

Towcester Local Cycling and Walking Infrastructure Plan (LCWIP)

Summary

Draft for consultation

January 2024



Have your say

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

The draft Towcester 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, cycle or scoot for shorter journeys.

The consultation will run for six weeks between **15 January 2024 and 25 February 2024**.

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

The following documents are being consulted on:

- Towcester LCWIP – technical report
- Walking and cycling network maps
- Design recommendations booklets

The documents can be found on our [website](#).

The technical report which supports the draft Towcester LCWIP is a large and complex document. To help people to respond the consultation, we have created this document

which summarises the key points and outlines the key design proposals.

To comment on the Towcester LCWIP please provide your comments via our online [survey](#) or scan the QR code below.



Alternatively, you can email:

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Or write to us at:

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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, poor air quality in some areas and contributing to the climate emergency. 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 the short, 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 Towcester LCWIP is a large and complex document. To help people respond to the consultation, we have created this summary document which summarises the key points and outlines the key proposals.

If you want to read the draft Towcester 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 complete 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 and public consultation would be undertaken.

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 Towcester 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 to become net zero by 2045 and support improved air quality, reduce emissions, improve public health outcomes, and increase access to education and employment.

The key outputs of LCWIPs are:

- 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)
- A report which sets out the underlying analysis carried out and sets out the reasons for the identified improvements and network

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 Towcester Town Council, National Highways, the Ramblers, the British Horse Society, resident's groups and other representatives in developing the LCWIP.

Towcester has a population of just over 11,500¹. Once the construction of the Sustainable Urban Extension to the south of the town will add in the region of 3,000 homes to Towcester.

Towcester is the main local centre for a large number of nearby villages, particularly Greens Norton and Tiffield, as well as Silverstone. Figure 1 shows which areas can be reached within a 20-minute walk from the town centre.

The A5 passes through the centre of Towcester and the A43 is located to the north of the town. Both these roads are part of the Strategic Road Network which is managed by National Highways.

Heavy traffic on these roads means that there are areas of poor air quality. An Air Quality Management Area (AQMA) on the A5 was declared in 2005 due to nitrogen dioxide being exceeded.

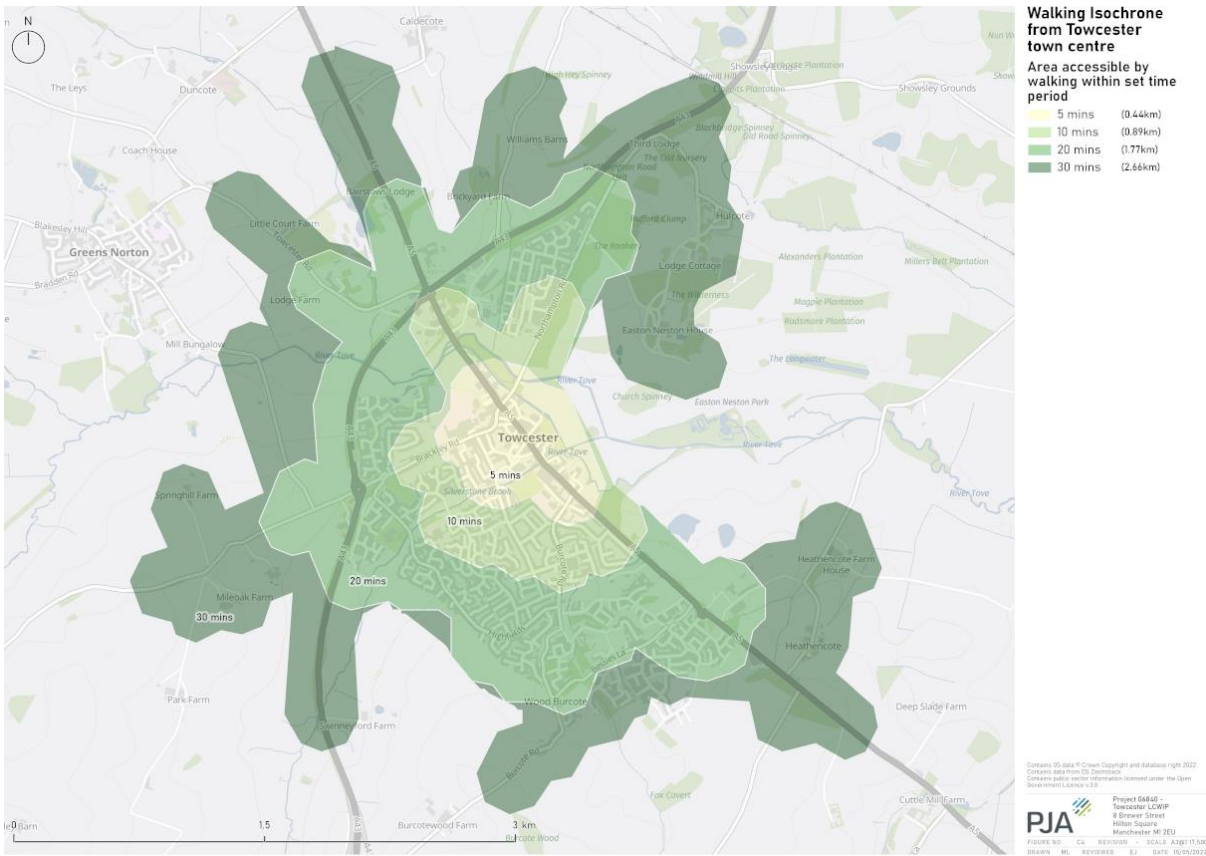


Figure 1 – 20-minute walking catchment from Towcester town centre

¹ 2021 Census

People living in Towcester and the surrounding villages told us that there are limited places to safely cross the A43. High traffic volumes on the A5 mean that it is difficult for pedestrians and cyclists to easily cross the High Street.

The construction of the A5 relief road is expected to reduce the traffic levels through the town centre.

Figure 2 shows the villages around Towcester that could be reached within a 30-minute cycle if there was safe and attractive infrastructure. Stakeholders told us that they would like better cycling connections with Silverstone and the villages of Greens Norton and Tiffield.

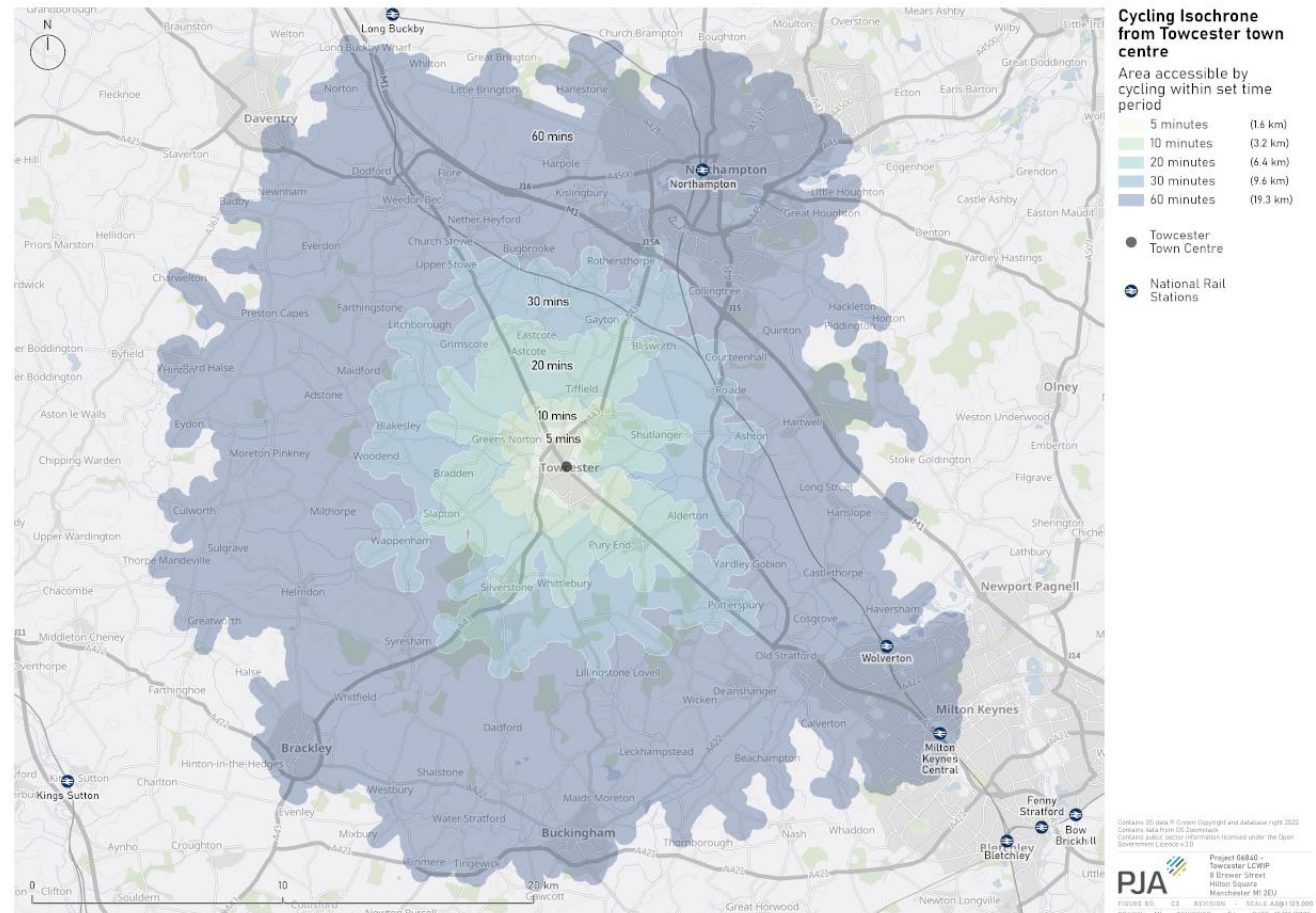


Figure 2 – 30-minute cycling catchment from Towcester town centre

What data was used?

The ultimate goal of a LCWIP is to increase the number of people walking 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. The heaviest traffic is on the A43 and A5. Analysis of collisions involving pedestrians and cyclists highlighted a cluster of casualties in the town centre, on the A5 corridor where there are narrow pavements and also close to the Saracen's Head crossroads.

Census data

Census data gives us information how many people live in Towcester and the surrounding villages, how many cars people own and how many people use their car to commute to work. In Towcester, the majority of people have access to a car, though there are some people living in the town centre that do not have access to a car.

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 Towcester and surrounding villages.

Everyday trips analysis

The PCT model does not model short '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 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 and to agree the routes to be audited. Each route was walked or cycled through site visits.

Key town walking and cycling routes

Towcester Core Walking Zone and key walking and cycling routes

Due to the compact nature of Towcester, rather than having separate walking and cycling routes, they were considered together.

The Core Walking Zone for Towcester covers the green area shown in Figure 3.

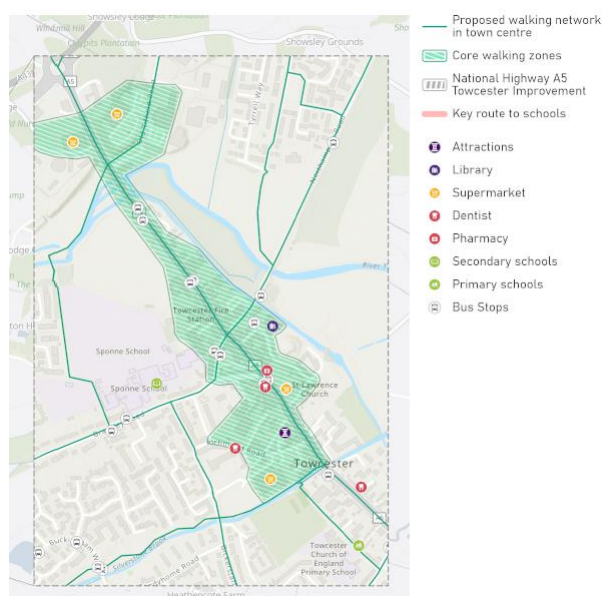


Figure 3 – Core Walking Zone for Towcester

All the routes identified were walked or cycled and a series of design recommendations have been developed. These recommendations are detailed from page 11.

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 Towcester which identified the below 'priority clusters':

- Spine Routes to School – a route linking the schools in Towcester with the main residential areas
- A5 National Highways Corridor
- Quietways
- A5 North – links from the northern extent of the National Highways scheme past the Bell Plantation access
- Old Tiffield Road – incorporating improvements to the Shires and links across the A43 to development sites
- Brackley Road – west of the A5 including Springfields link to the leisure centre
- Greenways – other new and existing greenway links
- Northampton Road – the corridor between A5 and Hulcote Turn

Existing conditions/issues

The majority of streets in Towcester cater reasonably well for people walking and wheeling, with footways in place on most streets, but the width and condition of the footways varies considerably. The A5 in particular has areas where there are narrow pavements and space for pedestrians is generally squeezed out in favour of motor traffic, which can feel uncomfortable for pedestrians using the high street.

Away from the main roads, side streets in the more established parts of the town tend to have slightly wider pavements. Junctions are generally quite wide, encouraging fast turning traffic, and dropped kerbs and tactile paving is not always present at side roads. In the newer areas of housing to the south, part of the Sustainable Urban Extension, footways are generally in good condition, with dropped kerbs and tactile paving in place.

The street network in Towcester has little dedicated cycle infrastructure, but the network of residential streets away from the main roads are generally low-traffic streets, which most people would be comfortable cycling on. The quiet streets are connected by several greenway paths shared with pedestrians which offer traffic free routes along Silverstone Brook, Belle Baulk Park, and Shires Meadow Park. Although these routes are generally unlit and narrower than ideal for shared-use, they are important connections for pedestrians and cyclists. Wayfinding on these greenway links and residential streets can be a challenge, so signage and other wayfinding cues would benefit these routes.

Cycle routes to surrounding locations

Key inter-urban routes

Based on the data and stakeholder input, the following locations were identified as key locations for investigating improving routes for cycling into Towcester:

- Silverstone (and on to Syresham)
- Greens Norton
- Blisworth
- Tiffield

All the inter-urban routes identified were cycled and a series of design recommendations have been developed. These recommendations are detailed from page 19.

Delivery of inter-urban route improvements

Whilst some of the links to key locations are quite long routes, the identified improvements could potentially be delivered in small sections as localised schemes should opportunities arise such as during planned maintenance of routes or junctions, or to inform discussions about developer contributions during the planning process. Alternatively, whole routes could be delivered if funding opportunities allow.

Design recommendations within Towcester

Figure 4 shows an overall plan detailing the locations recommend for improvements for cycling within Towcester as identified within the LCWIP.

General Principles

Across the whole of the town a few general principles should be applied on all walking/cycling routes, and in the Core Walking Zone

- The National Highways proposals for the A5 (see [here](#) for details) will reduce traffic substantially through the town centre and will enable more space for pedestrians and placemaking. Additional crossings and signalised junctions will improve the pedestrian environment and create safer space for on-carriageway cycling through the town centre. Signalisation of key junctions will ensure connectivity with the wider LCWIP network.
- Increased use of 20 mph speed limits on residential streets and streets with lower traffic flows will help facilitate on carriageway cycling on 'quietways'. Tightening junction radii and providing continuous footways or junction treatments at side roads will encourage slower traffic turning speeds and reinforce pedestrian priority at side roads.
- A town-wide parking review will allow a wider consideration of on and off-street parking provision. This review will identify opportunities for rationalisation of on street parking in order to free up kerbside space for active travel use and place-making.

The specific recommendations for the town centre are broken down over the next few pages into North, Central and South areas of the town, plus a separate comment on the National Highways proposals for the A5.

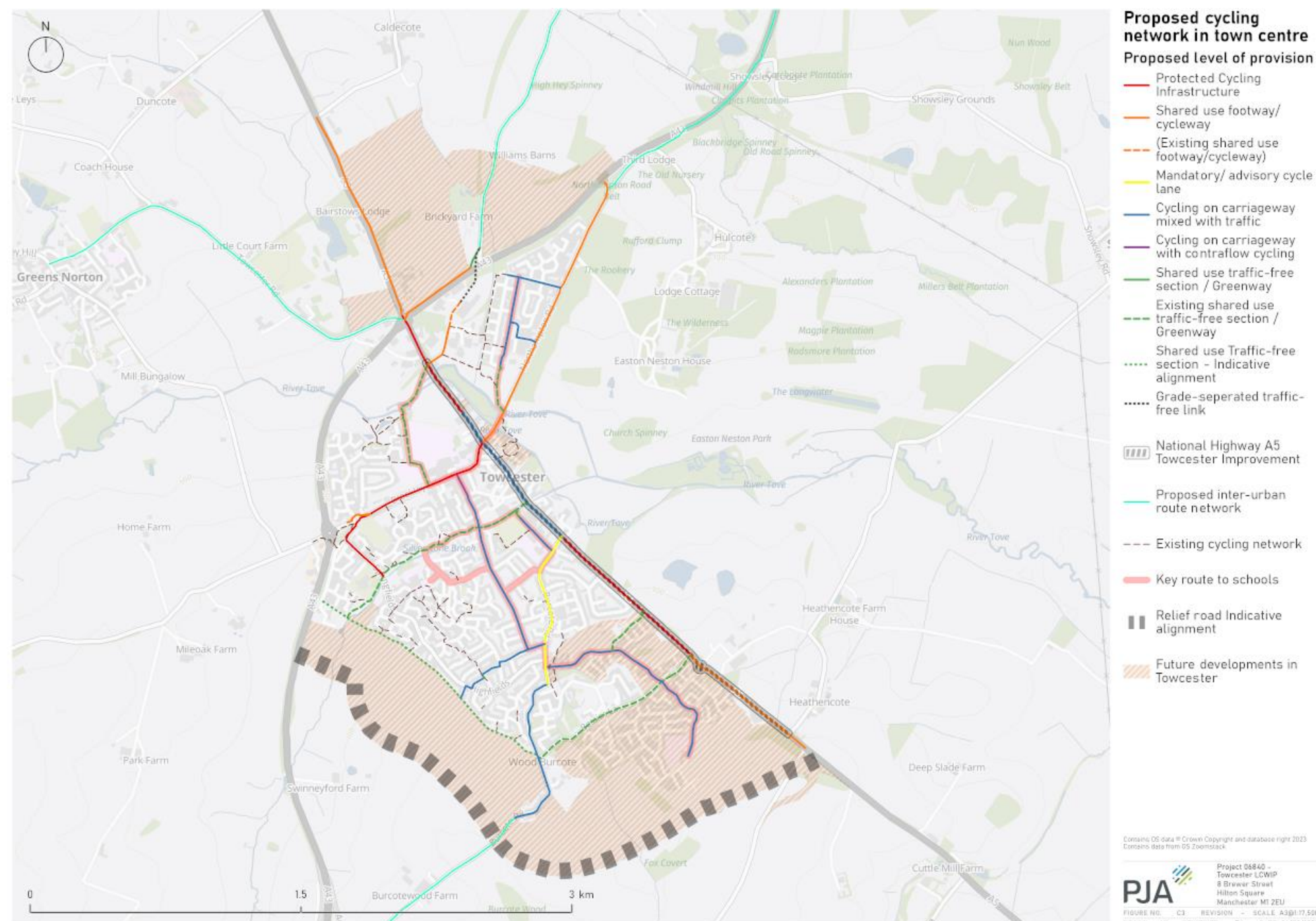


Figure 4 - Proposed cycle network within Towcester

Town Centre North

Refer to following page for details of the proposed improvements shown in Figure 5 below.



Figure 5 – Proposed improvements in Towcester – Town Centre North area

Proposals

Key recommendations

- Northampton Road - Introduce a 3m wide shared path from the A5 to the proposed new roundabout at Hulcote turn with parallel crossings at key locations to provide access the Shires housing development from the shared path.
- The Shires/Shire Meadows - An existing low traffic neighbourhood with good greenway links. Lighting of the off-carriageway routes to improve year-round use should be considered.
- Old Tiffield Road - Extend the shared use path west along the length of Old Tiffield Road, linking to the A5 junction (which will be signalised as part of the National Highways proposals).
- A43 Crossing – In the long term, provide a new pedestrian, cycle and equestrian bridge at the location of the existing uncontrolled crossing where Old Tiffield Road is intersected by the A43. This will provide a landmark active travel connection to the new development north of the A43. In the shorter term, provide pedestrian and cycle crossings of all arms of the Tove roundabout, and a 3m shared-use path on the north side of the A43 between the Tove roundabout and Old Tiffield Road to provide an active travel link from Towcester Town Centre to the new development.
- A5 north of A43 - Provide a 3m wide shared use path on the A5 north of the Tove roundabout to connect to Bell Plantation and provide the main link up to the new football club site.
- Brackley Road Crossroads - The National Highways scheme for the A5 does not currently include improvements to the Brackley Road crossroads, but the construction of the new relief road will significantly reduce traffic through this junction, so improvements for pedestrian and cycle crossing movements, including a diagonal crossing for pedestrians, should be considered here.



Greenways with good wide surfaces and lighting can make good traffic-free links in urban areas

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points (numbers refer to the locations shown on the map on page 12):

- N1. Provide signalised pedestrian crossing on all arms
- N2. Provide signalised pedestrian crossing.
- N3. Crossing improvement, including tightening junction, deepening refuge area, dropped kerb and tactile paving.
- N4. New roundabout to be provided upon the new development north of Towcester. Provide Toucan crossing on southern and western arms of the new roundabout.
- N5. Parallel crossing across Northampton Road and shared use footway/cycleway transition onto Senna Drive/ Graham Hill Road.
- N6. Upgrade existing coloured strip crossing point to raised crossing. Double yellow line to keep clear of the crossing.
- N7. Tighten the junction with shared use priority across side road.
- N8. Improve access to Tesco, including interfacing of shared use footway/cycleway to site entrance, and minor junction improvements improving safety accessing Tesco.
- N9. Provide new access point from the Shires meadow park to the Tove long stay car park.
- N10. Consider motion activated lighting to enhance perceived and personal safety, with respect to the more rural nature of the area.
- N11. A grade separation crossing point (bridge) across A43 replacing the existing uncontrolled crossing.



Wide shared-use paths can be suitable where footfall is low alongside main roads

Town Centre Central

Refer to following page for details of the proposed improvements shown in Figure 6 below.

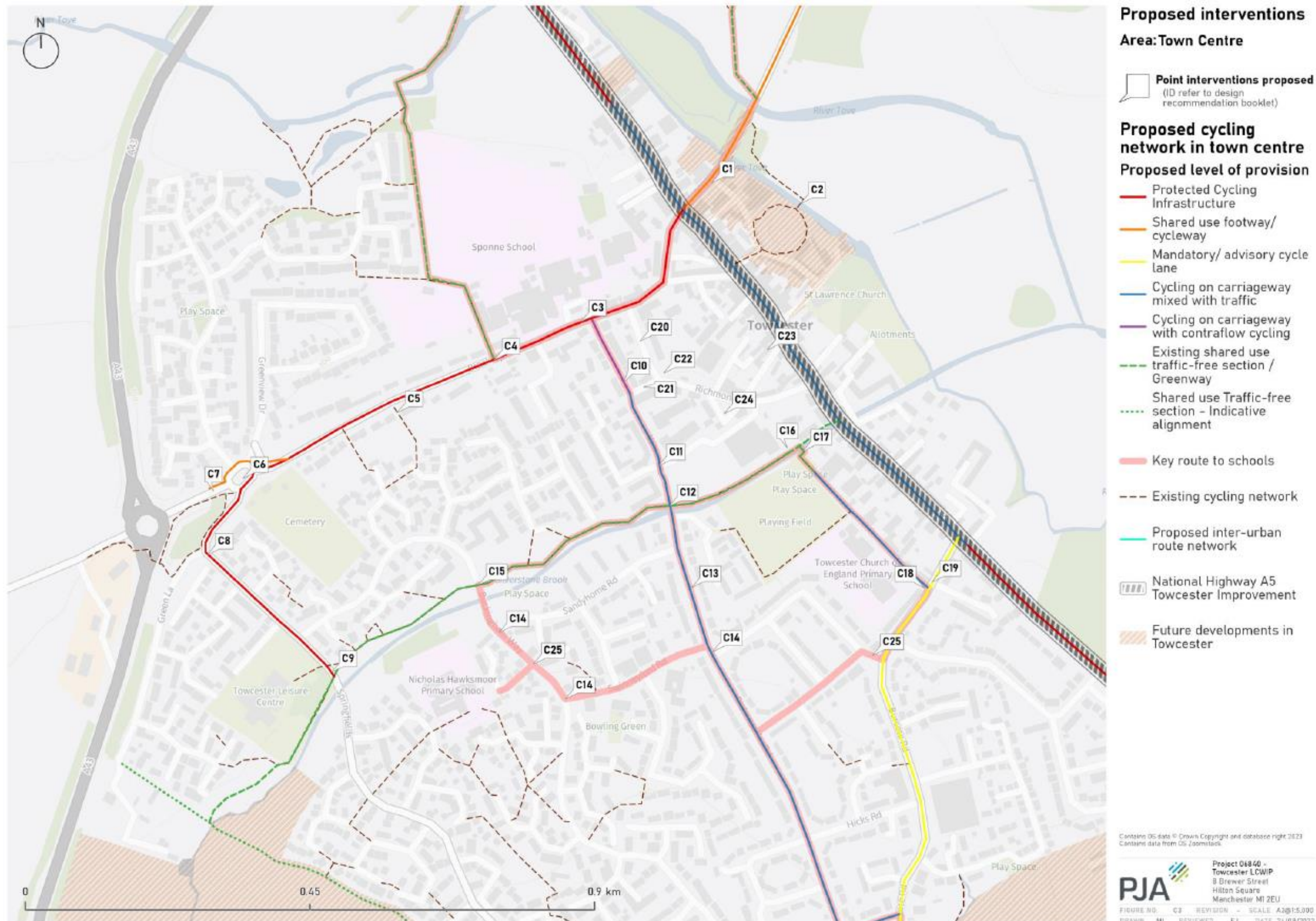


Figure 6 – Proposed improvements in Towcester – Town Centre Central area

Proposals

Key recommendations

- Brackley Road - Segregated cycle tracks are recommended on this link to provide safe route to school and to the town centre. Rationalisation of the kerbside parking, particularly towards the centre of the town is likely to be required in order to deliver this infrastructure.
- South of Brackley Road - The residential streets south of the Brackley Road generally enjoy lower traffic volumes and are largely suitable for most people to cycle on carriageway mixing with traffic. Junction tightening at side roads should be considered to improve pedestrian connectivity
- A key spine route to school, connecting the new residential development to the south to the Sponne School, and other primary schools, will provide a clear high-quality route for children travelling to school on foot or by bike or scooter, with improved crossings and traffic-calming measures. Clear, branded wayfinding could be used to aid navigation, and raise the profile of the route.
- Greenways - Minor improvements to the existing Greenway along Silverstone Brook may include widening of the path where possible and upgrading of the zebra crossings to parallel crossings. Lighting of existing greenways where not already lit, including those near Sponne School, would improve year-round use.
- Islington Road - A 'School Street' on Islington Road would provide additional safe space for pupils and parents to circulate at the start and end of the school day by removing non-residential traffic from this short link at pick up and drop off times.

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points (please refer to page 14 for locations):

- C1. Reallocate carriageway and parking space for shared use footway/cycleway along Northampton Rd.
- C2. Remove access barriers and permit cycling.
- C3. Reallocate/rationalise parking near Pomfret Road and Sponne School for cycle track or footway, narrowing carriageway and ensuring traffic circulation.
- C4. Consider footway including a build-out at footpath access to support its use. Remove access barrier.
- C5. Remove access barriers.
- C6. Junction redesign to incorporate protected cycling infrastructure to and from Springfields.
- C7. Upgrade the existing crossing to toucan to join up shared-use on both sides of road.
- C8. Consider provision of cycle track northbound to end at Green Lane to join onto existing/proposed shared-use and upgraded crossing facilities to head eastbound along

Brackley Road. Consider safe right turn facilities for cycle traffic going westbound along Springfield to turn into Green Lane.

- C9. Declutter junction to provide access to leisure centre and provide raised crossing with cycle priority.
- C10. Change Pomfret Road to one way Northbound only, allowing contraflow cycling.
- C11. Roundabout improvement including tightening of roundabout and its arms, a raised centre island subject to space availability, and removal of guard railing.
- C12. Upgrade existing crossing point to parallel crossing and declutter greenway access at the east.
- C13. Rationalise parking along both side of Bickerstaffes Road to calm traffic.
- C14. Tighten junction, dropped kerb and tactile paving.
- C15. Rationalise bus stop location and provide cycle priority across Buckingham Way.
- C16. Improve walking access between greenway and Richmond Rd through the car park.
- C17. Where possible, widen the bridge across the brook to enable cycling.
- C18. School street with timed closure.
- C19. Junction tightening and footway widening at pinch points for access towards school/ community centre, for instance introducing build-outs to make use of the space available at Southgate Drive.
- C20. One way arrangement southbound on Queens Road working with Pomfret Road.
- C21. Change the existing one way eastbound on Richmond Road between Pomfret Road and Queens Road to one way westbound.
- C22. Tighten the car park entry/exit and provide continuous footway at pedestrian desire line.
- C23. Improve footway design to encourage footfall into White Horse Yard and Sponne Shopping Centre.
- C24. Resurface road surface around Sawpit Green, level the green area and provide placemaking improvements.
- C25. Tighten junctions with dropped kerb and tactile paving at pedestrian desire line, also consider placemaking and traffic calming elements as part of a route to school scheme.

Town Centre South and Wood Burcote

Refer to following page for details of the proposed improvements shown in Figure 7 below.



Figure 7 – Towcester proposals - Town Centre South/ Wood Burcote

Proposals

Key recommendations

- Burcote Road/Vernon Road - A modal filter south of the new relief road on the Wood Burcote Road would prevent rat-running traffic into Towcester from the Silverstone direction. This modal filter would reduce traffic on this key link to the south and would mean that on-carriageway cycling with the addition of mandatory or advisory cycle lanes at the northern end of the road would be suitable for most users.
- The signalisation of the junction with the A5 which National Highways has indicated would be considered would ensure safe transition for cyclists joining the A5 in both directions and for pedestrians to cross the A5.
- Bessie's Lane - a new Greenway link is proposed as part of the A5 Relief Road, and this will form part of a Greenway loop around the southern parts of the town centre connecting to Bessie's Lane in the South and ultimately back to the A5.
- Schools Link - The extension of a high-quality schools link between the Marie Weller Primary and Sponne Schools, including wayfinding and side road junction improvements.



Continuous footways and tightened junction radii can help slow turning traffic

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points:

- B1. Tighten junction, dropped kerb and tactile paving.
- B2. Dropped kerbs and tactile paving for active travel access.
- B3. Side-road entry treatment with footway set back from junction.
- B4. Tighten the roundabout.
- B5. Provide implied footway along the western side of Burcote Road.
- B6. Traffic calming as bridleway and Bessie Lane join with Burcote Road.
- B7. Shared-use priority across Earl's Farm Way.
- B8. Modal-filtering Bessie Lane to create a low traffic environment.
- S1. Modal filter south of the new relief road on the Wood Burcote Road (Considered as part of Inter urban route to Silverstone).



Modal filtering can help reduce traffic significantly, ensuring safety for pedestrians and cyclists

A5 National Highways proposals – further enhancements

National Highways is in the process of developing a series of improvements for the A5 through Towcester (see [here](#) for full details). The proposals listed below would benefit from further enhancements, as shown in Figure 8 and detailed below, which would improve connectivity with the wider Towcester LCWIP.

Proposals

Key recommendations

- NH1. Signalised junction with pedestrian and cycling crossing - Design should consider including proposed continuation of protected cycle track along A5 up to Tove Roundabout, as well as joining with proposed shared use footway/cycleway on the eastern side of Old Tiffield Road.
- NH2. Town centre enhancements with textured carriageway surfacing and crossing points, visually narrowed carriageway, and benches/landscaping - Walking and cycling improvements enabled by traffic reduction by the relief road, including link between proposed cycle track along Brackley Road and shared-use footway/cycleway along the eastern side of Northampton Road, and potential for diagonal crossings incorporating both pedestrian and cyclist movement.
- NH3. Refurbished signalised pedestrian crossing and enhanced public realm features to include benches, landscaping and raised carriageway level - crossing area needs decluttering and crossing should be a toucan via the raised carriageway to help cyclists access greenway routes. Raised carriageway should be of different material to improve sense of place and reduce vehicle dominance.
- NH4. Segregated footway and two-way cycleway up to Vernon Road. No crossing proposed across Vernon Road - Apart from the approved junction signalisation, the junction will need to be tightened including both interfacing of Vernon Road and Reffield Close. Signalisation should come with safe transition between on and off carriageway section, for instance a cycle gate or two stage right turn using Reffield Close.
- NH5. Improved and widened pedestrian and cycle crossing points - Crossing at this northern arm should consider and incorporate cycling movement from Bessie Lane.
- NH6. Improved and widened pedestrian and cycle crossing points on A5 only - Crossing provisions needed for all arms, including Sparrow crossings on northwestern and southeastern arm across A5; tightening the Epsom Avenue arm with raised crossing and shared-use priority across.



Figure 8 – A5 National Highways proposals

Design recommendations on routes to surrounding locations

Figure 9 shows each of the routes from Towcester to surrounding locations audited as part of the LCWIP. The following pages detail the design recommendations for each of these in turn.

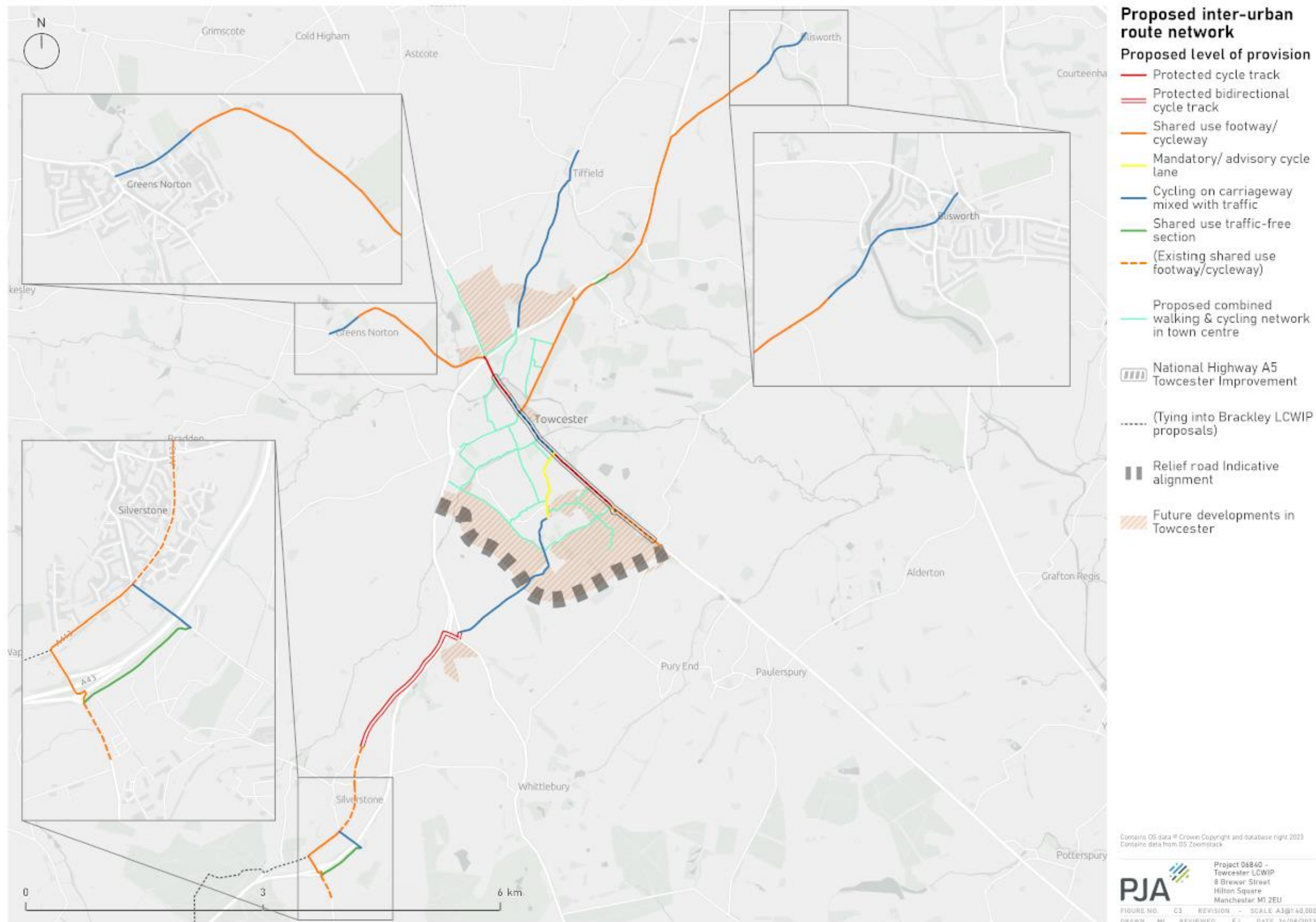


Figure 9 - Routes from Towcester to surrounding locations

Greens Norton

Issues

Despite the short distance to Greens Norton from Towcester, active travel links are poor, with no controlled pedestrian crossing of the A43 or dedicated cycling facilities along the Towcester Road. Refer to following page for details of the proposed improvements shown in Figure 10 below.

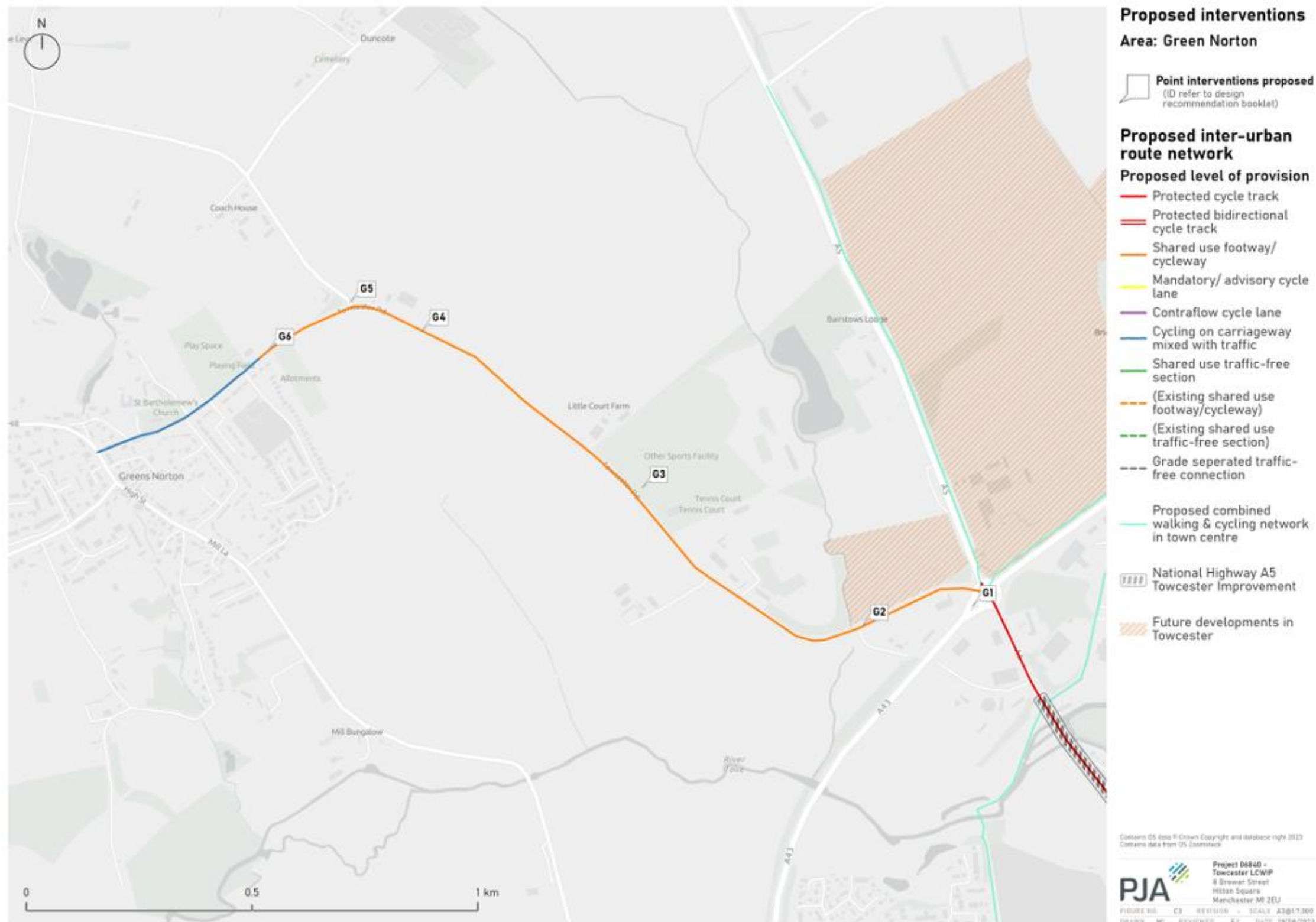


Figure 10 – Greens Norton route

Proposals

Key recommendations

- Tove Roundabout/Woolgrowers site access - Improvements to the Tove roundabout to provide a pedestrian and cycle crossing on the western arm are already proposed in order to provide access to the Woolgrowers development site opposite the car dealership.
- Towcester Road - The proposed shared use link as far as the Woolgrowers site entrance should be extended all the way up to Greens Norton by widening the existing footway to 3m.
- A reduction in the speed limit from 60mph to 40mph on the Towcester Road between the Tove Roundabout and the Pro Align offices would allow best use of the space and create a more pleasant environment for pedestrians and cyclists. On the narrower section of the road adjacent to the Sports Club a parallel path for pedestrians could be explored, either through the Sports Club itself or making use of the existing public right of way on the western side of the road.
- Greens Norton Village - Extension of the 30mph speed limit to the Pro Align offices would help reduce traffic speeds around the junction with the road towards Caswell Park.
- A new parallel crossing near the medical centre on the edge of the village would allow cyclists to transition onto the carriageway. The speed limit within the village should be reduced to 20mph, with the reduced limit being reinforced by physical traffic calming features.

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points:

- G1. Signalised crossing for walking and cycling - already proposed.
- G2. A signalised crossing for transition of shared footway/ cycleway from the southern verge on the east to the northern side on the west. To enable crossing at grade and a narrower buffer for the shared use footway/ cycleway, speed limit for Towcester Rd between Towcester Roundabout and Point G4 would be lowered from existing 60 to 40 mph.
- G3. Potential for a parallel footway through sports clubs upon narrow section.
- G4. Speed limit reduction to 30mph between G4 and G6
- G5. Tighten junction with priority and raised set back across side road.
- G6. Transition to carriageway cycling with uncontrolled crossing, speed limit reduction to 20mph.

Blisworth

Issues

The existing shared-use route alongside the A43 towards the Blisworth turn is substandard in width, whilst there are no existing facilities for walking and cycling along Towcester Road into Blisworth. Refer to following page for details of the proposed improvements shown in Figure 11 below.

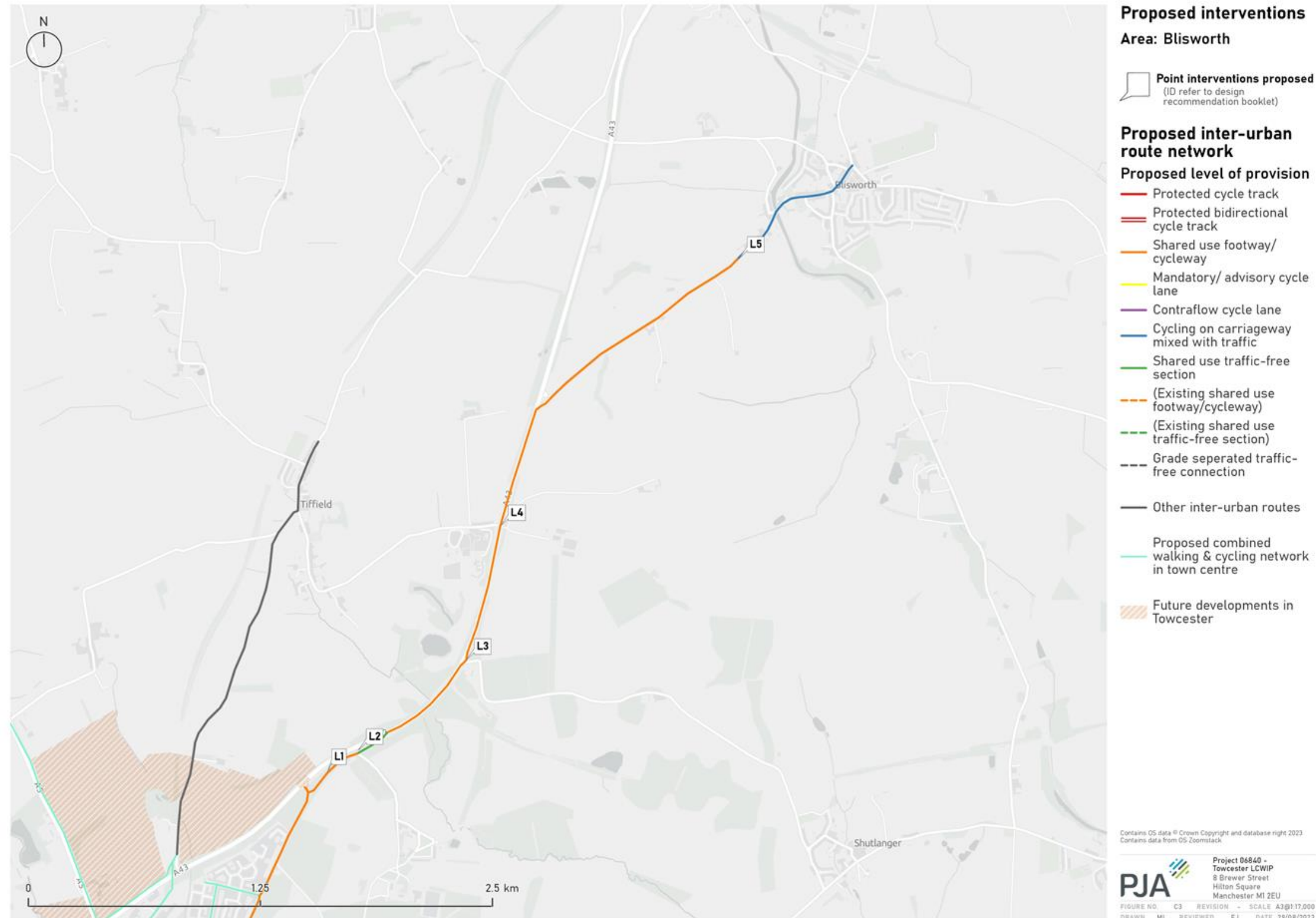


Figure 11 – Blisworth Route

Proposals

Key recommendations

- Northampton Road - As part of the proposed development to the north, a new shared use path is planned for Northampton Road (see Town Centre North for further details).
- A43 - The existing shared use path along the A43 should be widened to the rear as much as is feasible, and a buffer between the carriageway and the path should be provided. Consideration should be given to designating the route as a cycle track, with access available to pedestrians, as footfall on the path is likely to be low. Lighting of this section of the A43 should be considered to enhance the year-round availability of the route.
- Towcester Road - A new shared-use path should be provided in the verge alongside Towcester Road on the south side. As with the A43 link, designation as a cycle track should be considered. A crossing to allow cyclists to re-join the carriageway should be provided within the 30mph zone.
- Blisworth Village - Introducing a 20mph speed limit and traffic-calming features in the village could help make this section of the route more comfortable for cycling.

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points:

- L1. Widen the existing path through lay by with lighting.
- L2. Widen shared footway/cycleway link between two slip roads.
- L3. Sideroad treatment - set back with cycle give way.
- L4. Sideroad treatment - full set back.
- L5. Gateway feature and change of speed limit to 20mph, parallel crossing for transition from shared use to cycling onto carriageway.

Tiffield

Issues

Old Tiffield Road is the main link between Towcester and the village of Tiffield but is a narrow rural lane with no footway and a national speed limit and is currently in poor condition, particularly on the short link to the uncontrolled crossing of the A43. Location of the proposed improvements are shown in Figure 12.

Proposals

Key recommendations

- Old Tiffield Road - The main road between Tiffield and Towcester will change in nature considerably with forthcoming development. Reducing traffic speeds and volumes through the introduction of 'Quiet Lane' approaches, including a potential modal filter to remove through-traffic, would make the route a safer route for cycling and walking between Tiffield and Towcester.
- Tiffield Village - A 20mph zone within the village, reinforced by gateway features would make walking, cycling and horse-riding within the village easier and safer.

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points (locations shown on the map to the right):

- T1. Gateway treatment & Traffic in village approach - including 20mph speed limit. Potential for putting in modal filter to reduce traffic given alternative access along St Johns Rd.
- T2. Gateway treatment & Traffic in village approach - including 20mph speed limit.
- T3. Quiet lane approach on to Gateway school.

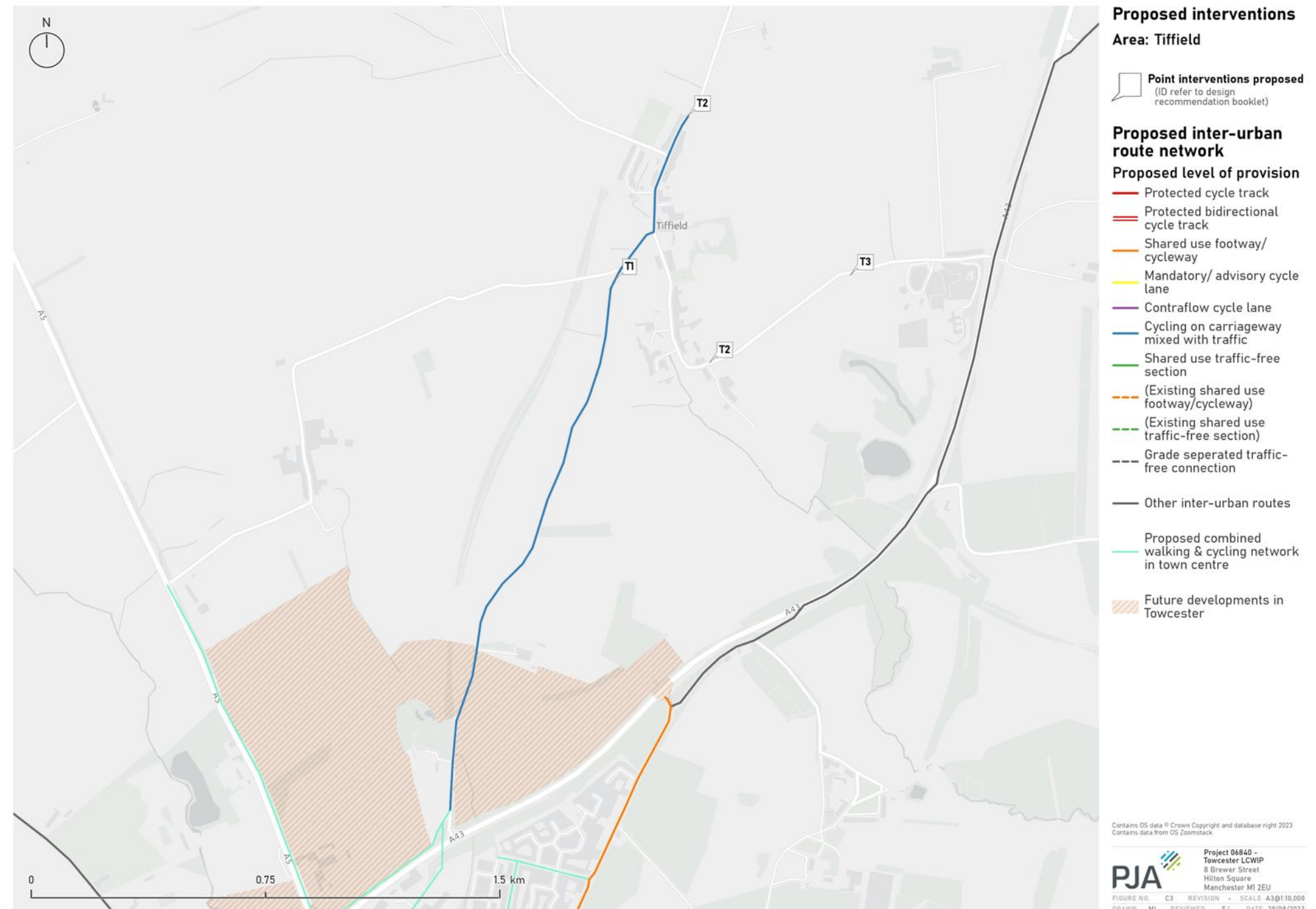


Figure 12 – Tiffield route

Silverstone

Issues

The existing route between Towcester currently features no dedicated walking and cycling infrastructure and is along a mix of quiet, narrow country lanes to the east of the A43 and a wide, sweeping road with high vehicle speeds to the west. Refer to following page for details of the proposed improvements shown in Figure 13 below.

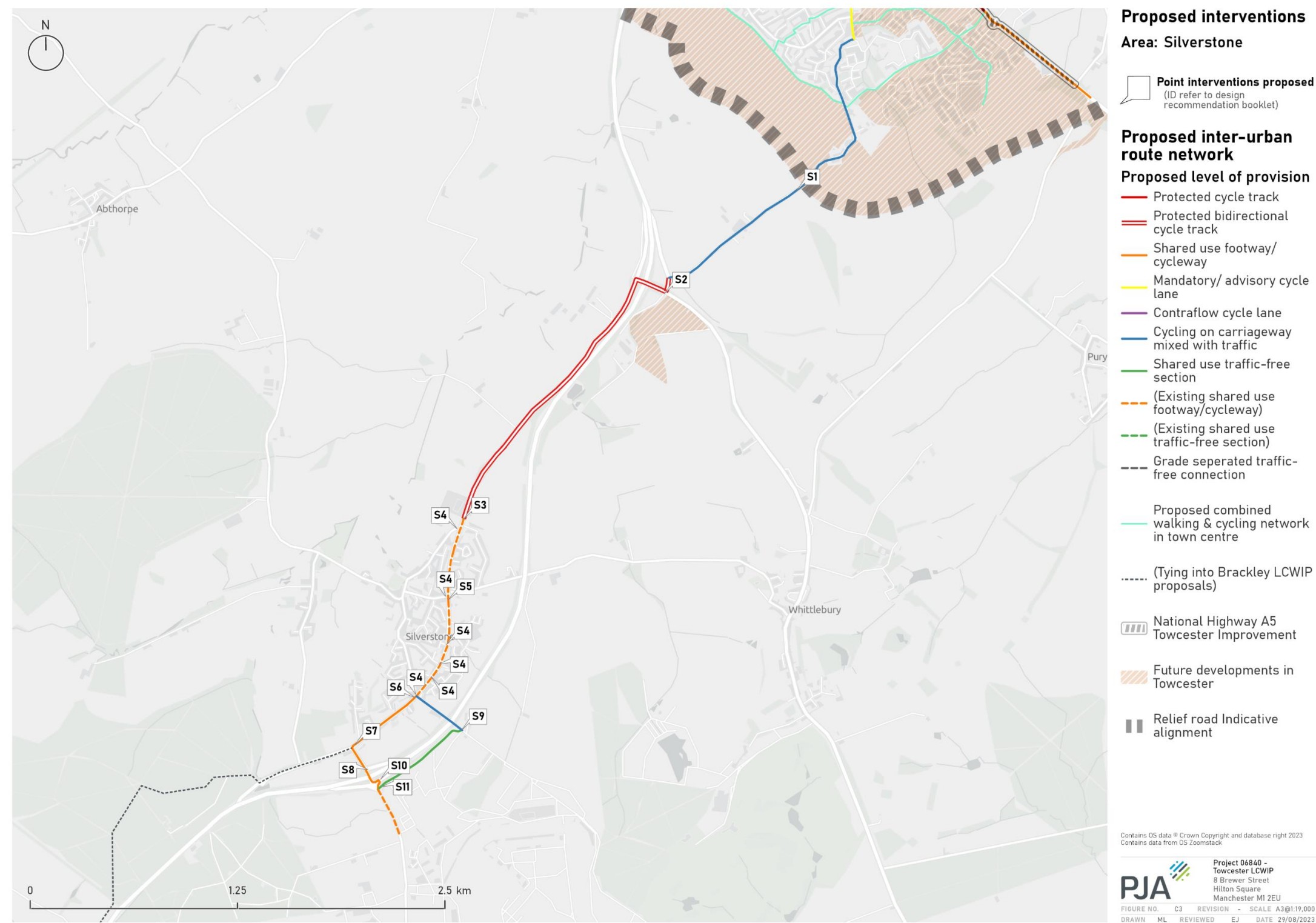


Figure 13 – Silverstone route

Proposals

Key recommendations:

- Burcote Road - A modal filter on the site of the existing gates on Burcote Road just south of the relief road junction would prevent rat-running traffic from the Silverstone direction and retain Burcote Road as a quiet lane for cycling.
- A43 Slip Road - A short section of shared use path is proposed on the exit slip of the A43 as part of the Shacks Barn development.
- A413 Towcester Road - A new bi-directional cycle track should be provided along the A413 between the A43 slip road and Silverstone Primary School. A reduction in the speed limit on this link would improve safety for cyclists and allow narrower separation from the carriageway.
- The new shared path between Silverstone Primary School and High Street requires only light touch improvements at side roads.
- A new parallel crossing at the High Street junction would allow cyclists to access the campsite road over the A43 and link to the bridleway on the southern side of the A43 alongside the campsite, providing a direct route towards the circuit.
- Brackley Road - Extension of the shared use along the Brackley Road West of High Street would provide an additional link, as the bridleway link through the campsites is likely to remain unlit and may not be accessible year-round.
- Dadford Road - A widened footway and improvements to the pedestrian crossings of the slip roads will provide a link between Silverstone and the circuit. Toucan crossings would provide the safest route for pedestrians and cyclists across the slip-roads.

Point recommendations

In addition to the route recommendations set out above, the following improvements are also proposed at specific points:

- S1. Modal filtering on Burcote Road, south of the relief road roundabout
- S2. Crossing for walking and cycling to be improved as with new development proposals
- S3. Parallel crossing of A413 as shared-use provision switches side
- S4. Shared use priority across side road.
- S5. Upgrade existing zebra to parallel crossing.
- S6. A new parallel crossing for fulfilling crossing desire line. Widen existing footway west of this point into shared footway/cycleway.
- S7. Provide signalised crossing where shared use provision switches side, from the northern side along Brackley Road to the eastern side of Dadford Road.
- S8. Provide pedestrian crossing on the existing signalised junction over slip road to A43 northbound.
- S9. Remove access barriers
- S10. Signalising slip road approaches with toucan crossing across slip road.
- S11. Open up access from Bridleway onto Dadford Road and removal of access barriers.