route follows the A4500, which is a busy single carriageway road. The road is comparatively wide, and a footway exists along its full length. Widening this footway, with some reallocation of road space where necessary, could provide space for a bi-directional track. Where there are higher numbers of pedestrians a separate footway could be provided, but where there are lower numbers of pedestrians, it could be shared. Improvements at the major junction with the A5076 is likely to require the provision of signalised crossings.

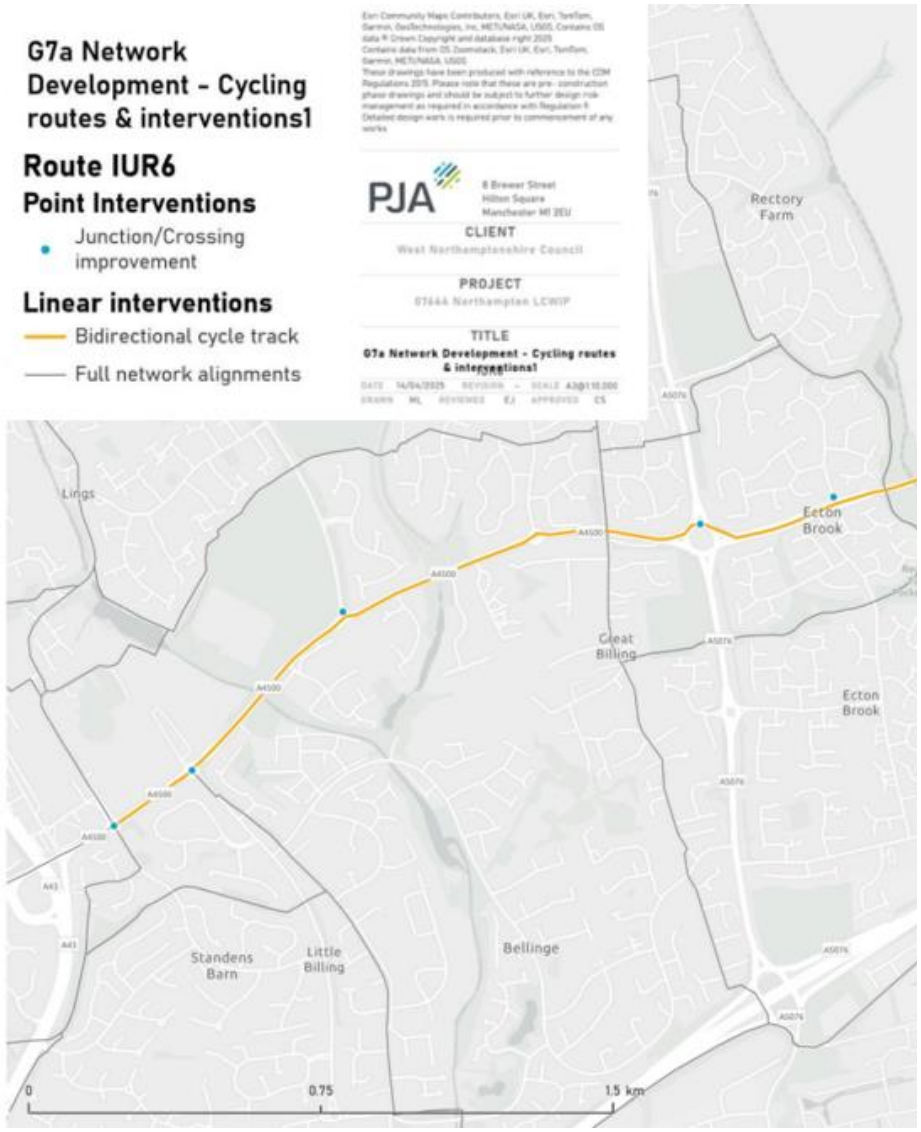

Figure 17 – IUR6 Weston Favell to Wellingborough

IUR7 – Kings Heath to Brixworth via Brampton Valley Way

IUR7 largely follows the Brampton Valley Way disused railway between Brixworth and Kings Heath (see Figure 18). The route is part of the NCN Route 6, and is a popular leisure route as well as a link for utility cycling and walking.

Existing conditions and design recommendations

The section following the disused railway path would benefit from minor improvements to provide a sealed surface, and widening of the path where possible – especially on more popular sections with walkers.

To the north, the link between the disused railway path and Brixworth via Merry Tom Lane is direct, but hilly. Improvements to the surface would make the route more suitable for cycling.

To the south, the path links into the emerging plans for the Dallington Grange SUE, with an improved connection to Mill Lane via the existing track.

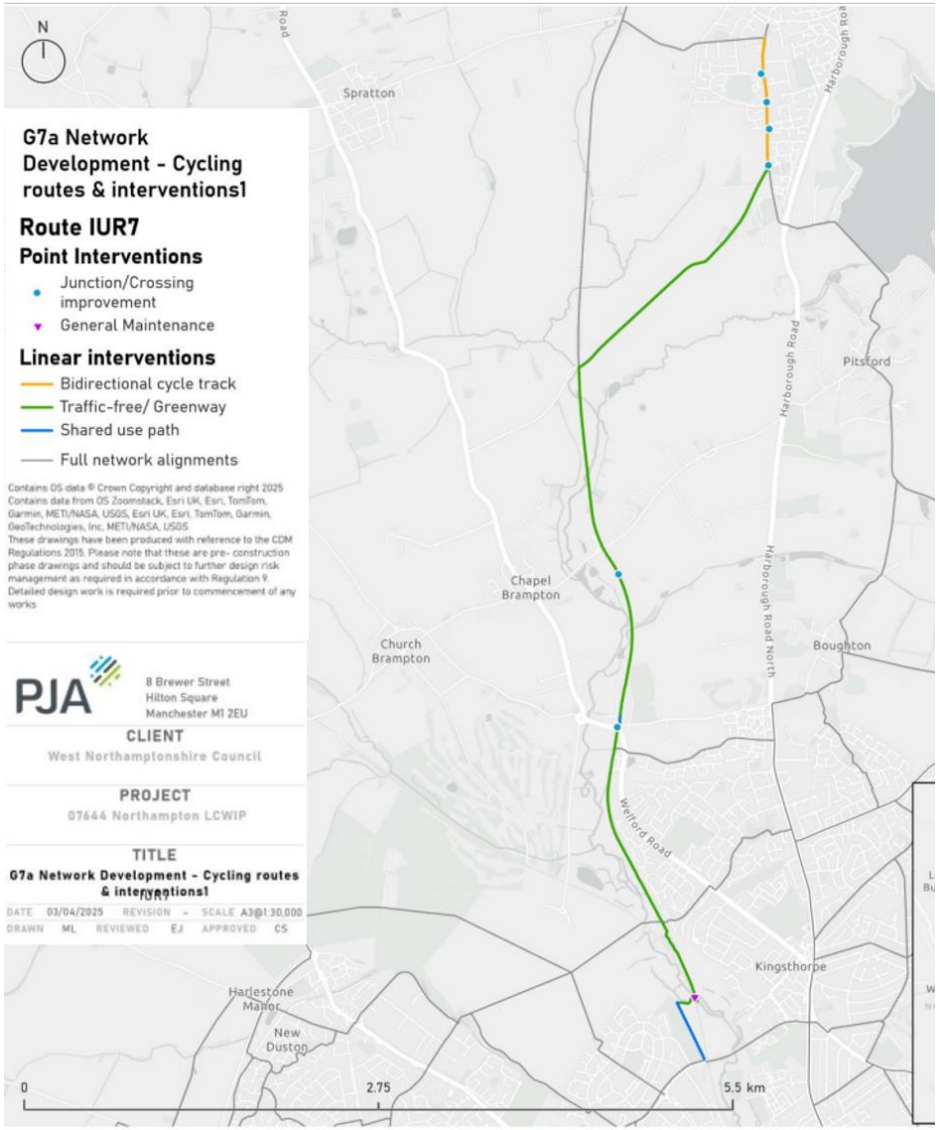

Figure 18 – IUR7 Kings Heath to Brixworth via Brampton Valley Way

Key town walking routes

Core Walking Zones are areas identified where walking trips are most important and include walking routes linking into those areas. There are three Core Walking Zones identified in the Northampton LCWIP; Kingsthorpe, Weston Favell and Northampton Town Centre (see Figure 19).

There are a number of common challenges with the walking routes in these areas, such as narrow footways making it difficult for those using wheelchairs, mobility scooters or pushing buggies. Footway clutter such as shop front displays particularly for those who are blind or partially sighted and inappropriately parked bikes and e-scooters.

Lack of pedestrian crossings at signalised junctions, meaning that people may not be able to cross safely where they want to. Shared paths can be narrow and sometimes are away from roads so people can feel vulnerable, especially when it's dark.

Kingsthorpe walking route - existing conditions

Kingsthorpe is dominated by the busy Harborough Road, which is a major road corridor, but also is a local shopping area.

- Raised carriageways and 20mph speed limits on key routes helps encourage walking to school and other destinations.
- Wide, uncontrolled crossings at busy roads close to the centre of Kingsthorpe discourages walking to local facilities
- Lack of a controlled crossing for pedestrians at the busy junction of Mill Lane and A508 makes it difficult to cross
- Harborough Road in Kingsthorpe is a key pedestrian High Street, but carries heavy traffic

Kingsthorpe design recommendations

Please see Figure 20 for map of design recommendations which are also described below.

High Street improvements

The High Street is a multi-lane road through the centre of Kingsthorpe, carrying nearly 40,000 vehicles per day. Widening of footways were possible will increase pedestrian comfort, and allow people to pass in safety. Providing continuous footways in areas of highest footfall will reinforce the status as a high street for people, as well as accommodate vehicle movement. Attractive paving, planting and seating will also encourage people to use the street as a destination.

Town centre links

The lower end of Kingsthorpe is around 2.5km (or a 40 min walk) from Northampton town centre, so is within walking distance for some people. Harborough Road offers the most direct route for these journeys. Improvements to side roads, with raised treatments where possible, and removal of street clutter along this corridor would encourage walking trips. Wayfinding on alternative, quieter routes via the Racecourse would provide people with a lower-traffic route to the town centre.

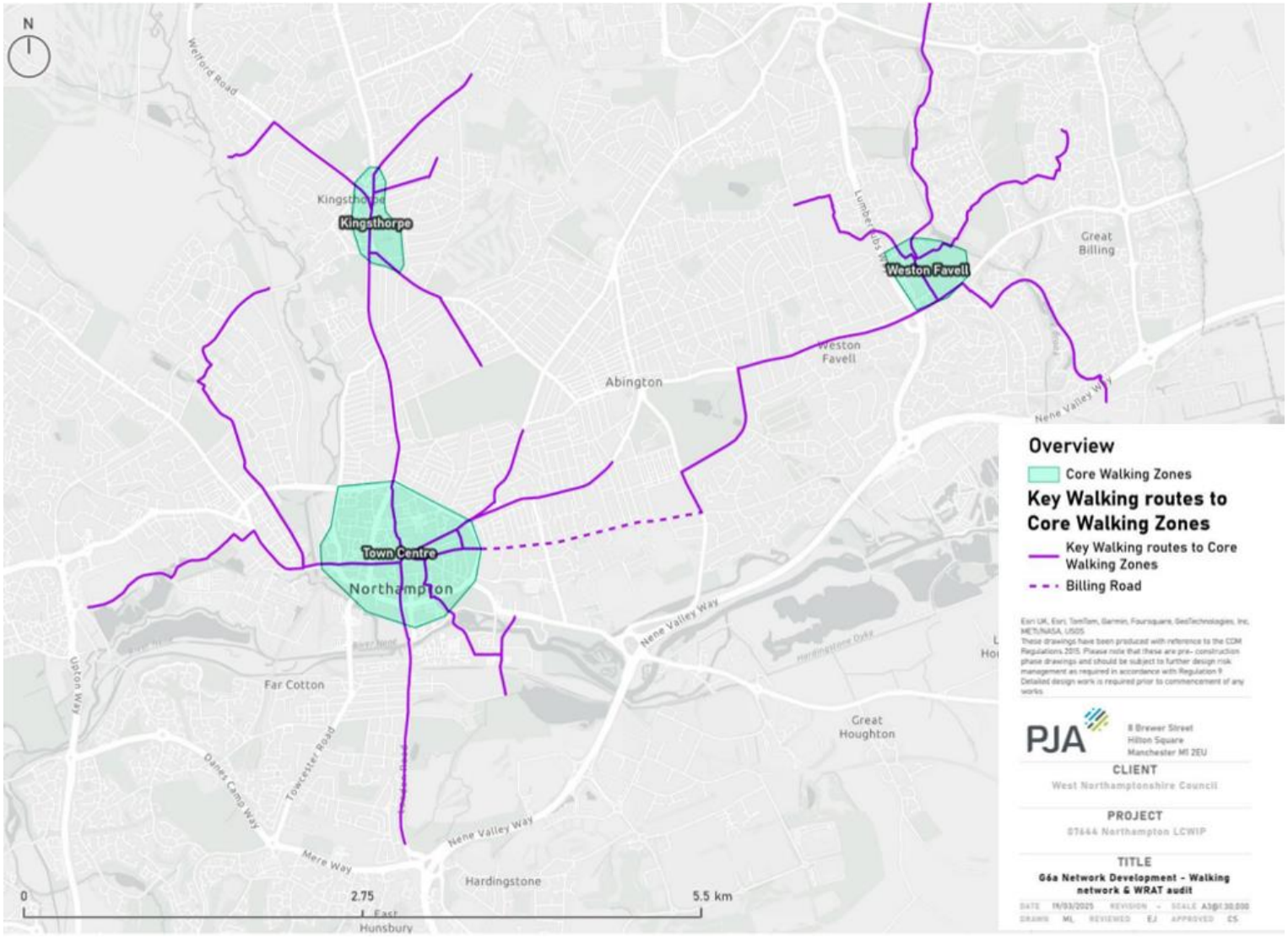

Figure 19 – Key walking routes to Core Walking Zones

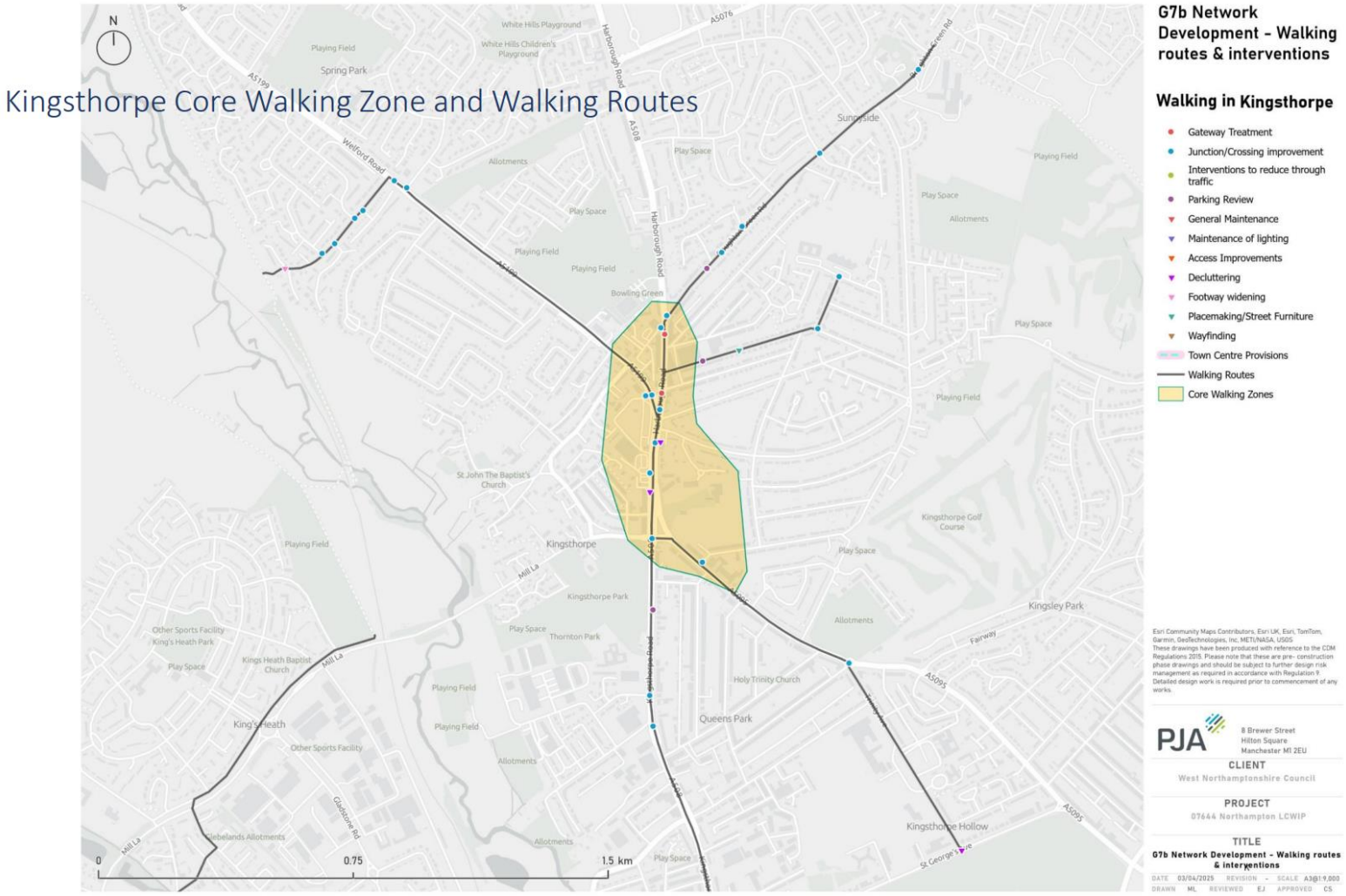

Figure 20 – Kingsthorpe Core Walking Zone and walking routes

Weston Favell – existing walking conditions

In the area around Weston Favell there are traffic-free walkways often set back from the road network which can feel isolated.

- Route to key destinations can be unclear for pedestrians
- Narrow footways and intermittent paths close to key pedestrian destinations discourages walking for short journeys
- Worn desire lines on Billing Brook Road indicate that paths do not follow routes needed by pedestrians
- Wide, lit footways with substantial verges alongside busier roads provide good pedestrian provision on some approaches to the Weston Favell Centre.

Weston Favell – design recommendations

Please see Figure 21 for map of design recommendations which are also described below.

Greenway improvements

Although there is a relatively comprehensive network, the routes are often unappealing and poorly overlooked. Improvements to the width of greenways would increase the openness of the routes and allow cyclists to use the routes in some areas of lower footfall. More effective lighting and wayfinding, with distances and journey times would help encourage use by pedestrians.

Accommodating desire lines

The greenway routes provide direct links between neighbourhoods, but pedestrian desire lines are not always well catered for. Routes that are regularly used should be formalised where possible and made access to all users with suitable paving and kerb treatment. The need for surfacing crossings should be considered particularly to access bus stops.

Weston Favell Core Walking Zone and Walking Routes

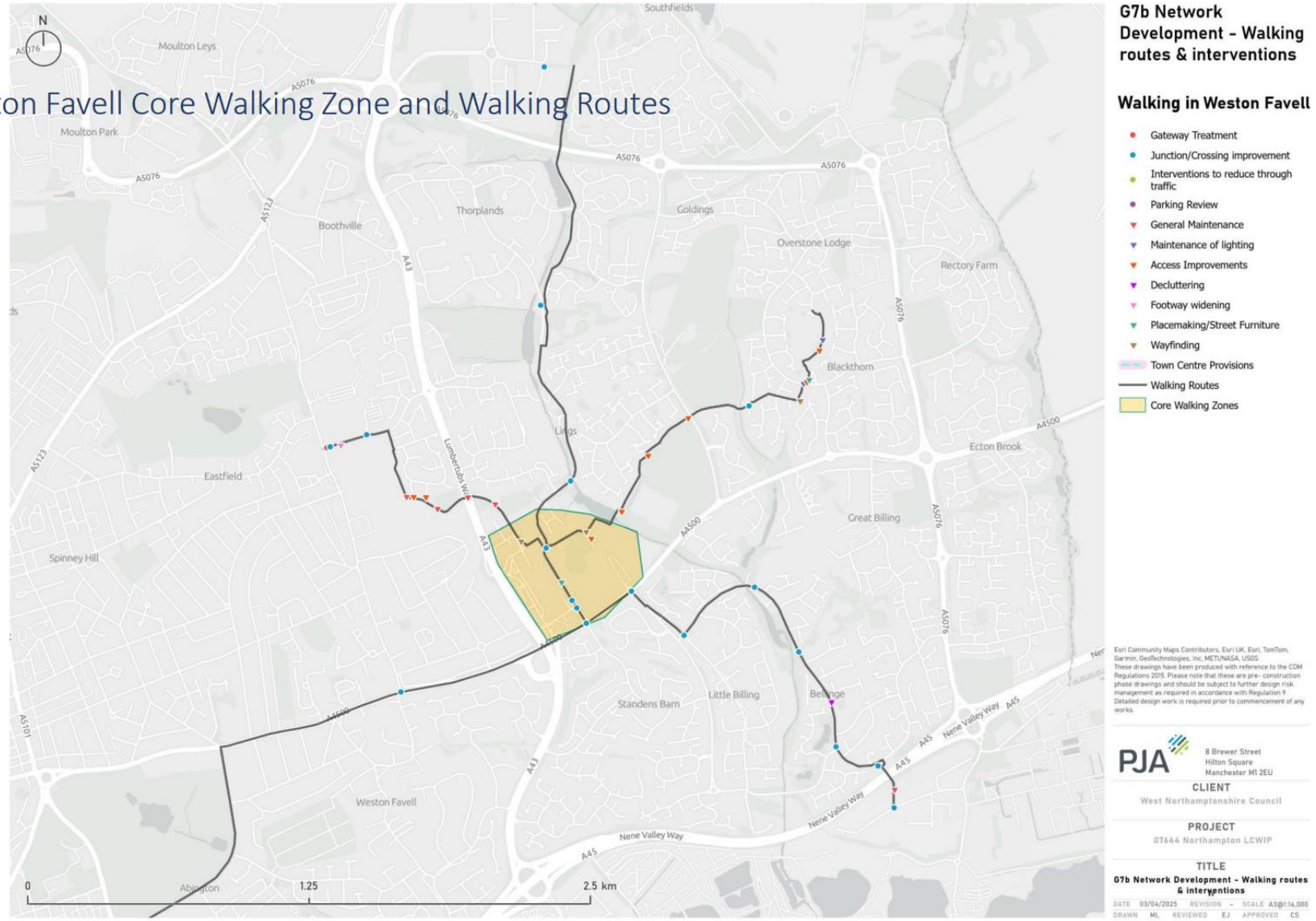

Figure 21- Weston Favell Core Walking Zone and walking routes

Town centre – existing walking conditions

The walking routes on approach to the town centre generally follow the main transport corridors and are the most direct route to the core walking zone.

- Footway clutter and lack of controlled pedestrian crossings on bus routes discourages walking trips into the town centre and access to public transport
- The cultural quarter has attractive paving and wide footways, creating a pleasant area for pedestrians
- Becket's Bridge is an example of an attractive gateway feature to the University of Northampton
- Abington Square is a hostile environment for pedestrians, with multi-stage crossings, guard railing and high traffic volumes

Town centre – design recommendations

Please see Figure 22 for map of design recommendations which are also described below.

Town centre gateways

The inner ring road represents a significant barrier to walking trips, so in line with the Town Centre movement plan below, they key gateways should be considered on a network level – understanding all movements – vehicles and pedestrians – to identify where pedestrian movements should be prioritised. Crossings at these gateway points should provide direct and intuitive links into the town centre through the use of signalised crossings and traffic-free links where possible.

Links to public transport

Key connections, including from Northampton Railway Station and Abington Square to the town centre and other significant destinations would benefits from a review of crossings to provide more space for pedestrians, and cater more effectively to desire lines. A signalised crossing of the A4500 immediately outside the station, for example would create an excellent link to the Innovation Centre, and the Four Waterside development, as well as providing links to the shopping destinations to the south. To the east of the town centre, Abington Square provides a poor pedestrian gateway to the main shopping centre from the bus stops on Kettering Road. This has already been identified in the Local Transport Plan as an area that needs further study.

Town Centre Core Walking Zone and Walking Routes

Figure 22 – Town centre Core Walking Zone and walking routes

Town Centre Movement Plan

Northampton town centre is undergoing significant regeneration such as redevelopment of the Greyfriars site and Abington Street redevelopment, changing some of the key routes from the north and east. To the west, the changes to the railway station car park, and Four Waterside and Marefair sites will impact on demand and pedestrian and cycle movements. From the east, the links between the town centre, hospital and Abington Active Travel Scheme area require further, wider study of traffic movement patters to establish a route to accommodate this active travel desire line.

With the development of the masterplan for the town centre, a town centre movement concept plan has been produced (see Figure 23), which captures the desire lines into and across the town centre. These desire lines, informed by the analysis and engagement with stakeholders, represent where demand for active travel movement is expected to be highest, and should be accommodated by emerging plans for regeneration within the town centre.

Key junctions and gateways to the town centre are identified for potential improvement. The nature of the improvements will be informed by the more detailed requirements of the network and how active travel and motor traffic movements are accommodated around the town centre.

Town Centre Movement Plan – Recommendations

The following have been considered within the Town Centre Movement Plan:

- The A508 /A428 is large and complex with guardrailing and no controlled pedestrian crossings on some arms. Accommodation of pedestrian and cycle facilities is particularly important to accommodate the north-south pedestrian and cycle demand
- A parallel north-south route from the station, through the proposed development site alongside St Andrews Road, will provide an alternative connection directly to the station from the north. The large St Andrews Road/A4500 junction should be improved to provide direct active travel links between the station and town centre, and link to Four Waterside.
- East of the town centre requires further study to understand the most appropriate alignment for active travel to provide a connection east to the hospital and Abington Active Travel Scheme. The junction at Abington Square is a key pedestrian route, but needs improvement to link to the main shopping area of Abington Street, as there are narrow, multi-stage crossings are use by a large number of pedestrians.
- An improved gateway to the town centre from the Kettering Road/Racecourse direction is likely to be possible as a result of the Greyfriars improvements, which will include active travel links along Lady's Lane. Junction improvements at the junction with Lower

Mounts would enable the proposed quietway cycle route connections up towards the Racecourse and Hood Street, allowing cyclist to avoid the busy and constrained Kettering Road corridor

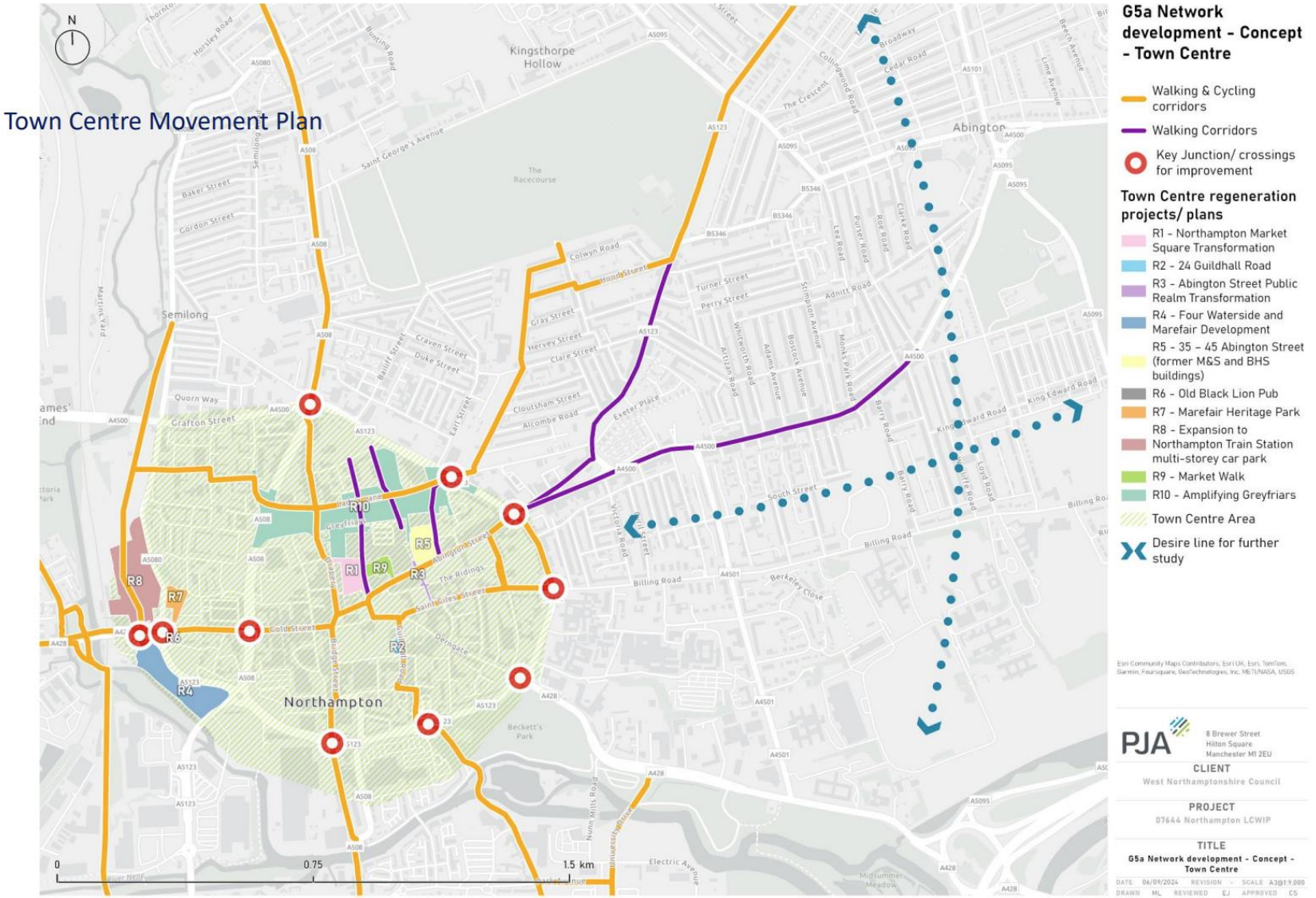

Figure 23 – Town Centre Movement Plan

6. Full Network

Figure 24 outlines the full Northampton LCWIP network and proposed types of provision.

On carriageway cycling means cyclists are sharing the road with other users on typically quieter routes.

Protected cycling infrastructure means cyclists are separated from traffic – this may be through light segregation, or segregated with-flow cycle tracks, bi-directional cycle tracks, or shared use paths.

Traffic-free routes are also known as greenways and are away from the road, through parks or along canals for example.

Rural cycling provision includes traffic calming features, and quiet lanes to reduce the impact of traffic in sensitive rural areas.

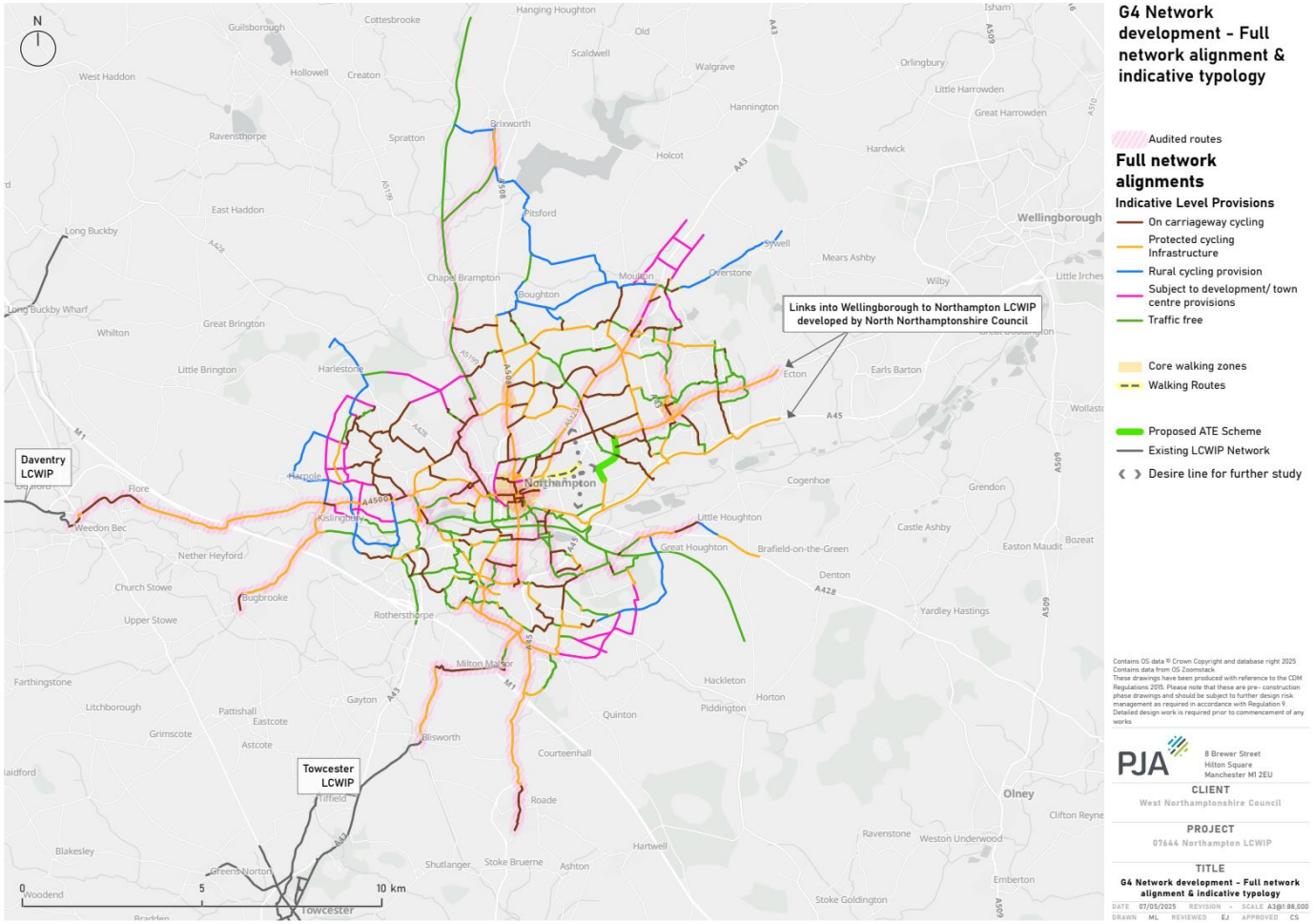

Figure 24: Full network

7. Next steps

LCWIPs are the first step in identifying a pipeline of investment, so that over time, a complete cycling and walking network is delivered. The proposals in the LCWIP are high level and indicative of what could be delivered.

The next stage will be to undertake feasibility design on the corridors to understand what is possible in a particular area. As part of developing schemes up in more detail, further stakeholder engagement including with National Highways and consultation will be undertaken prior to any schemes proceeding.

The precise timescales and prioritisation of measures will depend upon future funding and opportunities.

As part of scheme development, wider supportive measures will be incorporated. For example, to encourage people to use cycling for shorter trips, secure cycle parking at key destinations is really important. The need for cycle parking will be considered, including provision for adaptive bikes and any behavioural change measures such as cycle training will also be considered.