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1. Introduction

This Design Recommendations booklet sets out the high-level proposals for the development of the walking and cycling networks around Northampton following the development of the LCWIP.

The recommendations in this booklet are in line with the guidance for walking and cycling set out in LTN1/20 and other key guidance. As a strategic document, the LCWIP aims to provide an indicative active travel network, and guidance on infrastructure concepts, but is not a detailed feasibility study.

Further detailed assessment/ study is required to understand the feasibility of indicative measures recommended in this document, and liaison with key stakeholders is required. Where the network interacts with the Strategic Road Network, engagement with National Highways on the design development of interventions is essential.

Further development of corridors is subject to funding being available and schemes will be developed through stakeholder engagement. Opportunities for cycle parking will be considered as a part of scheme development.

2. Network Development Approach

Within the scope of this study, it was not possible to develop link by link interventions for all the routes that are needed to establish a comprehensive and cohesive walking and cycling network in Northampton. Instead, the network has been broken down as follows:

Whole Network – the full LCWIP network, incorporating all of the routes and links that were identified through the network development. For these routes, broad route typologies are recommended – distinguishing between busier corridors where segregated cycle infrastructure is needed, and quieter or off-road routes where lighter touch improvements may be necessary. This booklet outlines typical improvements along each of these corridor typologies.

Audited Network – a subset of the whole network where site audits were undertaken using the LCWIP assessment tools. These routes were chosen to provide a representative sample of different route typologies across the study area, and high level recommendations are provided on a section-by-section basis.

Case study Network – a further subset of the audited network looking at a few routes in greater detail. This subset aims to provide indicative recommendations across a range of typologies, outlining approaches which could be deployed throughout the network.

Walking routes – recommendations for key walking routes connected to the Core Walking Zones are included on the same basis as the cycling audit network.

Town centre concepts – in the centre of Northampton the extent of change that is underway through development and regeneration means that movement patterns are likely to change substantially in this area in the future. A movement concept approach has been taken for the town centre indicating where likely demand is likely to be focussed. This will help guide developments as they come forward.

Document Structure

The booklet is divided into sections aligned to these approaches

- Full Network
- Audit Network Routes
- Case Study Routes
- Walking Routes
- Town Centre concepts



3. Whole Network

This section outlines the whole LCWIP network, showing, at a high level, the recommended typologies for each section of the cycle network.

Protected cycling infrastructure

Along busier corridors, where traffic volumes and speeds are higher, separation of cyclists from general traffic is essential for enabling most people to cycle the route with confidence. These routes – for example along the A508 towards Kingsthorpe – are key corridors for motor traffic, buses and freight as well as active travel. Provision of space within the carriageway for kerb-separated cycle tracks, or segregated cycle tracks at footway level are the main tools for providing this separation. In areas of low footfall – for example on inter-urban sections, the cycle tracks may be shared with pedestrians. At junctions, the separation from traffic should be maintained, with separate facilities for cycles to negotiate junctions without coming into conflict with general traffic.

On-carriageway cycling

Where traffic flows are lighter, or can be brought down to below around 2000 vehicles per day, and speeds are lower, or can be brought down to around 20mph, it is comfortable for most people to cycle in an environment mixed with general traffic. These routes are generally more residential, or have measures to reduce traffic speeds and flows. The suburban residential streets in New Duston for example, are likely to be able to accommodate this typology. An advantage of this approach is that required improvements are generally light-touch, with minor re-designs of junctions, and measures to reduce traffic speeds used to make the route suitable for cycling.

Traffic Free

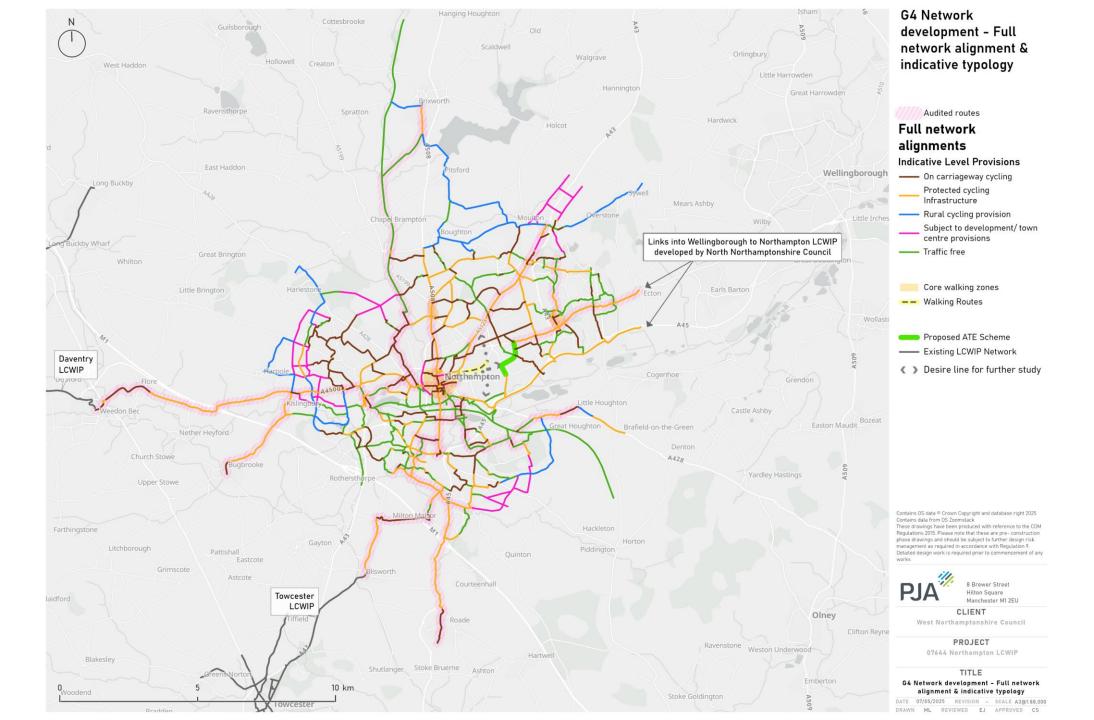
Northampton benefits from a substantial network of traffic-free routes – where pedestrians and cyclists share paths away from general traffic, with several routes also used by equestrians. These greenway routes include paths alongside the river and canal, as well as disused railway infrastructure such as the Brampton Valley Way to the north. The development of future traffic free routes, particularly along the disused railway alignment between Brackmills and the railway station, can provide high quality and pleasant infrastructure for walking and cycling. Recommendations on existing routes generally include widening where possible to allow comfortable sharing of the space between pedestrians, cyclists and equestrians, the provision of suitable surfaces for all users, and the removal of barriers which can impede access.

Rural cycling provision

Outside urban areas, rural roads can offer a pleasant network for cycling, making use of quieter rural networks. Traffic speeds in rural areas can, however, be high, with the national speed limit applying to many roads outside settlements. Measures to reduce speeds, incorporating rural traffic calming techniques such as soft landscaping and sympathetic materials may be appropriate. In rural villages, a 'Traffic in Villages' approach may be taken – using local materials and light touch interventions to reduce the impact of traffic in rural settlements.

Subject to development

Significant expansion of the urban area is planned, through the development of several urban extension projects on the fringes of Northampton. Connections between these areas and the existing centres is an important element of the LCWIP, but in several cases the alignment of the route, and the typology, has not yet been agreed. In order to represent these links in the whole network, indicative alignments are shown.



Best Practice: Cycling on carriageway



Quiet routes typically use streets with low traffic volumes and speeds.



Simple, low intervention features can make an on-carriageway route attractive for cycling

Best Practice: Protected infrastructure on main roads



Light segregation using flexible bollards is a cost-effective way of created protected space for cycling (Green Lanes)



Constructing cycle tracks at (or close to) footway level can be a good solution where space is very constrained (Waltham Forest)



Bolt-down kerbs which can look less visually intrusive than wands are another option for creating cycle tracks (Kingston Hill)



Bi-directional cycle tracks can be spaceefficient on busier streets

Best Practice: Traffic free routes



Greenway entrance points are a good location for branding and artwork and should always be accessible



Artwork reflecting the heritage can add interest to greenways



In areas with higher pedestrian and cycle flows, markings on the ground can provide helpful reminders for cyclists to use routes considerately.



Greenways should be designed to be comfortable, attractive and accessible to all users

Best Practice: Rural cycling provision



Planters can help soften traffic calming features in sensitive rural areas

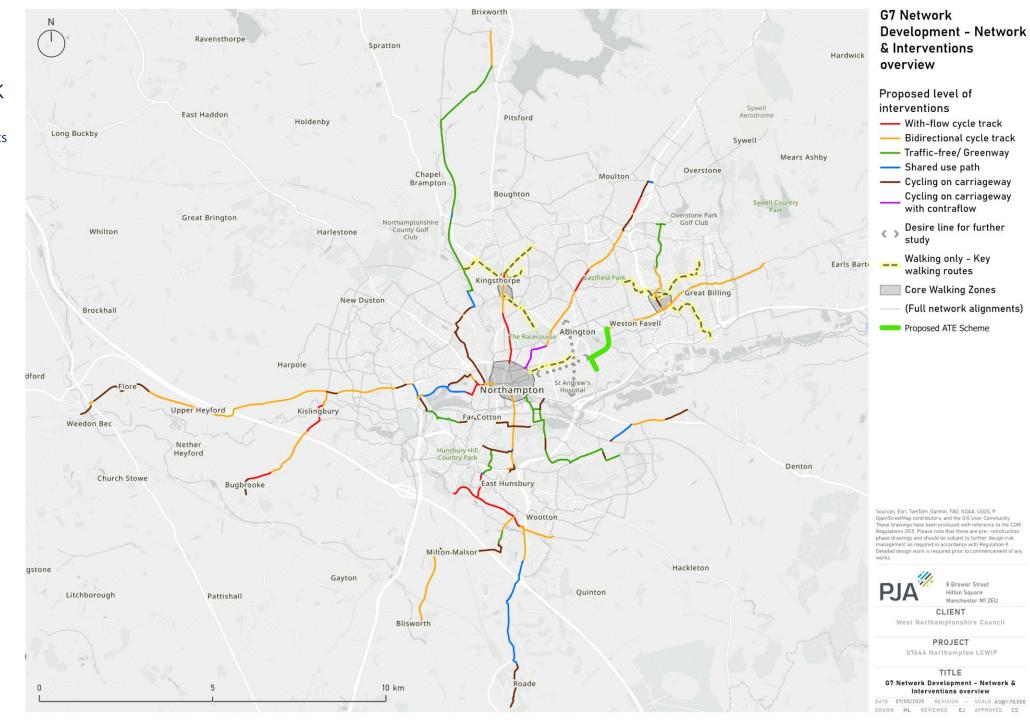


Quiet Lanes can help reduce the impact of traffic on rural routes.



This section outlines the elements of the LCWIP network that were audited using the RST and WRAT tools.

For these routes – identified as a representative sample of the wider, whole network, section-by-section recommendations are provided, indicating the recommended type of infrastructure on links, and at junctions and crossings.



Audited Network – Link typologies



With-flow cycle track providing kerb-separation



Bidirectional cycle track in busier areas



<u>Traffic-free link/greenway</u> through green space



Wide **shared use path** in areas of low footfall



<u>Quiet streets</u> suitable for cycling oncarriageway



Contraflow cycling on a quiet street

Audited Network – Junction/Crossing/Point typologies



Gateway treatments via provision of street greening, SuDs, seating etc can signify a change of environment at the entrance points to settlements, and make the carriageway in small settlements more comfortable and provide placemaking opportunities.



Signalised parallel crossings (Sparrow crossings) maintain separation between pedestrians and cyclists at crossing points to minimise conflict.



Simple <u>access improvements</u> like a raised table/ connection to cycling routes help in organising the movements of pedestrian/ cyclists



Reviewing parking at key destinations and pinch points to make best use of space, allow uninterrupted and safe movement of cyclists while retaining necessary car parking.



Complex <u>junction improvements</u> involve redesign of the junction geometry and provision of a signalised crossing



Dedicated cycle signals at a complex junction

Kingsthorp Buckby **Route R1** Route R1 is a key north-south route between Kingsthorpe in the north, and A45 Queen Eleanor Interchange to the south, crossing the town centre. The bulk of Bozeat the route is via the A508. The route connects densely populated residential areas (Kingsthorpe, Far Olney Cotton) with the town centre and Kingsthorpe District Centre. The route also Abington serves key employment sites at Carlsberg, and recreational facilities at Delapré Abbey. Town Centre Provision The route is characterised by wide, busy roads leading into the town centre from outlying districts – in the south, the A508 is generally wide and has existing cycle tracks at footway level which could be improved to provide bi-directional cycle tracks. To the north, the road space is more constrained, but has sections of multiple traffic lanes or wide single lanes where decluttering measures rationalisation of street furniture - to provide more space for with flow cycle tracks. Bi-directional cycle tracks are likely to be most suitable on the Northampton northernmost section. In the town centre, low traffic speeds and volumes mean that cycling on-carriageway is likely to be suitable. The route is identified in the Northampton Bus Service Improvement Plan (BSIP) Far Cotton as a corridor of poor bus service reliability, so improvements to the active travel network should take account of measures to improve bus services. Nene Valley Way

G7a Network **Development - Cycling** routes & interventions1

Route R1 **Point Interventions**

- **Gateway Treatment**
- Junction/Crossing
- improvement
- Interventions to reduce through traffic
- Parking Review
- Decluttering

Linear interventions

- With-flow cycle track
- Bidirectional cycle track
- Cycling on carriageway
 - Full network alignments

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Detailed design work is required prior to commencement of any



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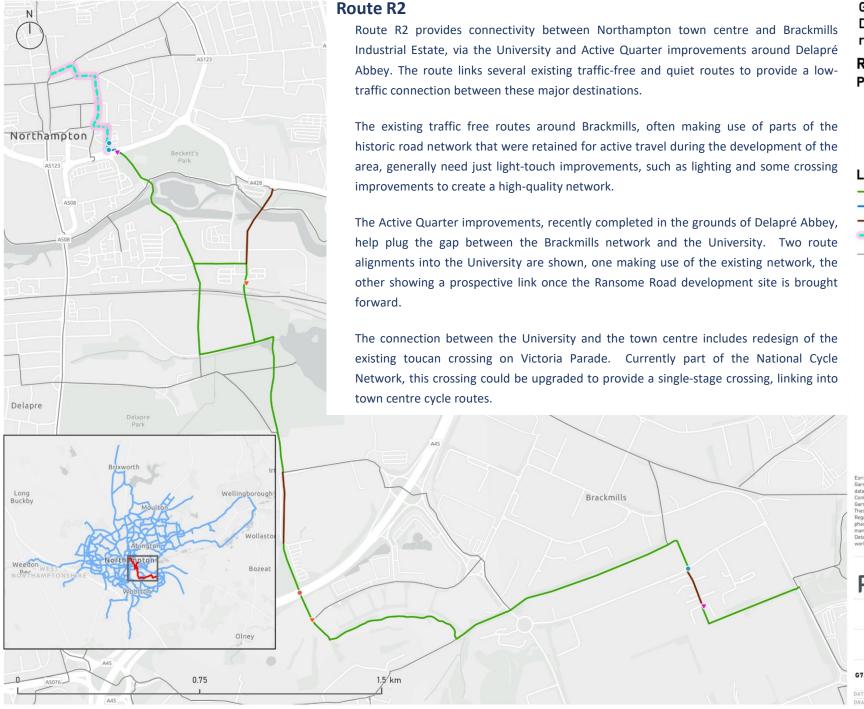
PROJECT

07644 Northampton LCWIP

TITLE

G7a Network Development - Cycling routes & interventions1

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G7a Network Development - Cycling routes & interventions1

Route R2 Point Interventions

- Gateway Treatment
 - Junction/Crossing
- improvement
- Access Improvements
- Decluttering

Linear interventions

- Traffic-free/ Greenway
- Shared use path
- Cycling on carriageway
- Town Centre Provision
- Full network alignments

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Junction/Crossing

Interventions to reduce

Placemaking/Street

Bidirectional cycle track

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TITLE G7a Network Development - Cycling routes

& intermentions1 DATE 03/04/2025 REVISION - SCALE A3@1:9.000

improvement

through traffic

Furniture

G7a Network **Development - Cycling** routes & interventions1 Long Buckby Route R3 **Point Interventions** Heath Bozeat Parking Review Route R3 connects the town centre, via the railway station, to the Kings Heath area - also linking to the Wayfinding planned Dallington Grange SUE, and the Brampton Valley Olney Linear interventions Way path – a popular leisure connection. The route broadly aligns to the existing NCN Route 6. Cycling on carriageway Town Centre Provision The route largely makes use of quiet streets to provide — Full network alignments safe conditions for on-carriageway cycling. An existing Baker Street modal filter on St James's Park Road helps reduce through traffic, keeping conditions suitable for cyclists to mix with traffic. Improvements could include a review of side road junctions with wide radii to encourage slower turning traffic speeds, and improvements to crossing points to create a more seamless journey for cyclists. Dallington Clare St Past the station along the A428, the road space is Cloutsham Stree Quorn Way constrained, but reallocation of space to provide a bi-St James Esri Community Maps Contributors, Esri UK, Esri, TomTom, End Garmin, GeoTechnologies, Inc, METI/NASA, USGS, Contains O. data © Crown Copyright and database right 2025 directional cycle track would improve conditions to a key Contains data from OS Zoomstack, Esri UK, Esri, TomTon Garmin, METI/NASA, USGS hese drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of West Northamptonshire Council

1.5 km

0.75

Route R3

destination.

Gateway Treatment

Junction/Crossing improvement

Access Improvements

With-flow cycle track

— Shared use path Cycling on carriageway

Bidirectional cycle track

Cycling on carriageway with contraflow

Town Centre Provision

— Full network alignments

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& intermentions1

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G7a Network Moulton **Development - Cycling** routes & interventions1 Route R4 **Point Interventions** Route R4 is a major corridor linking the town centre to Moulton, via the A5123 Kettering Road. The route is a major radial corridor, and an important bus corridor identified in the Linear interventions Northampton BSIP. Improvements to active travel should be developed alongside enhancements to improve bus reliability Traffic-free/ Greenway For the majority of the route, the recommended alignment is along the Kettering Road itself. The road is constrained in places, so a combination of with-flow and bi-directional cycle tracks are recommended to make best use of available space. The northern end of the route takes advantage of the old road alignment to provide a quiet streets connection that avoids the busier bypass route, and connects directly to the new Towards the town centre, the Kettering Road is particularly constrained, with significant shop frontage and parking, and it does not appear to be feasible to provide on-carriageway Contains OS data © Crown Copyright and database right 2025 armin, METI/NASA, USGS, Esri UK, Esri, TomTom, Garmin segregated improvements south of the Racecourse. An BeoTechnologies, Inc, METI/NASA, USGS These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre- construction alternative quiet-street route is proposed, linking to the town Abington phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any centre via Overstone Road, connecting to the Greyfriars Long Buckby Bozea G7a Network Development - Cycling routes DATE 03/04/2025 REVISION - SCALE A3@1:22.000

Route R4

along this corridor.

Northampton School site.

redevelopment area.

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TITLE

& interpentions1

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G7a Network Development - Cycling routes & interventions1 Route R5 Buckby **Point Interventions** A5076 Junction/Crossing improvement General Maintenance Bozeal Placemaking/Street Furniture Route R5 provides a spine connection to the Weston Favell Linear interventions District Centre from the north, connecting the residential area, Bidirectional cycle track and Round Spinney Industrial Estate north of the A5076, to the Olney Traffic-free/ Greenway Goldin Thorplands Cycling on carriageway Boothville — Full network alignments Overstone Lodge The northern section of the route makes use of existing greenway A5076 connections, which require improvements – especially to the path width and lighting – to make them suitable shared pedestrian and Closer to Weston Favell centre, where footfall is higher, the proposed route could make use of the wide verges to provide a bi-directional cycle track alongside Billing Brook Road – the key Weston Favell centre is likely to be subject to significant changes in the future, should the masterplan work be brought forward, Esri Community Maps Contributors, Esri UK, Esri, TomTom Garmin, GeoTechnologies, Inc. METI/NASA, USGS, Contains OS measures to reduce through traffic speeds and volumes should be data © Crown Copyright and database right 2025 Contains data from OS Zoomstack, Esri UK, Esri, TomTon Garmin, METI/NASA, USGS considered in the centre, where pedestrian footfall is highest. hese drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk This would allow for on-carriageway cycle links through the retail management as required in accordance with Regulation 9. Great Detailed design work is required prior to commencement of a West Northamptonshire Council A5076 07644 Northampton LCWIP G7a Network Development - Cycling routes 0.75 1.5 km DATE 03/04/2025 REVISION - SCALE A3@1:10,000

Route R5

cycle links.

facilities at Weston Favell.

route to the retail centre.

and service centre.

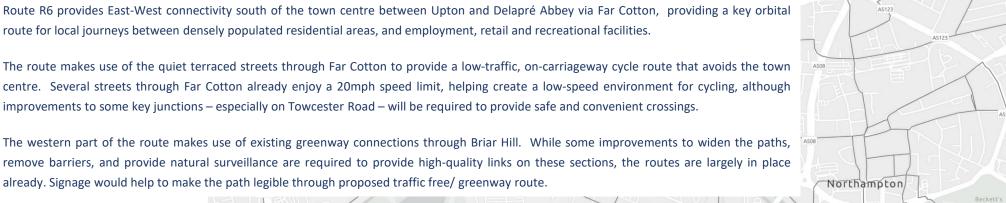
Route R6 **Point Interventions**

Junction/Crossing improvement

Linear interventions

- Bidirectional cycle track
- Traffic-free/ Greenway
- Cycling on carriageway

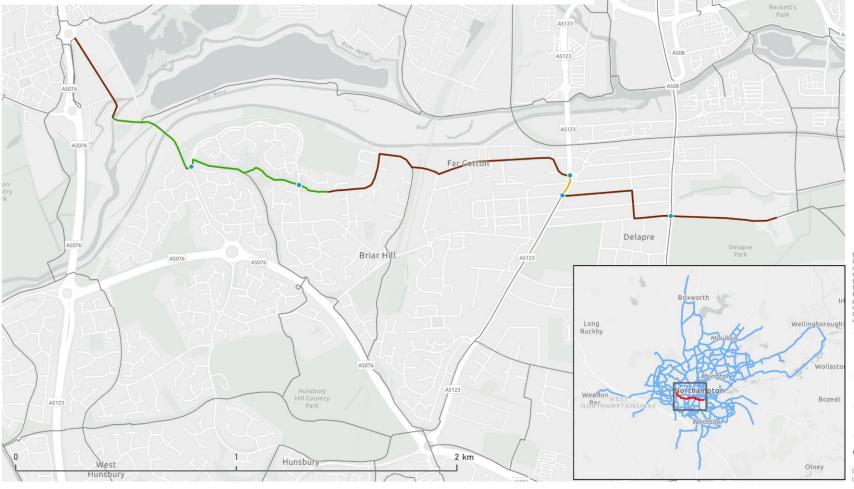
Full network alignments



remove barriers, and provide natural surveillance are required to provide high-quality links on these sections, the routes are largely in place already. Signage would help to make the path legible through proposed traffic free/ greenway route.

route for local journeys between densely populated residential areas, and employment, retail and recreational facilities.

improvements to some key junctions – especially on Towcester Road – will be required to provide safe and convenient crossings.



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Route R7

Route R7 is a key route between the town centre and Upton – an area which is undergoing significant growth – via the Sixfields area, which is the home to two sports stadiums, and a large retail and leisure complex.

Two potential routes into the town centre are identified. The northernmost route, via the A428 makes use of the private car parks which serve the Northampton Saints stadium, and offer a quiet route for cycling. The route is generally open, but can be locked, so an alternative route to the south via St James Mill Rd is also identified. The two options are connected via the existing, wide shared use path along Edgar Mobbs Way.

To the west, the route joins the A4500 – a key route to the M1 from Northampton. This dual carriageway has an existing shared use cycle track running along its northern side, which requires widening to provide a good level of service for cycling. The route further provides connection to Weedon which is a section of IUR1.

G7a Network Development - Cycling routes & interventions1

Route R7 Point Interventions

- Gateway Treatment
- Junction/Crossing improvement
- Access Improvements

Linear interventions

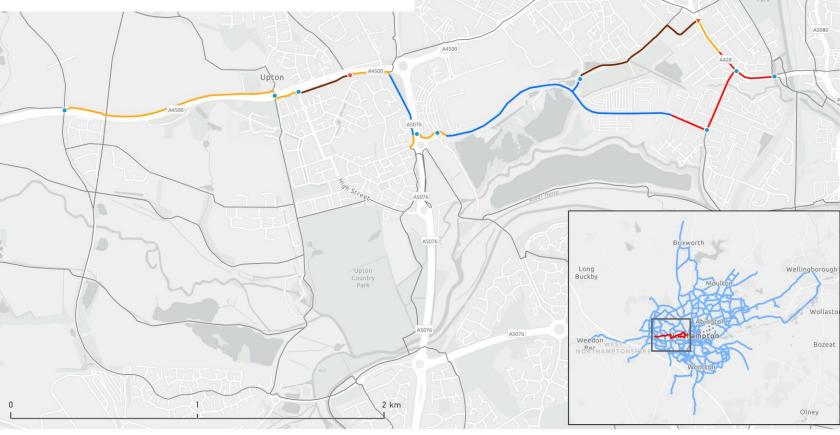
- With-flow cycle track
- Bidirectional cycle track
- Shared use path

St James'

End

A4500

- Cycling on carriageway
- Full network alignments



Dallington

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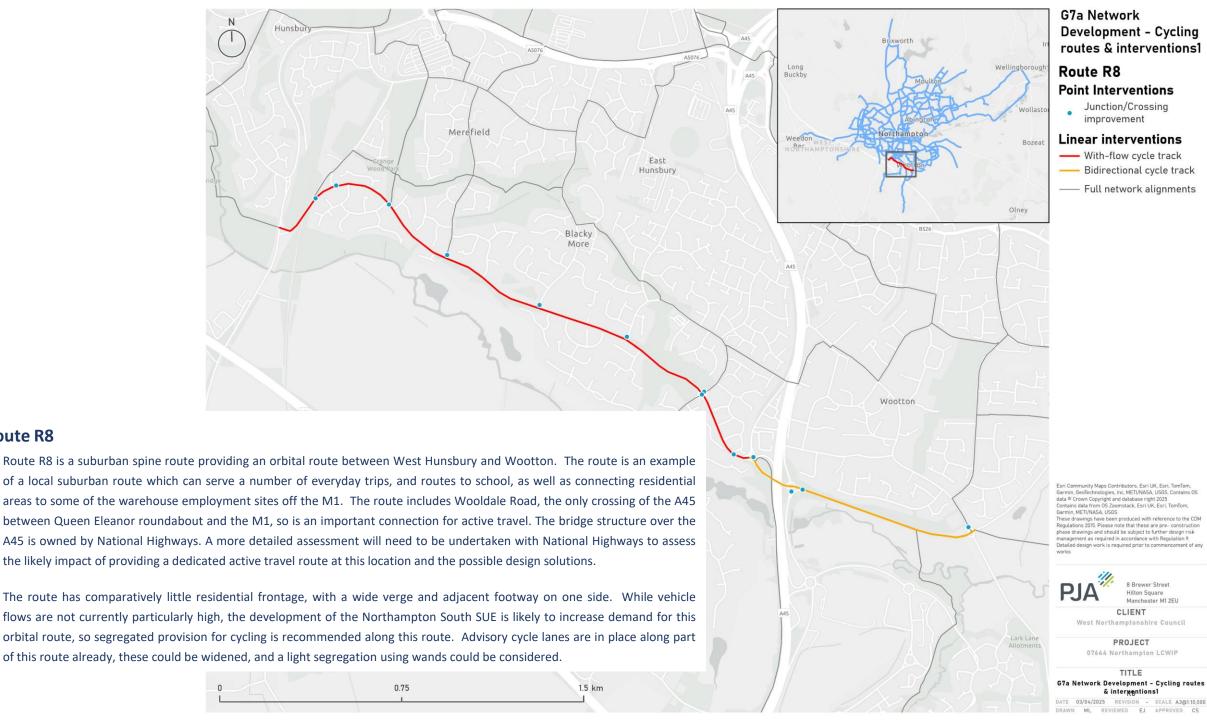
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Route R8

Junction/Crossing

Full network alignments

Desire line for further

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& interpentions1

improvement

G7a Network **Development - Cycling** routes & interventions1 Route R9 **Point Interventions** Linear interventions Route R9 shows a key desire line between the town centre Bidirectional cycle track and Abington, connecting to the Wellingborough Road A5101 Proposed ATE Scheme This route has been identified for further study to Stander understand the most appropriate alignment for a Barn connection between the town centre and Abington Park – Favell where the Abington Active Travel Scheme is proposed. Abington The further work should consider the wider traffic movement patterns in the area, including east-west and north-south movements, and should inform development of active travel links in this area. The route further provides connection up to Ecton which has been included as a part Abington Vale Esri Community Maps Contributors, Esri UK, Esri, TomTom, armin, GeoTechnologies, Inc, METI/NASA, USGS, Contains OS data @ Crown Copyright and database right 2025 Contains data from OS Zoomstack, Esri UK, Esri, TomTom Garmin, METI/NASA, USGS These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre- construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of a Long Buckby orthampton Bozeat G7a Network Development - Cycling routes 1.25 DATE 04/04/2025 REVISION - SCALE A3@1:14,000 DRAWN ML REVIEWED EJ APPROVED CS

Route R9

of IUR6.

corridor towards Weston Favell.

Route R10 is a local connection in the Merefield area, connecting suburban residential areas, schools, retail and leisure facilities. The connection across the A5076 is key, addressing the severance caused by this dual carriageway. The southern portion of the route is similar in typology to Route 8 – a spine road with wide verges which could accommodate The subway beneath the A5076 is currently unwelcoming for active travel, but is wide, and offers a direct route. Improvements to the subway could include cutting back of vegetation of approaches to open the route out to improve natural surveillance, and improved lighting. To the north, existing greenways could be improved with Merefield widened paths and lighting to provide a higher quality trafficfree route, which ultimately connects to the major routes into Long Buckby Blacky Bozeat More ൂീ km 0.5

Route R10

segregated cycle infrastructure.

the town centre.

G7a Network **Development - Cycling** routes & interventions1

Route R10 Point Interventions

- Junction/Crossing improvement
- General Maintenance

Linear interventions

With-flow cycle track

Traffic-free/ Greenway

Shared use path

Cycling on carriageway

Full network alignments

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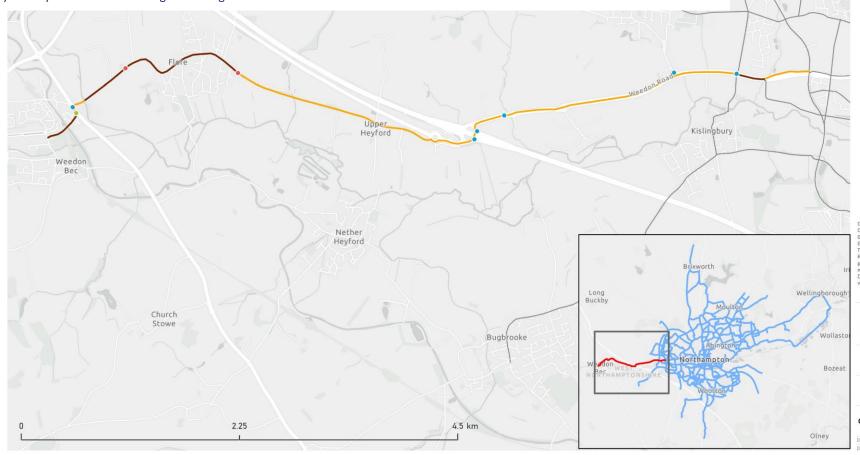
Inter-urban Route IUR1

IUR 1 provides a link to the west of Northampton, connecting the urban area to Weedon Bec, Flore and Panettoni Park Industrial 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, which will serve the SUE developments under construction in this area. The route also connects to the inter-urban network identified by the Daventry LCWIP.

The route alongside the A4500 Weedon Road east of the M1 is a busy dual carriageway, with an existing shared use path on its northern side which requires widening and resurfacing. As footfall is likely to be very low, designation as a cycle track (which pedestrians are entitled to use) would provide a good cycling level of service. A short section of the path close to Panettoni Park has already been widened as part of the development.

Improvements to the M1 Junction 16 to provide cycle infrastructure will be required with arrangements to be developed with National Highways.

West of the M1, a similar cycle track arrangement is proposed as far as Flore, where the construction of a bypass has reduced vehicle flows and allowed the downgrading of the road, so cycling on carriageway is likely to be feasible through the village and on to Weedon Bec.



G7a Network Development - Cycling routes & interventions1

Route IUR1 Point Interventions

Harlestone

- Gateway Treatment
- Junction/Crossing
- improvement Interventions to reduce
- through traffic

Linear interventions

- Bidirectional cycle track
- Cycling on carriageway
- Full network alignments

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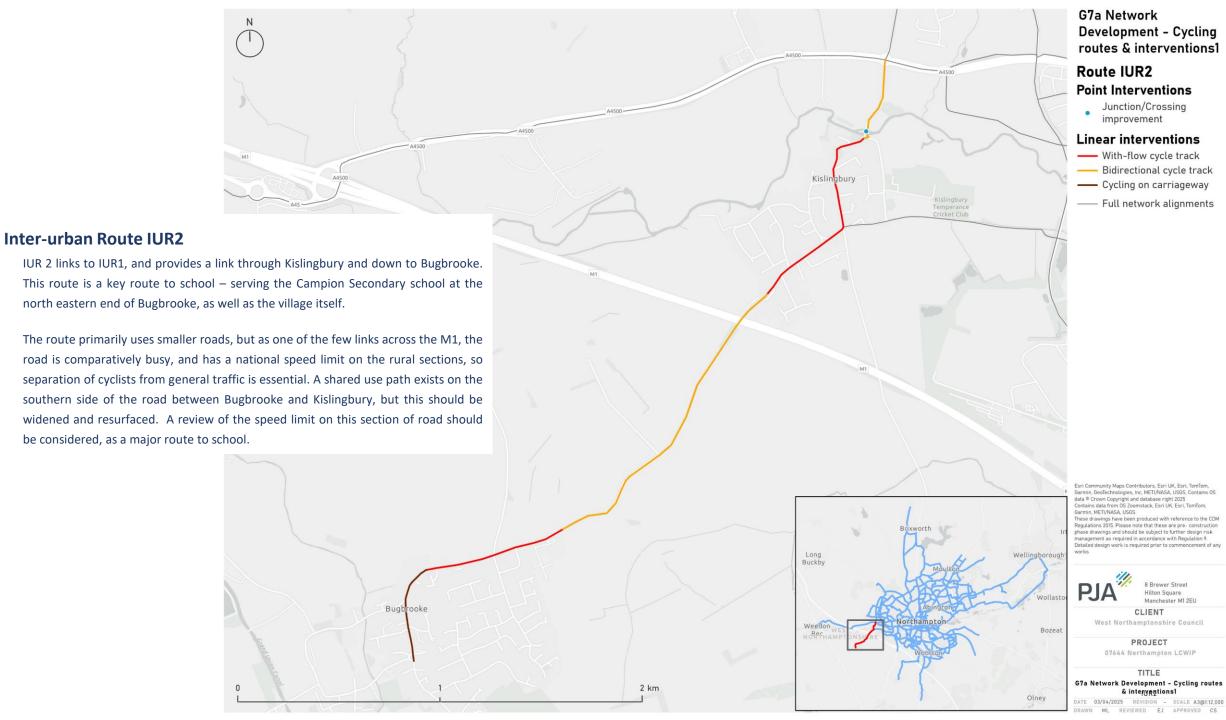
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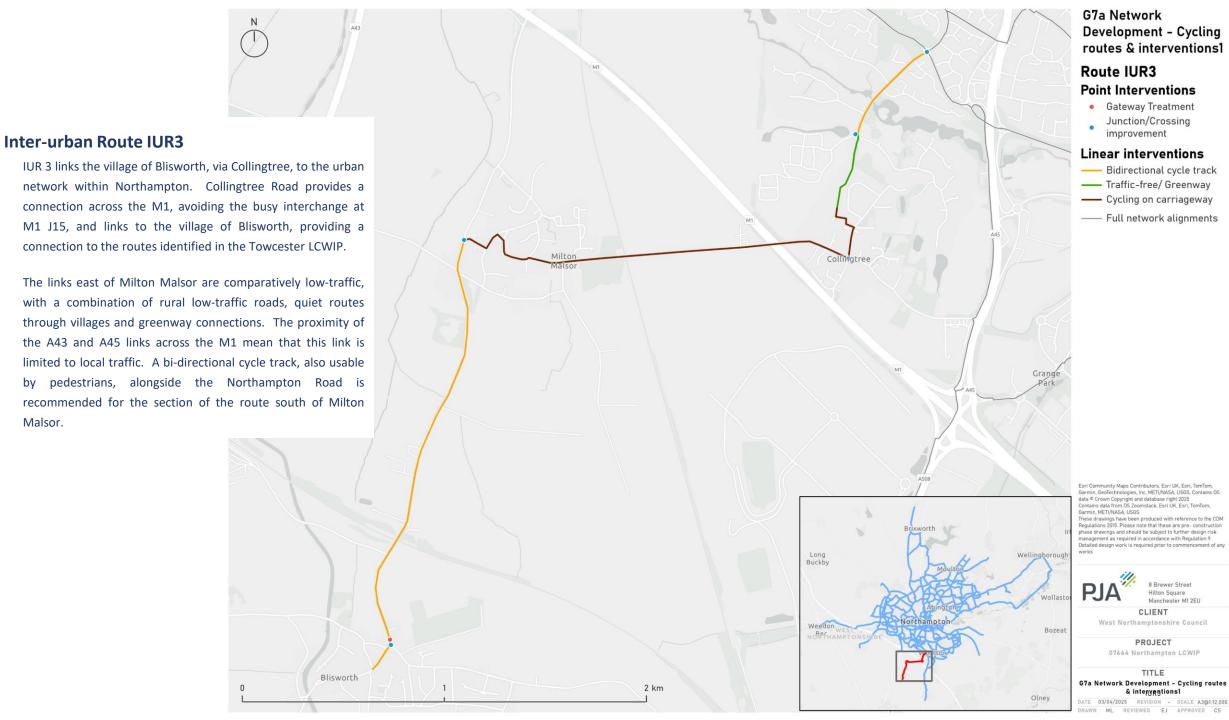
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Malsor.

Junction/Crossing improvement

Bidirectional cycle track

— Full network alignments

8 Brewer Street Hilton Square

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& integyentions1

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G7a Network Wootton **Development - Cycling** routes & interventions1 Route IUR4 **Point Interventions** Milton Linear interventions — Shared use path Cycling on carriageway Quinton IUR 4 is the connecting route between Wootton and the village of Roade. It is a strategically important link, connecting the village of Roade to the SEGRO Logistics Park and other key employment sites around M1 J15 via A508 Northampton Road. Much of the route has recently been improved, linked to the construction of the Roade bypass, and a wide shared use path exists Milton Malsor along much of the route south of the M1, which requires minimal improvement. 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 Contains OS data @ Crown Copyright and database right 2025 Contains data from OS Zoomstack, Esri UK, Esri, TomTom, could be widened to provide a bi-directional cycle track, subject to armin, METI/NASA, USGS, Esri UK, Esri, TomTom, Garmin GeoTechnologies, Inc, METI/NASA, USGS These drawings have been produced with reference to the CDM National Highways technical approval. Regulations 2015. Please note that these are pre- construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of an Long Buckby Roade Bozeat G7a Network Development - Cycling routes 1.75 3.5 km DATE 03/04/2025 REVISION - SCALE A3@1:20.000 DRAWN ML REVIEWED EJ APPROVED CS

Inter-urban Route IUR4

improvement

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PROJECT

TITLE

& integyentions1 DATE 03/04/2025 REVISION - SCALE A3@1:8,000

G7a Network Development - Cycling routes & interventions1 **Route IUR5 Point Interventions Gateway Treatment** IUR 5 is a short inter urban connection between the Brackmills Industrial Junction/Crossing Linear interventions The busy A428 currently creates a gap in the active travel network in this Bidirectional cycle track — Shared use path area - improvements - including crossings - will benefit pedestrians as Cycling on carriageway Houghton well as cyclists, with links to public rights of way along the washlands. --- Full network alignments 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 may be appropriate. Houghton Esri Community Maps Contributors, Esri UK, Esri, TomTom, data © Crown Copyright and database right 2025 Contains data from OS Zoomstack, Esri UK, Esri, TomTom Garmin, METI/NASA, USGS hese drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre- construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of Long Buckby West Northamptonshire Council Bozeat G7a Network Development - Cycling routes 0.75 1.5 km

Inter-urban Route IUR5

Estate and Little Houghton.

Inter-urban Route IUR6

IUR 6 is a key inter-urban route towards Wellingborough – shown here as far as the village of Ecton. A large proportion of the full route is outside West Northamptonshire, but for many in the settlements between Wellingborough and Northampton, the District Centre at Weston Favell is a key destination.

The route follows the A4500, which is a busy single carriageway road, but the parallel A45 to the south means that it is not the major road link between the two towns. The road is comparatively wide, and a footway exists along its full length. Widening of this footway, with some reallocation of road space where necessary, could provide space for a bi-directional cycle track. In the more populated eastern section, this could be provided alongside a footway, but where footfall is much lighter to the east, this could be shared with pedestrians. Improvements at the major junction with the A5076 is likely to require the provision of signalised crossings.

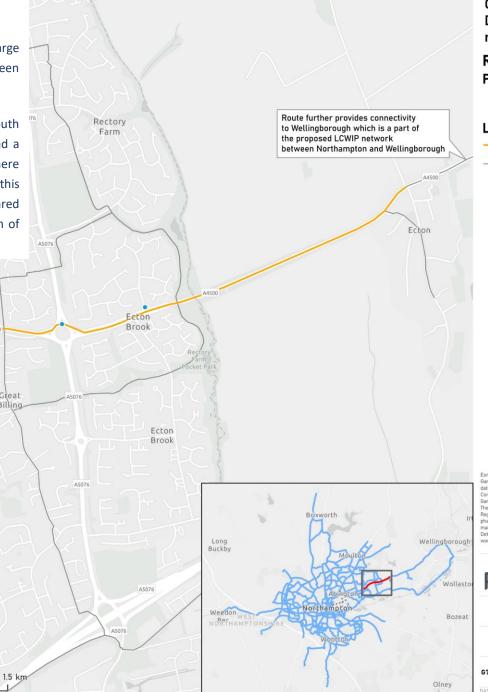
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G7a Network Development - Cycling routes & interventions1

Route IUR6 Point Interventions

Junction/Crossing improvement

Linear interventions

- Bidirectional cycle track

Full network alignments

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G7a Network Development - Cycling routes & integyentions1

DATE 14/04/2025 REVISION - SCALE A3@1:10,000 DRAWN ML REVIEWED EJ APPROVED CS

Spratton **Inter-urban Route IUR7** IUR 7 largely follows the Brampton Valley Way disused railway between Brixworth and Kings Heath. The route is part of NCN Route 6, and is a popular leisure route as well as a link for utility cycling and walking. The section following the disused railway path itself would benefit from minor improvements to provide a sealed surface, and widen the path where possible – especially on more popular sections with walkers. To the north, the link between the 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 Chapel Brampton Church Brampton Harlestone Long Buckby Kingsthorpe Bozeal New Duston 5.5 km

track.

G7a Network Development - Cycling routes & interventions1

Route IUR7 Point Interventions

- Junction/Crossing improvement
- General Maintenance

Linear interventions

- Bidirectional cycle track
- Traffic-free/ Greenway
- Shared use path
- Full network alignments

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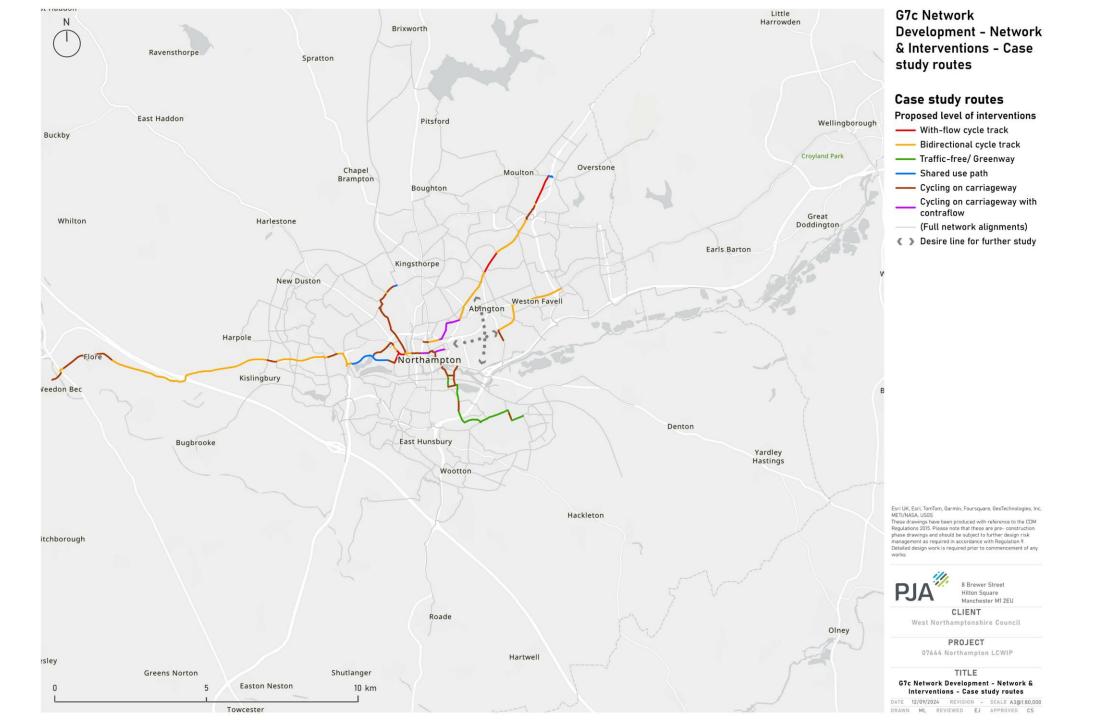


5. Case Study Routes

A small number of routes have been identified for more detailed assessment and recommendations. These routes have been selected as a representative sample of the wider network routes, covering different broad typologies, and looking at routes raised by stakeholders as key links:

- Route 2 Traffic Free/Greenway
- Route 3 Quietway
- Route 4 Main Road corridor, bus corridor
- Route 7 Main Road corridor high stakeholder priority link
- Route 9 Link to Abington Active Travel Scheme
- Inter Urban Route 1 Rural route linking to other LCWIP routes

In each case, the existing conditions are outlined and mapped, and design recommendations – including links and junctions – are outlined in greater detail.



4.1 Existing Conditions – Route 2

R2 connects the Brackmills Industrial Estate, via Delapré Abbey, and the University to the town centre.

Brackmills

The existing traffic free routes around Brackmills provide good, direct routes for active travel, an area of high HGV traffic, but can feel isolated, and parts are poorly maintained. Improvements to lighting, wayfinding and surface quality would improve the experience for people on foot and cycling. Some crossings, such as the relatively recently installed Toucan crossing of Caswell Road, provide a direct and safe crossing for active travel, but others, for example at Sketty Close, require improvements to bring them up to a higher standard.

Bike Park and Delapré Abbey

The Active Quarter routes through the grounds of Delapré Abbey – completed since the site visit - help bridge a gap in the active travel network between the town centre and the employment hub of Brackmills with wide shared paths through a pleasant environment. The routes are unlit, but this is typical of a greenway connection in this type of environment. The connection under the A45 via the existing subway to the Northampton Bike Park is currently in poor condition, but the route appears to be relatively well

used. The Bike Park itself provides a through route as well as off-road circuits with a loose surface, but the surface appears to be suitable for most types of cycle.

University and Town Centre

Access from Delapré Abbey is currently via a relatively narrow footpath HW28, which has access barriers restricting cycle use, but a future route could be provided through the proposed Ransome Road development. The route through the University is largely off-road, and has been recently improved. The route through the campus makes use of the Becket's Bridge, which provides a high quality and attractive gateway between the town centre and university. The staggered toucan crossing of Victoria Parade, close to the Morrisons Roundabout is extremely well used — particularly by students — but the footway is very narrow, and struggles to accommodate the demand. The links into the town centre make use of one-way streets which could potentially accommodate contraflow cycling in places.



R2: Design Recommendations

Brackmills

Greenway improvements between Salthouse Road and Sketty Close to widen the path to at least 3m and resurface, cut back vegetation and improve lighting. Provide road markings on Sketty Close to make motorists more aware of cyclists on this road. A parallel crossing of Caswell Road at the mini roundabout would provide a safe crossing facility to the northern greenway section. Lighting improvements, wayfinding and replacement of existing concrete bollards would bring the greenway section parallel to Caswell Road up to a higher standard.

Through the bike park, low level lighting of the through routes could extend the use of the route during the winter. While a loose surface is preferred for mountain biking, this should be maintained well to ensure suitability for users of all types of bike.

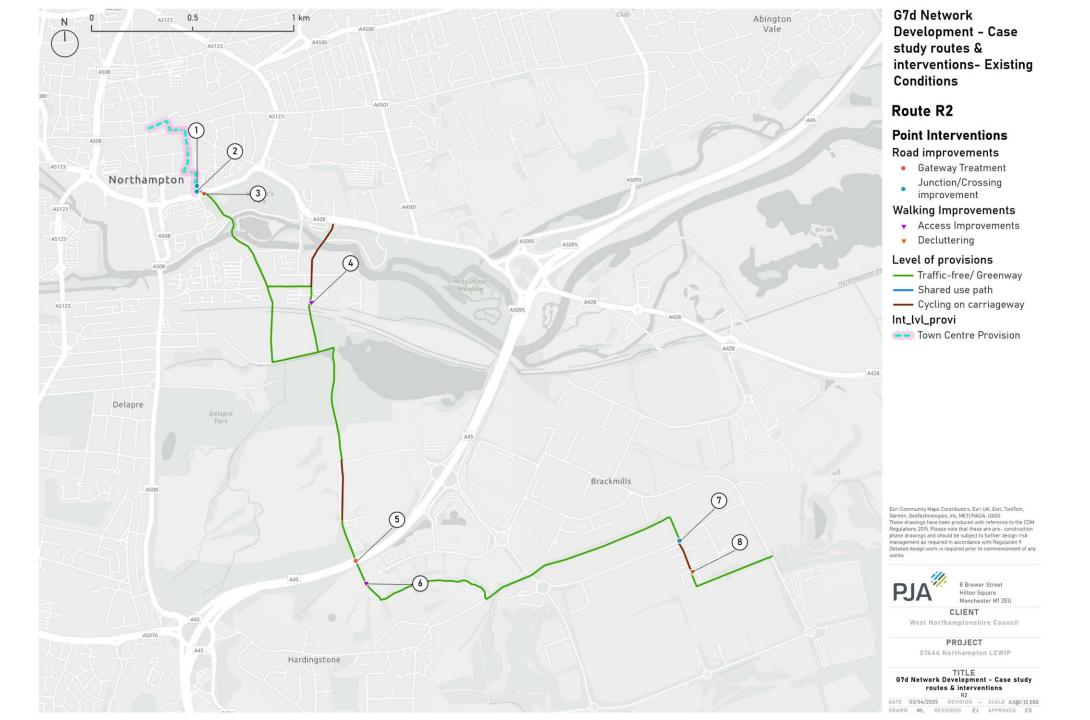
Delapré Abbey

The subway beneath the A45 provides a key link, and could be improved with lighting and maintenance to create a more welcoming environment. Ensuring that vegetation on the approaches is cut back will minimise the feeling of isolation and encourage use. The Active Quarter improvements have recently transformed the route through Delapré Abbey itself. The link to the university campus is currently via a narrow footpath, which has access barriers at each end. Removal of these barriers and widening the path to its maximum extent to allow shared use of this route could provide an interim solution, until a permanent route can be provided

through the proposed Ransome Road Development.

University of Northampton and Town Centre

The route through the campus has been recently improved, and provides a high quality shared environment for active travel. Becket's bridge provides an impressive active travel gateway to the university. The existing staggered toucan crossing at Victoria Parade should be upgraded to provide a single stage signalised parallel crossing or wide toucan, to provide greater capacity for the high pedestrian and cycle demand at this location — where the route also accommodates the National Cycle Network. The pedestrian crossing of Swan St should be improved to raise the carriageway, reducing vehicle speeds off the roundabout and providing an improved pedestrian link to the student accommodation.



Number	Point Intervention
1	Continuous footway/ zebra across car park ingress/ egress.
2	Raised crossing of Swan St for access to Halls of Residence
3	Widen to create single stage sparrow or toucan crossing
4	Provide dropped kerb for transition to path
5	Improvements to existing subway
6	Improve access by active travel to commercial land south of Brackmills interchange.
7	Parallel crossing
8	Remove existing bollards

Existing Conditions – Route 3

Route R3 connects the town centre, via the railway station, to the Kings Heath area – also linking to the planned Dallington Grange SUE, and the Brampton Valley Way path. The route broadly aligns to the existing NCN Route 6.

Town Centre and Railway Station

Out of the town centre, the route follows Mare Fair, which is restricted to bus and cycle only in the westbound direction. The junction of St Andrews Road and Mare Fair is complex and does not provide direct safe cycle facilities, with cyclists required to cross several in several stages to reach shared paths on either the north or south side of the A4500 past the station. The shared use paths here experience high footfall, and clutter including e-scooter parking outside the station restricts the usable space.

St James Park Rd

St James Park Road provides a low-traffic environment for cycling, with junction build-outs in several places contributing to a low-speed street. A modal filter at the junction with Wimbledon St means that there is very limited through traffic. A toucan crossing at Spencer Bridge Road provides continuation of the route northwards, but the narrow shared use space on the crossing approaches can cause conflict with other users.

Baring Rd/Dallington Rd

North of Spencer Bridge Road, the route follows residential streets which are quiet, but sweeping corners and wide junctions may encourage higher traffic speeds. At the northern end of the route, an experimental modal filter at Brook Lane limits through traffic, contributing to the low traffic environment, although this trial modal filter has now been removed.

Kings Heath

The existing toucan 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.



G7d Network
Development - Case
study routes &
interventions- Existing
Conditions

Route R3

--- Route Alignments

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07644 Northampton LCWIP

TITLE G7d Network Development - Case study routes & interventions

R3

DATE 01/10/2024 REVISION - SCALE A3@1:10,000

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R3: Design Recommendations

Town Centre and Railway Station

Maintaining the low-traffic route along Mare Fair, this street should link to a simplified junction at St Andrews Road, allowing pedestrians and cyclists to cross easily towards the railway station. A bi-directional cycle track on the northern side of the A4500 would provide a good link to the station for cycling, while reducing the potential for conflict with pedestrians. Reallocation of some road space may be needed to accommodate this provision. A pedestrian crossing outside the station towards the University's Innovation Centre would accommodate a pedestrian desire line that is already well used.

St James Park Rd

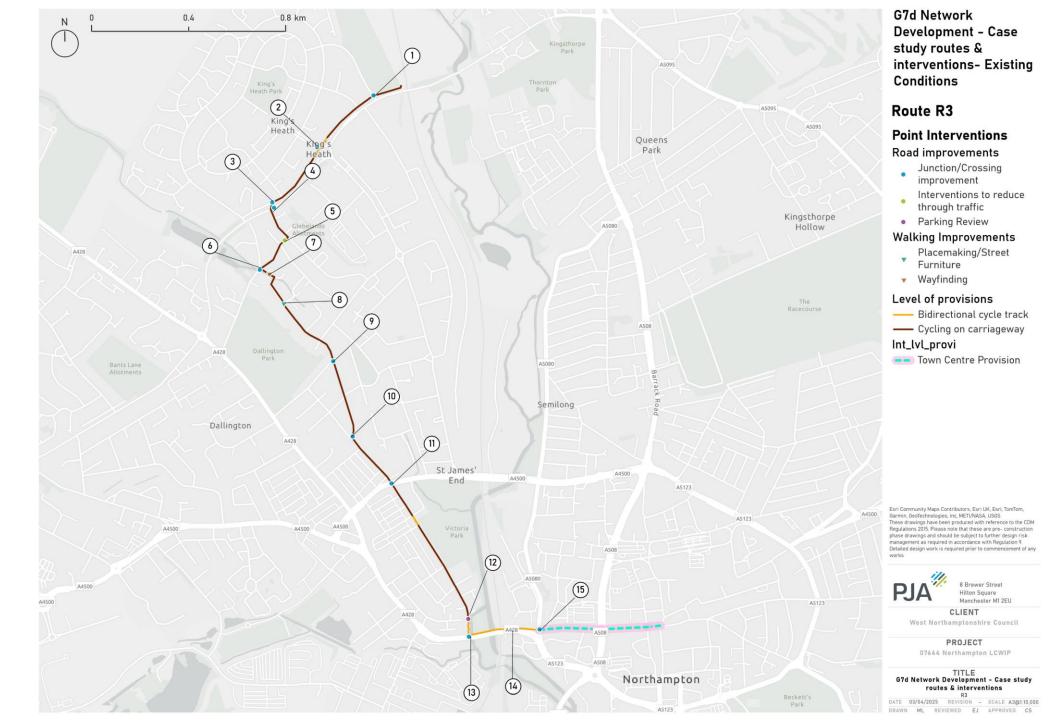
Minor improvements only are needed along St James Park Road, as the route is already lightly trafficked. The modal filter at Wimbledon St could be re-designed to ease movement for cyclists, and provide a wider cycle track, as well as manage parking more effectively and offer placemaking opportunities. The existing toucan crossing at Spencer Bridge Road should be upgraded to a Signalise Parallel crossing if possible, providing a more seamless crossing for cyclists and reducing conflict with pedestrians on the narrow pavement. Tightening the wide junction on the northern side of the crossing would provide space for improvements.

Baring Rd/Dallington Rd

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 and higher turning speeds should be investigated.

Kings Heath

The wide verges of Mill Lane could accommodate the upgrade of the existing toucan crossing to a signalised parallel crossing, reducing conflict between pedestrians and cyclists. Upgrading the existing uncontrolled crossing of Park Drive to a parallel zebra crossing would improve visibility of cyclists using Waveney Road, and provide priority on a key link, creating a more seamless journey.



Number	Point Intervention
1	Tighten T-junction at Nene Way & Mill Ln with side road entry treatment, provide cycle priority across Nene Way with visibility improvement for cycling continuing onto Brampton Valley Way
2	Provide parallel crossing with tightened roundabout geometry on vehicle approach to Park Dr. Provide cycle track to and from parallel residential access roads.
3	Upgrade to sparrow crossing with dedicated cycle interfacing on both side.
4	Junction tightening with improved/ widened interfacing for access to upgraded sparrow crossing.
5	Investigate measures to reduce through traffic.
6	Junction tightening with raised table.
7	Providing wayfinding along the route
8	Close off slip road and provide placemaking element to the area.
9	Junction tightening
10	Raised junction to provide traffic calming & place value to the buildout & school entrance
11	Signalise junction with traffic calming on approach along the route
12	Formalise parking and design to ensure interfacing free of parking obstructions
13	Provide sparrow crossing with queue lane for crossing cycling traffic. Bidirectional cycle track continues to the west on the southern side.
14	Pedestrian crossing
15	Junction redesign

Existing Conditions – Route 4

Route R4 is a major corridor linking the town centre to Moulton, via the A5123 Kettering Road. The route is a major radial corridor, and an important bus route.

Town Centre to Racecourse

From the town centre, the network of streets north of St Michaels Road provide quiet route alternatives to the busy Kettering Road. The street network here is generally low traffic, but one-way streets can inhibit movement for cyclists, although some contraflows are in place. North of Hood St, where the route rejoins the Kettering Road, the road alongside the park is wide, with parking on both sides. The road is busy, as a key radial route into the town centre.

Abington Grove – Brookland Road

North of Abington Grove, significant retail frontage creates a high street environment, with a wide footway and parking outside the parade of shops.

Brookland Road to Spinney Hill

North of Brookland Road, the road becomes residential, and more traffic-dominated. The section between the Park Ave North roundabout, and Morrisons Junction has multiple traffic lanes and complex traffic movements creating a hostile environment for cycling. The road narrows on the hill towards Spinney Hill.

Spinney Hill to Lumbertubs Lane

North of Spinney Hill, a shared use path exists on the northern side of the road. Although narrow in places, and without priority at side roads, the path does provide some protection for cyclists. The roundabout at Lumbertubs Lane lacks facilities for cyclists, with unclear continuity of the shared use route.

Lumbertubs Lane to Moulton

North of Lumbertubs Lane, the road is narrower, but carries less traffic, and connects to a toucan crossing of Talavera Way on the alignment of the old Kettering Road, which caters well to the desire line. 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.



G7d Network Development - Case study routes & interventions- Existing Conditions

Route R4

--- Route Alignments

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TITLE G7d Network Development - Case study routes & interventions

R4

DATE 01/10/2024 REVISION - SCALE A3@1:25,000 DRAWN ML REVIEWED EJ APPROVED CS

R4: Design Recommendations

Town Centre to Racecourse

Connecting into the town centre via the redeveloped Greyfriars area, the route via Overstone Road, Hunter St, Burns St and Hood St require minimal improvement to provide safe conditions for cycling. Wayfinding, and consideration of 20mph speed limits on these streets would improve navigability and comfort for cyclists. The junction of Clare St and Overstone Road is already signalised, but would benefit from early release signals for cyclists. A bi-directional cycle track on the Racecourse side of the Kettering Road could be provided by reallocating space from the wide carriageway. Some rearrangement of parking would be required, but on-carriageway parking outside the houses would be unaffected.

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. Some road space reallocation may be required outside the shops, but with parking on both sides of the road currently, and build-outs at side roads, this could potentially be accommodated without loss of general traffic capacity. 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 provide a consistent experience for cyclists, and would allow a for the roundabout at Park Avenue

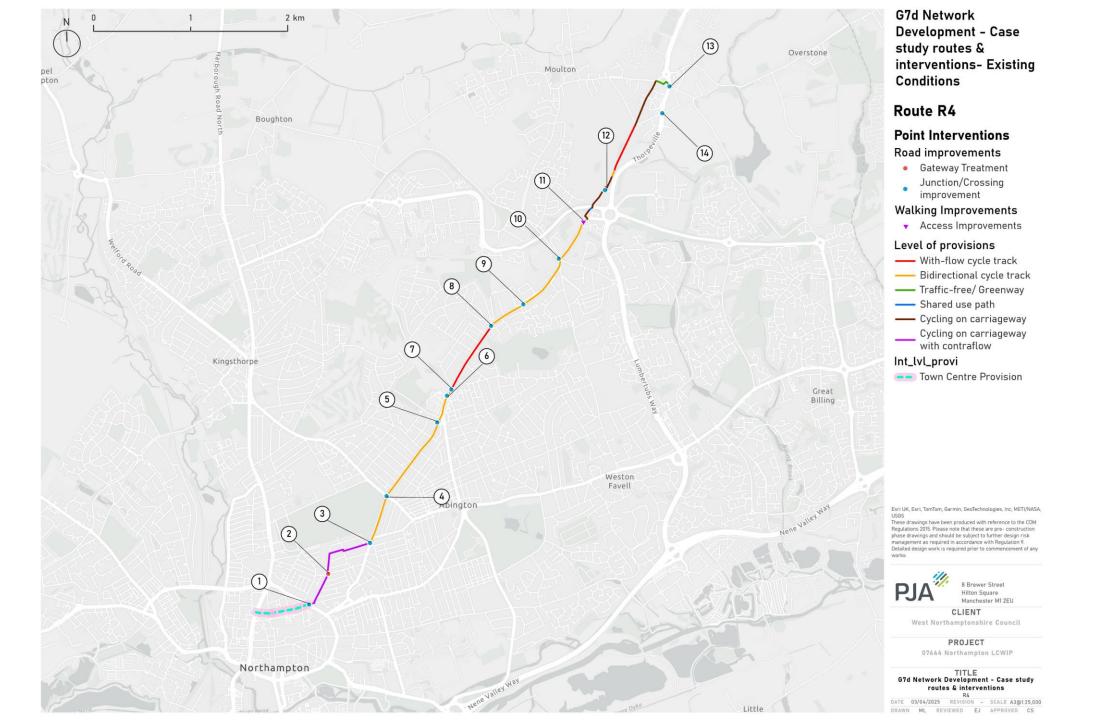
North to be effectively bypassed, as well as providing a link into Morrisons. North of the Morrisons junction, with flow cycle tracks could provide the best use of space, taking advantage of wide footways on both sides of the road. The existing toucan crossing north of Beech Ave could be upgraded to provide a transition between the provisions.

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. The upgrade should include provision of cycle priority over side roads. A controlled crossing of Moulton Way at the location of the existing uncontrolled crossing would provide a safe link at this busy junction.

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, with the space afforded by the old road providing plenty of space for cycling. Maintenance of the traffic-free links connecting the toucan crossing of Talavera Way would ensure that the full width of the paths remains available. Thorpeville, past the new Northampton School site has existing advisory cycle lanes, but it is recommended that these are protected, to provide segregated routes to the school. This corridor is identified in the Bus Service Improvement Plan (BSIP) for bus reliability improvements. Any active travel proposals should be developed alongside the BSIP plans to ensure the schemes are complementary.



Number	Point Intervention
1	Junction redesign with dedicated cycle phase for cycling to/ from bidirectional cycle track along short section of St Michael's Rd.
2	Cycle Gate early release for the North bound traffic at southern arm.
3	Cycle priority across side road for transitioning on to bidirectional track on the west.
4	Signalised junction redesign to incorporate all pedestrian & cycling movements.
5	Sparrow crossing
6	Junction improvement to incorporate cycle phase
7	Sparrow crossing for transition from bidirectional track to with-flow cycle track.
8	Junction improvement to accommodate cycle phase and transition to bi-directional tracks on north side.
9	Tighten junction interface and provide cycle priority across.
10	Sparrow crossing
11	Extend Cycle Track
12	Tighten junction to enable safe cycling on-carriageway
13	Upgrade to single stage toucan
14	Toucan Crossing

Existing Conditions – Route 7

Route R7 is a key route between the town centre and Upton (and onward towards M1 J16) – an area which is undergoing significant growth – via the Sixfields area, which is the home to two sports stadiums, and a large retail and leisure complex.

Town Centre – Edgar Mobbs Way (Option A)

Past the railway station, a shared use path exists on both sides of the busy A4500, but this ends at Dover Court, and cyclists must mix with very heavy traffic using multiple lanes as far as Alma St. In the eastbound direction on the A4500, a peak hour bus lane is in operation along most of this section. At Alma St a modal filter provides access to quieter residential streets, and onwards to the Northampton Saints Car Park on Abbey St. A shared use path exists through this site, providing a traffic-free link to Edgar Mobbs Way. The route can, however, be locked.

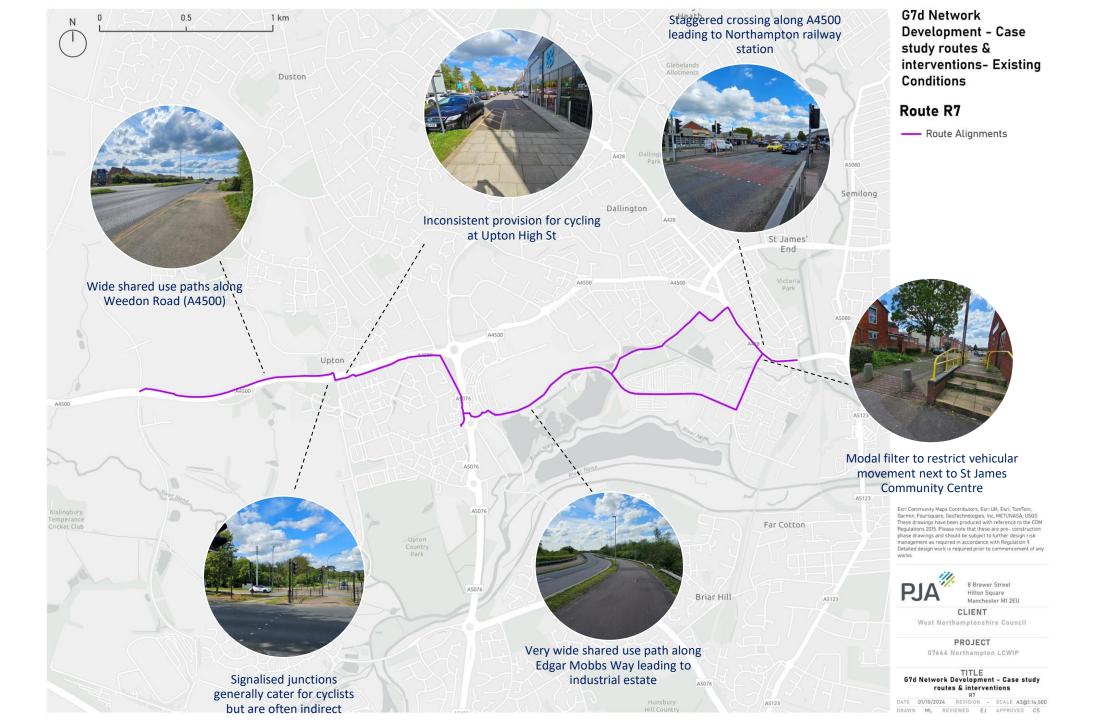
Town Centre – Edgar Mobbs Way (Option B)

If route option A is unavailable, an alternative route exists via St James Mill Rd, where narrow advisory cycle lanes exist along most of the road, although they do not extend to the junction with A4500. The road experiences heavy traffic, and serves several industrial premises including the council waste transfer facility. The eastern end of Edgar Mobbs Way has similar narrow advisory cycle lanes, but these transition to very wide (approx. 4m) shared use paths on both sides of the road. The wide shared use provision is confined to just the northern side of the road west of Ross Road.

Edgar Mobbs Way – Upton

The western end of Edgar Mobbs Way features several busy roundabouts with uncontrolled crossings serving the shared use path. Wide roads and fast moving traffic create a hostile

environment for cycling 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 path 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, but the route is interrupted with a lack of connection to the 3 stage toucan provision at Upton High St 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.



R7: Design Recommendations

Town Centre – Edgar Mobbs Way (Option A)

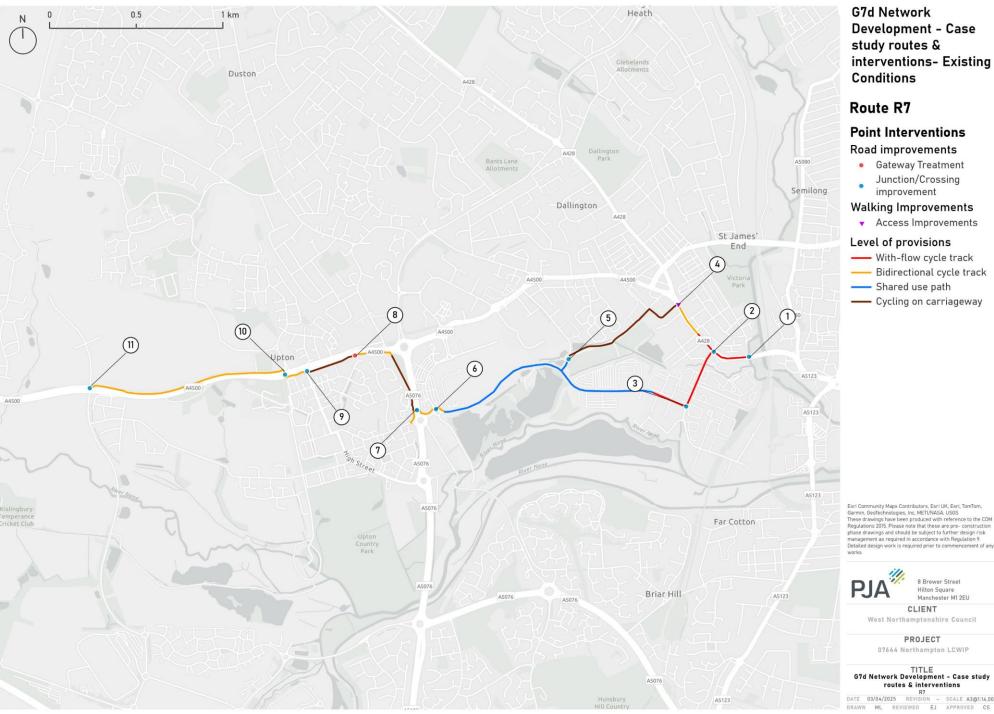
With-flow segregated cycle lanes are recommended on the A4500 west of Dover Court, with some reallocation of road space potentially necessary depending on the highway extent. Junction improvements to provide full separation for cyclists at St James Mill Road will be necessary – the junction is currently large and complex, so space may be available to simplify the movements. A bi-directional cycle track on the southern side of the road west of this junction could be provided by reallocating road space from the existing three lane road. The existing modal filter at Alma Road should be modified to provide greater visibility for cyclists. The route through the residential streets and Saints car park will require minimal improvement.

Town Centre - Edgar Mobbs Way (Option B)

Improvements for option B are identical to option A as far as St James Mill Road, where the existing advisory cycle lanes should be upgraded to kerb separated lanes. Light segregation could be used to minimise costs, although the lanes would need widening to 2m. A dedicated cycle phase at the junction with Edgar Mobbs Way would allow cyclist safe transition to light-segregated cycle lanes on Edgar Mobbs Way, before transitioning to the existing wide shared use, which needs minimal improvement – although provision of cycle priority at side roads would provide a smoother journey.

Edgar Mobbs Way – Upton

Signalised parallel crossings should be provided at the retail park junctions at the western end of Edgar Mobbs Way to provide a clear, direct 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 will provide a greater level of service for cycling. Space is available in the wide verge to provide a parallel pedestrian footway here. 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 provide route reassurance for cyclists. The junction at Upton High St should be simplified to provide a straight across, single stage parallel crossing for cyclists to continue along the A4500. West of St Crispins Way, the narrow shared use path should be upgraded to a 3m bidirectional cycle track. The light pedestrian flow here means that a separate footway may not be required — with pedestrians entitled to use a cycle track in any case. Lighting of the route should be considered to encourage year-round use.



G7d Network Development - Case study routes & interventions- Existing Conditions

Route R7

Point Interventions Road improvements

- Gateway Treatment
- Junction/Crossing improvement

Walking Improvements

Access Improvements

Level of provisions

- With-flow cycle track
- Bidirectional cycle track
- --- Shared use path
- Cycling on carriageway

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TITLE G7d Network Development - Case study routes & interventions R7 DATE 03/04/2025 REVISION - SCALE A3@1:14,000

Number	Point Intervention
1	Provide sparrow crossing with queue lane for crossing cycling traffic. Bidirectional cycle track continues to the west on the southern side.
2	Junction redesign including relocation/improvement of bus stops & cycle provision across junction
3	Dedicated cycle phase at signals to allow turn into Edgar Mobbs Way
4	Improvements to existing modal filter to allow cycling
5	Upgrade to Sparrow Crossing
6	Sparrow crossing
7	Sparrow Crossing
8	Gateway treatment with transitioning between bidirectional track & on-carriageway cycling.
9	Upgrade existing crossing to sparrow, with improved interfacing for cycling on both side of High St.
10	Maintain/ upgrade existing parallel Pegasus crossing
11	Junction improvement subject to development proposals.

Existing Conditions – Route 9

Route R9 shows a key desire line between the town centre and Abington, connecting to the Wellingborough Road corridor towards Weston Favell.

Town Centre to Abington Park

The specific route for this section is still to be determined. The analysis and feedback from stakeholders indicates demand for a connection between the town centre and planned Abington Active Travel Scheme around the park, but further study is required to understand the wider traffic movement in the area.

Billing Road provides the main link through the area, but the road is constrained, with a narrow carriageway, on street parking and relatively high footfall to the hospital. Advisory cycle lanes are in place along much of Billing Road, but they are narrow (approx. 1m) and on some sections place cyclists in the 'door zone' alongside parked cars. The streets between Billing Road and Wellingborough Road are comparatively quiet, residential streets, although some streets – including Ardington Road and Christchurch Road are prone to 'rat-running' traffic avoiding the main roads. Several streets in the area have traffic calming measures in place to reduce speeds. The Billing Road Cemetery provides a local green space which divides the area, preventing east-west movement from Barry Road to South Street. Access to the cemetery is currently only possible from the south and west.

Abington Park

The section of the route around Abington Park makes use of wide Abington Park

Crescent, which experiences moderate traffic, but is a pleasant, tree lined route with a slight gradient. The park itself does not allow cycling on most routes.

Wellingborough Road

The junction of Wellingborough Road and Abington Park Crescent is signalised, but does not provide any cycle or pedestrian facilities. A pedestrian crossing is located to the east of the junction, but away from the pedestrian desire line. There is significant guardrailing in place at the junction. Wellingborough Road is a wide single carriageway road, carrying a large traffic volume. The road has hatching and right turn pockets along much of its length, and signalised junctions generally lack facilities for cycling. Where the road widens out west of Booth Lane South, a wide verge exists on the north side. At Weston Favel District Centre, the roundabout at Billing Brook Road is especially hostile to active travel, with no controlled facilities and multiple lanes of traffic.



G7d Network Development - Case study routes & interventions- Existing

Desire line for further

Route Alignments

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DATE 01/10/2024 REVISION - SCALE A3@1:15,000 DRAWN ML REVIEWED EJ APPROVED CS

R9: Design Recommendations

Town Centre to Abington Park

This section is subject to further study to identify potential alignments and improvements. Proposals should also consider north-south movements avoiding the town centre.

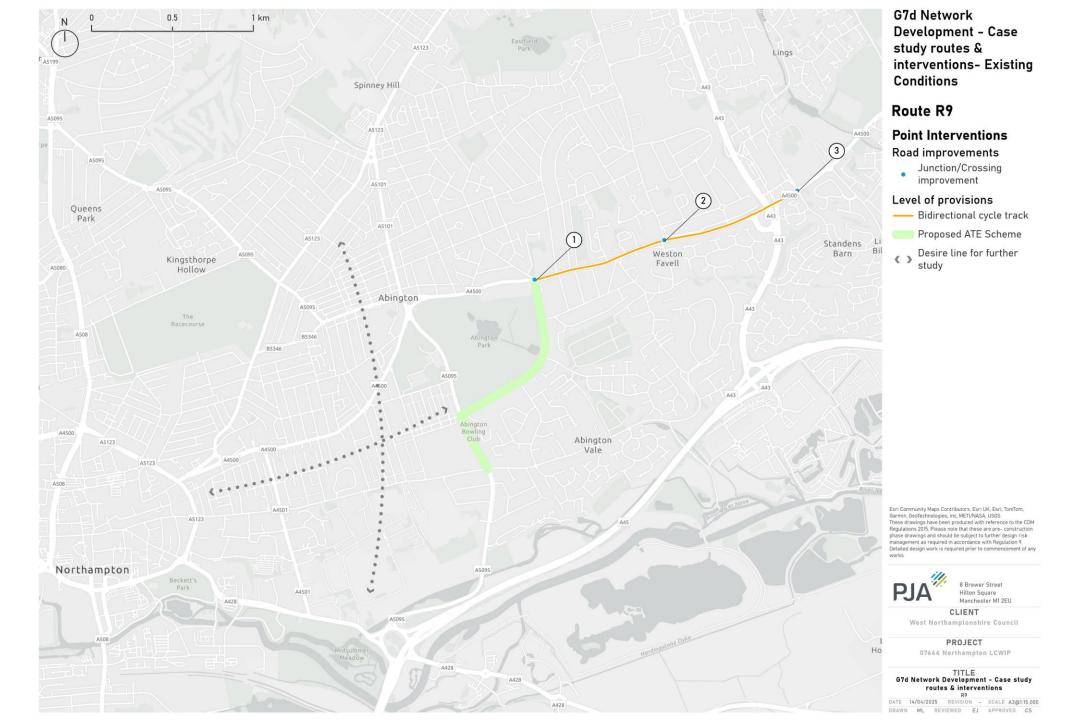
Abington Park

The Abington Park Active Travel Scheme proposes largely segregated cycle facilities on Park Avenue South and Abington Park Crescent. These improvements will significantly improve links in the area, but onward connections to the town centre, hospital and the Boys School especially will be important considerations. A new crossing of Wellingborough Road close to Abington Park Crescent, ideally incorporating the junction as a whole would be beneficial – potentially providing a signalised parallel crossing to a cycle track on the north side of Wellingborough Road, and cater for pedestrian desire lines on all junction arms.

Wellingborough Road

A bidirectional cycle track on the north side of Wellingborough Road would provide a consistent, segregated cycle facility on this key busy corridor. Reallocation of road space on the wide carriageway could provide space for this facility while maintaining footways and bus stop facilities. Cycle priority at side roads would maintain momentum for cyclists, and dedicated provision for cycling at major signalised junctions such as with Booth Lane South would retain separation from general traffic. The roundabout at Billing Brook Road is likely to require significant

design work to accommodate access into the District Centre as well as onward cycle movement along Wellingborough Road. Signalisation of the junction may be needed to provide pedestrian and cycle crossings on all arms.



Number	Point Intervention
1	Junction improvement to provide signalised parallel crossing and cater pedestrian movements on all arms.
2	Junction improvement to provide dedicated cycle phase to maintain track on northern side.
3	Junction redesign to provide safe walking and cycling movement across all arms

Existing Conditions – Inter Urban Route 1

IUR 1 provides a link to the west of Northampton, connecting the urban area to Weedon Bec, Flore and Panettoni Park Industrial 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, which will serve the SUE developments under construction in this area. The route also connects to the inter-urban network identified by the Daventry LCWIP.

A4500 Weedon Road - M1

The existing shared use path on the north side of the A4500 is generally narrow and overgrown, making the route unappealing for cycling, although there is generally over 1m of horizontal separation from the main carriageway. While there are relatively few side roads or junctions, there are generally no facilities for safe pedestrian and cycle crossings, with uncontrolled crossings at Sandy Lane and the Turnpike. Close to Panettoni Park, a section of the shared use path has been widened to approximately 3m, improving conditions on this section. This section is also lit. 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, creating a significant barrier to movement.

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, the road has recently been downgraded on construction of the bypass, so traffic flows are greatly reduced, but the road remains a 40mph limit outside the built up areas. A narrow path on the northern side of the road exists, but is interrupted by laybys, and is overgrown in places. The speed limit is reduced to 30mph on access to 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 St.



G7d Network Development - Case study routes & interventions- Existing Conditions

Route IUR1

--- Route Alignments

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IUR1

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IUR1: Design Recommendations

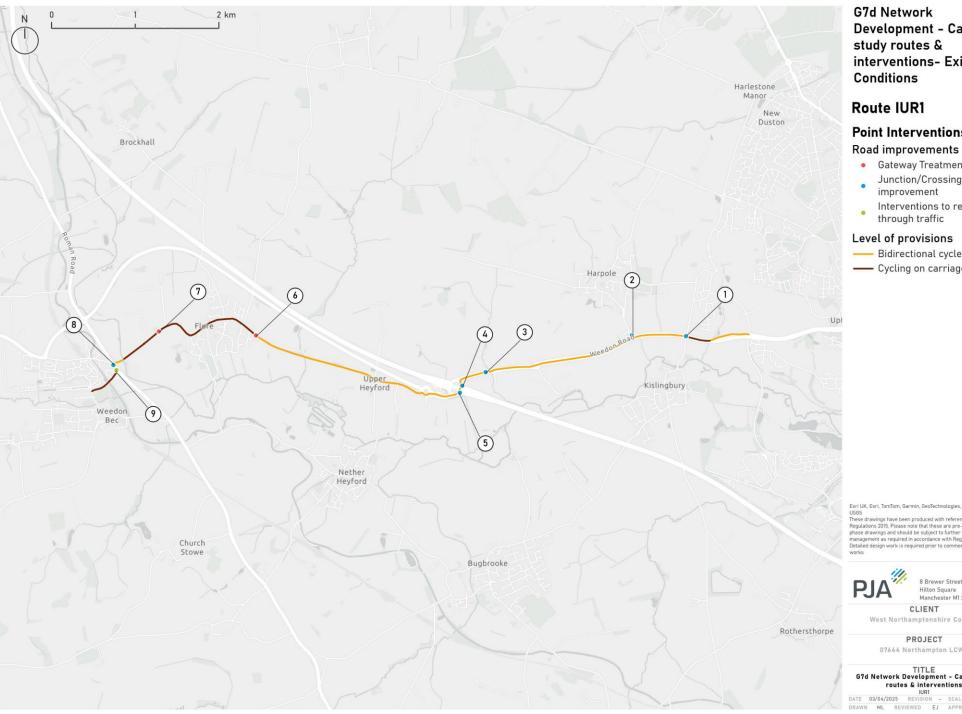
A4500 Weedon Road - M1

The existing shared use path on the A4500 should be improved to provide a bidirectional cycle track of minimum 3m width. At larger junctions – such as Sandy Lane, signalised parallel crossings should be introduced to ensure safe passage across the side roads for cyclists. A set-back cycle priority should be used for minor accesses.

Crossing points to Panettoni Park should be as direct as possible, and the cycle track should be extended to the junction with M1 J16. Improvements to junction itself should be investigated with National Highways, potentially with signals to provide segregated cycle tracks across the western arms of the roundabout, and extended onto the A45 slip road, and would be subject of National Highways technical approval.

M1 – Weedon Bec

A bidirectional cycle track should be provided along Main Road, using the wide verge to expand the existing footway to a minimum 3m with at least 0.5m horizontal separation. In the village of Flore, a lower 20mph speed limit, in addition to the existing chicanes would help provide a safe on-carriageway experience for cycling. Sympathetic place making – as described in Traffic in Villages – would help reinforce the lower speed environment. A bi-directional cycle track should be provided between Flore and the A5. A review of the junction of Flore Hill/A5 and Bridge St should be undertaken to establish the most effective way of providing space for cycling in this constrained area. The A5 is managed by National Highways and as such, a detailed option assessment to identify the most appropriate design solution at point interventions 3,4, 5,8 and 9 should be developed in consultation with National Highways.



G7d Network Development - Case study routes & interventions- Existing

Point Interventions

- Gateway Treatment
 - Junction/Crossing improvement
- Interventions to reduce through traffic

Level of provisions

- Bidirectional cycle track
- Cycling on carriageway

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Number	Point Interventions
1	Tighten Sandy Ln arm, priority across side road with setback.
2	Junction improvements
3	Bidirectional changes side enabled by existing crossing
4	New toucan crossing across slip road.
5	New toucan crossing across slip road.
6	Gateway treatment with 20mph speed limit restriction- presumably with shuttle working allowing transitioning from bidirectional cycle track to on-carriageway cycling.
7	Reciprocal gateway treatment to gateway on the eastern end.
8	Junction redesign: including provision of a new sparrow crossing across A5 with stop line pushed southwards.
9	Closing the western slip end of Bridge St to A5, while switching existing priority to the eastern slip end.



6. Walking Routes

This section outlines the walking network, outlining the three Core Walking Zones where walking trips are most important, and walking routes connecting these zones. Existing conditions for walking are outlined, and high level recommendations for improvements on each of the walking routes.

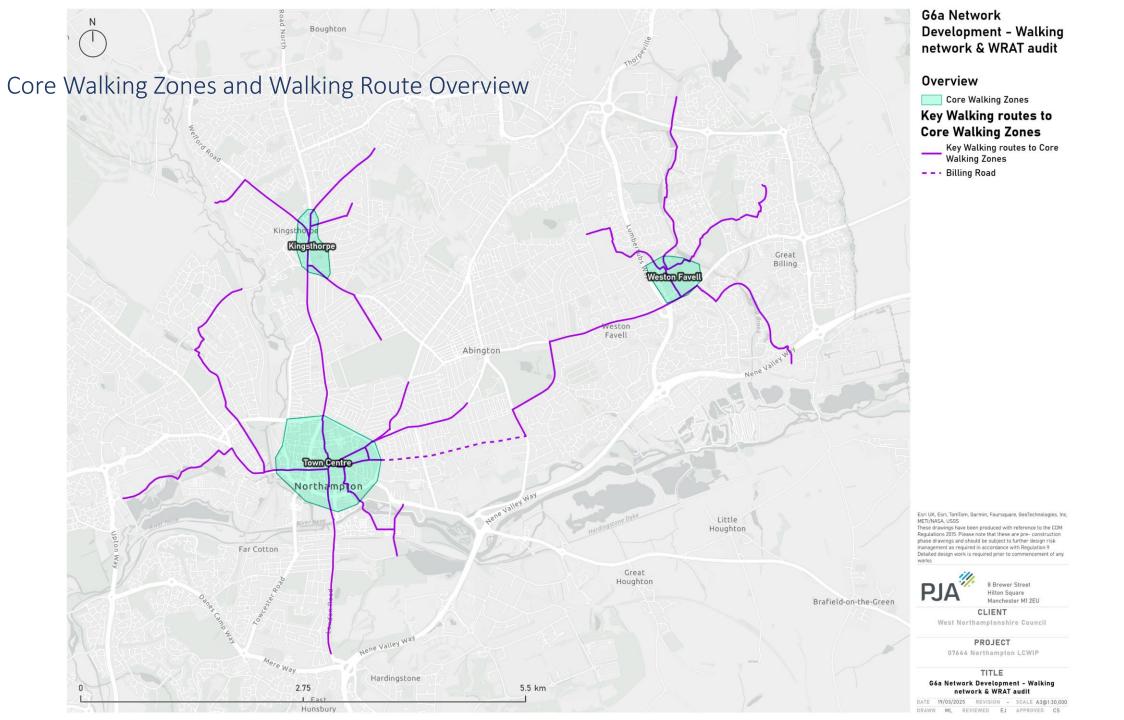
Shared paths – especially those around Weston Favell tend to be narrow and can be intimidating, with poor wayfinding. The routes provide good connectivity for pedestrians, but worn desire line paths in several location suggest that the people prefer easier to navigate or better overlooked routes closer to the roads.

Existing Conditions

Narrow footways exist in many places, with large numbers of footways below the recommended width. Narrow footways make it difficult for pedestrians – especially those using wheelchairs, mobility scooters or pushing buggies – to pass one another. The proximity to traffic can be intimidating.

Footway clutter can significantly impact on the usability of a footway. Shop front displays and advertising 'A' boards in high street environments reduce the useable space for pedestrians and be especially difficult for blind or partially sighted people to navigate. Parked bikes and e-scooters can create an obstacle in some locations.

A lack of pedestrian facilities at signalised junctions can reinforce severance, with desire lines not catered for. Several signalised junctions, including those close to key pedestrian hubs lack pedestrian facilities on all crossing arms. Kettering Road/St Michaels Road is an example of where a lack of signals means that pedestrians are forced to take a circuitous route to cross busy roads.



Kingsthorpe Walking Routes - Existing Conditions



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 exacerbates severance issues



Wide footways benefit more vulnerable pedestrians, but uncontrolled crossings at side roads can create barriers



Harborough Road in Kingsthorpe is a key pedestrian High Street, but carries heavy traffic.



Crossings in key locations provide gateways between neighbourhoods.

Kingsthorpe Walking Routes

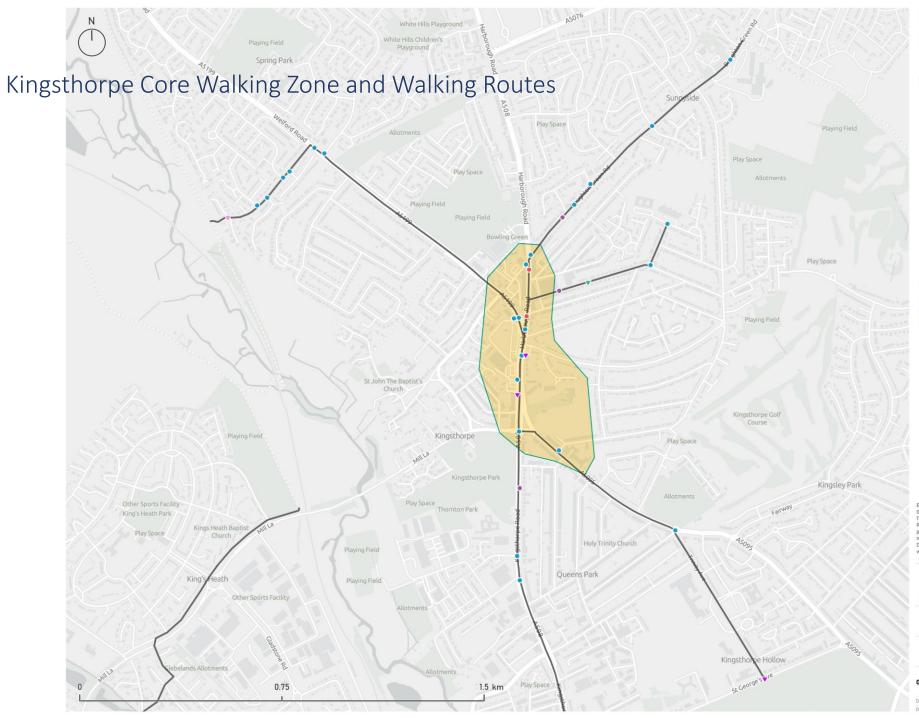
Kingsthorpe is dominated by the busy Harborough Road, which is a major road corridor, but also functions as the high street for the district centre.

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 where possible will increase pedestrian comfort, and allow people to pass in safety. Tightening side road accesses, and providing continuous footways in areas of highest footfall will reinforce the status as a high street for people, as well as accommodating vehicle movement. Attractive paving, planting and seating will also encourage people to use the street as a destination.

Town centre links

Kingsthorpe is around 2.5km from Northampton town centre, so is within walking distance for many 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 direct corridor would encourage walking trips as an alternative to driving the relatively short distance. Wayfinding on alternative, quieter routes via the Racecourse would provide people with lower-traffic routes to the town centre.



G7b Network Development - Walking routes & interventions

Walking in Kingsthorpe

- Gateway Treatment
- Junction/Crossing improvement
- Interventions to reduce through traffic
- Parking Review
- General Maintenance
- Maintenance of lighting
- Access Improvements
- Decluttering
- Footway widening
- Placemaking/Street Furniture
- Wayfinding
- Town Centre Provisions
- Walking Routes
- Core Walking Zones

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G7b Network Development - Walking routes & interxentions

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Weston Favell Walking Routes - Existing Conditions



Routes to key destinations in Weston Favell Centre can be unclear for pedestrians.



Wide, lit footways with substantial verges alongside busier roads provide good pedestrian provision on some approaches to Weston Favell Centre.



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



Guardrailing and fly-tipping on Billing Brook Road contributes to an unappealing walking route.



Although traffic-free, narrow greenway paths in Weston Favell can feel isolated.

Weston Favell Walking Routes

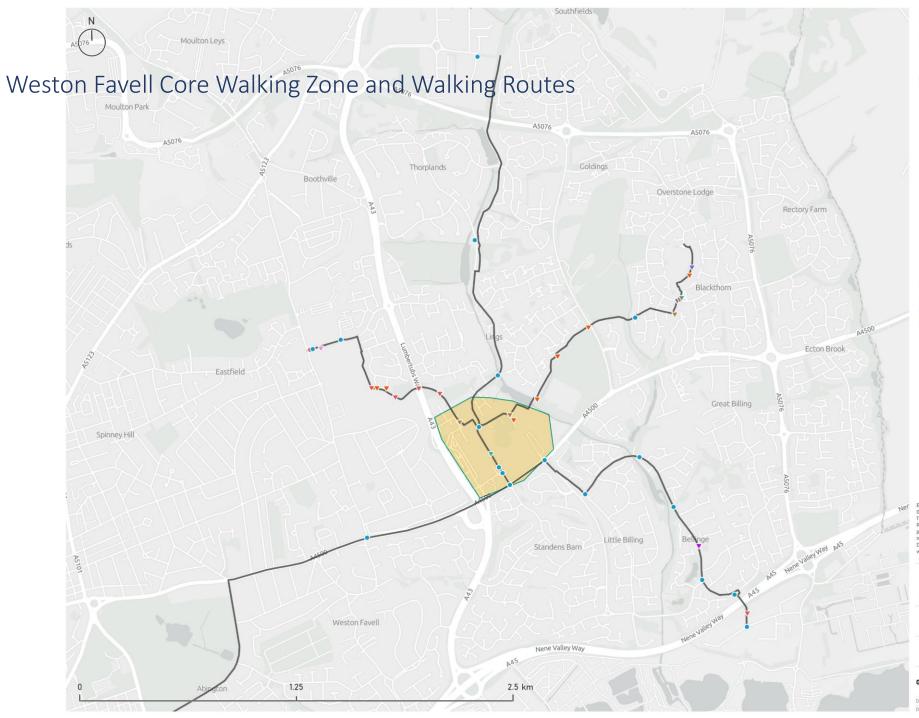
Weston Favell is a newer area of Northampton, developed in the late 20th century, and the pedestrian environment is characterised by traffic-free walkways often set back from the road network which can feel isolated.

Greenway improvements

The greenway network around Weston Favell is relatively comprehensive, but the routes are often unappealing and poorly overlooked. Improvements to the width of the 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 would encourage use by pedestrians. Clear indications of distances and journey times to local destinations will help people take advantage of more direct routes on foot, versus often circuitous car journeys.

Accommodating desire lines

Although the greenway routes can often offer more direct links between neighbourhoods, pedestrian desire lines are not always well catered for. Routes which are already in everyday use can be formalised, and made accessible to all users with suitable paving and kerb treatment. In several cases, subways are used to link greenway routes, but surface crossings should be provided where possible – especially as a means of accessing bus stops.



G7b Network Development - Walking routes & interventions

Walking in Weston Favell

- Gateway Treatment
- Junction/Crossing improvement
- Interventions to reduce through traffic
- Parking Review
- General Maintenance
- Maintenance of lighting
- Access Improvements
- Decluttering
- Footway widening
- Placemaking/Street Furniture
- Wayfinding
- Town Centre Provisions
- Walking Routes
- Core Walking Zones

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Northampton Town Centre Walking Routes - Existing Conditions



Footway clutter and a lack of controlled pedestrian crossings on bus roads discourages walking trips into the town centre, and access to public transport.



Attractive paving and wide footways creates a pleasant corridor for pedestrians through the cultural quarter.



Beckets Bridge provides an attractive gateway to the University



Loading and footway clutter on Kettering Road create a poor environment for pedestrians



Overgrown vegetation and a narrow footway on a key route to the University creates a pedestrian and cycle bottleneck



Abington Square is a hostile environment for pedestrians, with multi-stage crossings, guardrailing and heavy traffic

Town Centre Walking Routes

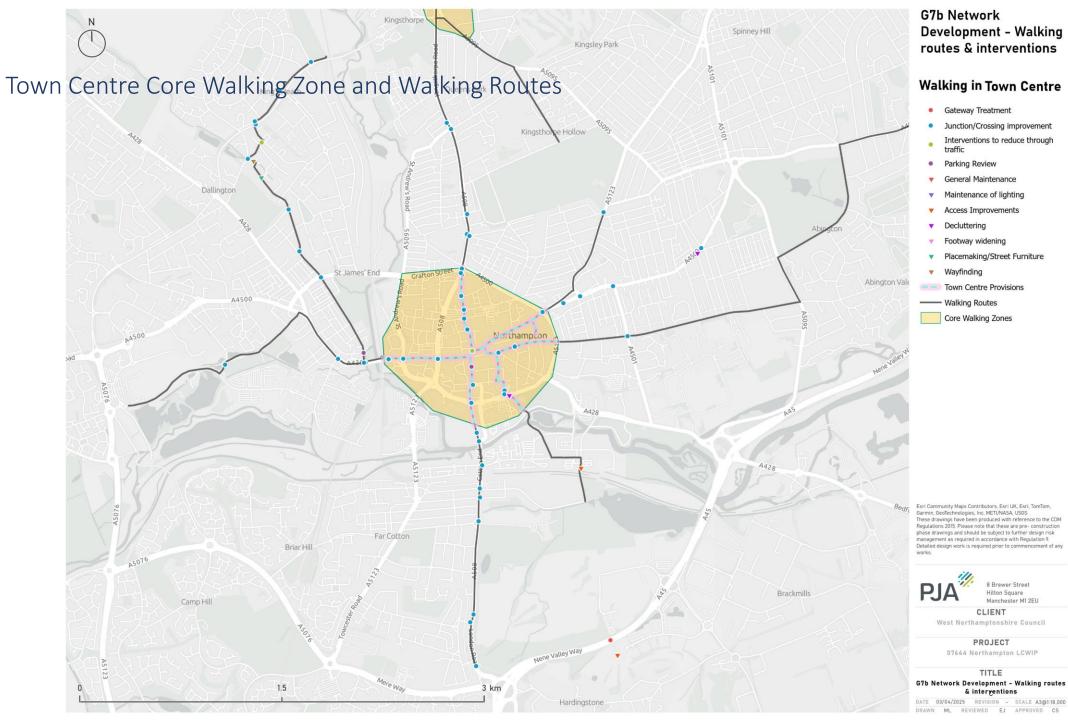
The walking routes on the approach to the town centre generally follow the main transport corridors – the most direct routes available to the core walking zone, and therefore the most attractive for utility trips.

Town centre gateways

The inner ring road represents a significant barrier to walking trips, so in line with the Town Centre movement plan below, the 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 Station, and Abington Square to the town centre and other significant destinations would benefit 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 University's 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. A review of how traffic uses this busy junction could enable more direct crossings (e.g. from Abington St to the Old Savoy), and potentially provide more space on the Kettering Road gyratory for people boarding buses.



Town Centre Movement Plan

Northampton town centre is undergoing significant change impacting several approaches to the centre. The redevelopment of the Greyfriars site and Abington St redevelopment is changing some of the key routes from the north and east, with alignments still under development. 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, and the routes available for active travel. From the east, the links between the town centre, hospital and Abington Active Travel Scheme area require further, wider study of traffic movement patterns to establish a route to accommodate this active travel desire line.

Given the uncertainty associated with these approaches, a town centre movement concepts plan has been produced, 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

To the north, the A508 is the key corridor into and through the town centre. The five-way junction with the A428 is large and complex, with substantial guardrailing and controlled pedestrian crossings absent from some arms of the junction. 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. Improvements to the large junction of St Andrews Road and the A4500 are recommended to improve direct active travel links between the station and town centre, as well as accommodating continued north-south links via potential access to a greenway corridor using the disused Brackmills Railway line, and through the Four Waterside and Marefair Development across the river.

To the south, less change to the network is anticipated, so Routes 1 and 2 in this report outline the recommended improvements to these key gateways.

The main corridor to the 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 and gateway improvements required to the town centre ring road will be dependent on this alignment, which may include changes to motor traffic movement into and around the town centre. The junction at Abington Square is a key pedestrian route, but performs poorly as a connection to the main shopping area of Abington St. Narrow, multi-stage crossings are used by large numbers of pedestrians, particularly from the Kettering Road/Wellingborough Road direction. The bus stops on the Kettering Road gyratory are a key driver of pedestrian demand, along with the shops and restaurants on Wellingborough and Kettering Roads, where footway space is very constrained.

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 cyclists to avoid the busy and constrained Kettering Road corridor.

