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Towcester LCWIP

# Design Recommendations Booklet

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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 Towcester.

The recommendations in this booklet are in line with the guidance for walking and cycling set out in LTN 1/20 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 study will be required to assess the appropriateness of the measures outlined here.

## Document Structure

The booklet is divided into two sections:

- Walking and cycling routes within Towcester itself, and
- Inter-urban cycle routes between Towcester and neighbouring settlements

Each section reviews the existing conditions and provides recommendations for providing improvements for walking and cycling. Plans and precedent images are used to illustrate the types of interventions that may be used.





Routes within Towcester



## 2.1 Existing Conditions – Routes within Towcester

### General conditions

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 a constrained highway boundary, meaning that space for pedestrians is generally squeezed out in favour of motor traffic, impinging on the quality of the space on the high street.

Away from the main roads, side streets in the more established parts of the town tend to have slightly wider footways. 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 arterial 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 the 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.



## 2.1 Existing Conditions – Town Centre



Brackley Road near Sponne School is busy with traffic and kerbside parking, but is a key corridor for pupils travelling to school.



Kerbside and pavement parking in the town centre limits space for pedestrian circulation and cycle infrastructure and causes obstruction of the footway.



Uncontrolled crossings of the A43 cause significant severance between the town centre and surrounding villages.



Carriageway widths on Brackley Road vary, but space for improved walking and cycling provision is generally available.



On residential streets like Vernon Road, wide junctions encourage high traffic speeds and cause pedestrians to deviate from their desire line.



Pedestrian crossing facilities at busy junctions like the Tove Roundabout are not signal controlled on all arms, making crossing the road challenging.



## 2.1 Existing Conditions – Town Centre

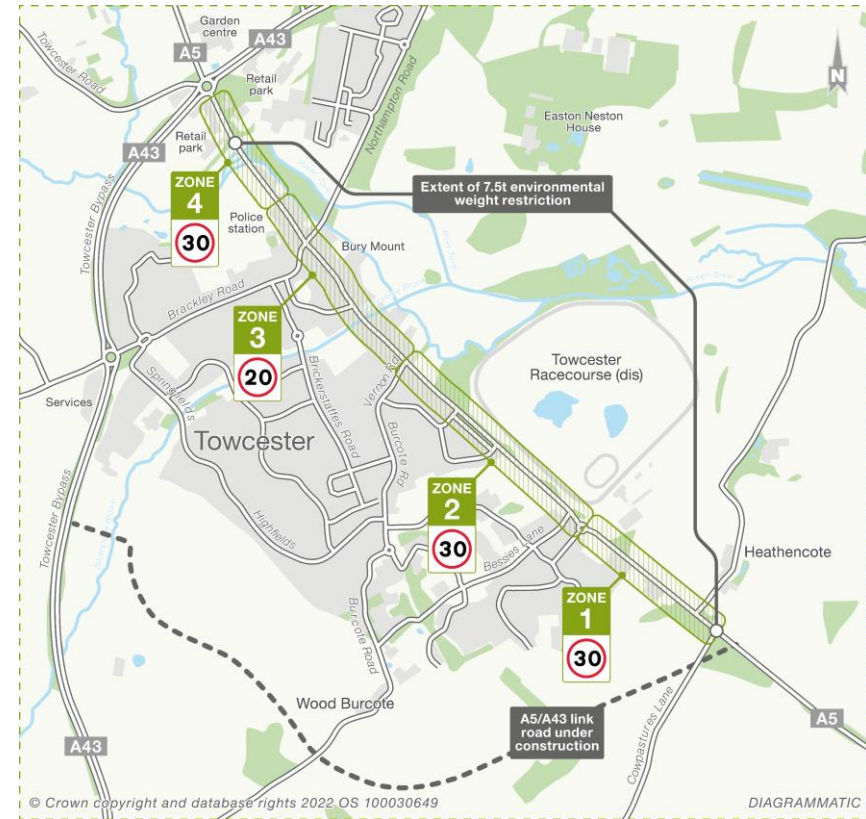
### A5 Relief Road and National Highways Proposals

A relief road to the south of Towcester is currently under construction, linking the A5 at Heathencote to the A43 at a new junction between the existing A413 and Brackley Road junctions.

The new road, which is expected to be completed in 2024, will offer an alternative route for traffic on the A5, avoiding the centre of Towcester.

National Highways – who manage the A5 and A43 – have proposed a series of improvements to the A5 to be enabled by the traffic reduction from the relief road construction. The proposals include the introduction of a 20mph zone in the town centre, protected cycle infrastructure on some sections of the road, and additional crossings in some locations.

Commentary on the proposals in relation to the LCWIP proposals is included in this booklet, and discussed in more detail in a separate technical note.



Plan showing the four improvement zones (source: National Highways Consultation Document)



## 2.2 Town Centre Design Recommendations – 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 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 20mph 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 into North, Central and South areas of the town, plus a separate comment on the National Highways proposals for the A5.

## 2.3 Design Recommendations – Town Centre North

**Northampton Rd** - Introduce a 3m wide shared footway from the A5 to the proposed new roundabout at Hulcote turn with parallel crossings at key locations to provide access to 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 along with improved wayfinding.

**Old Tiffield Rd** - Extend the shared use path 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** - 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 may be a longer term objective, but will provide a landmark active travel connection to the new development north of the A43.

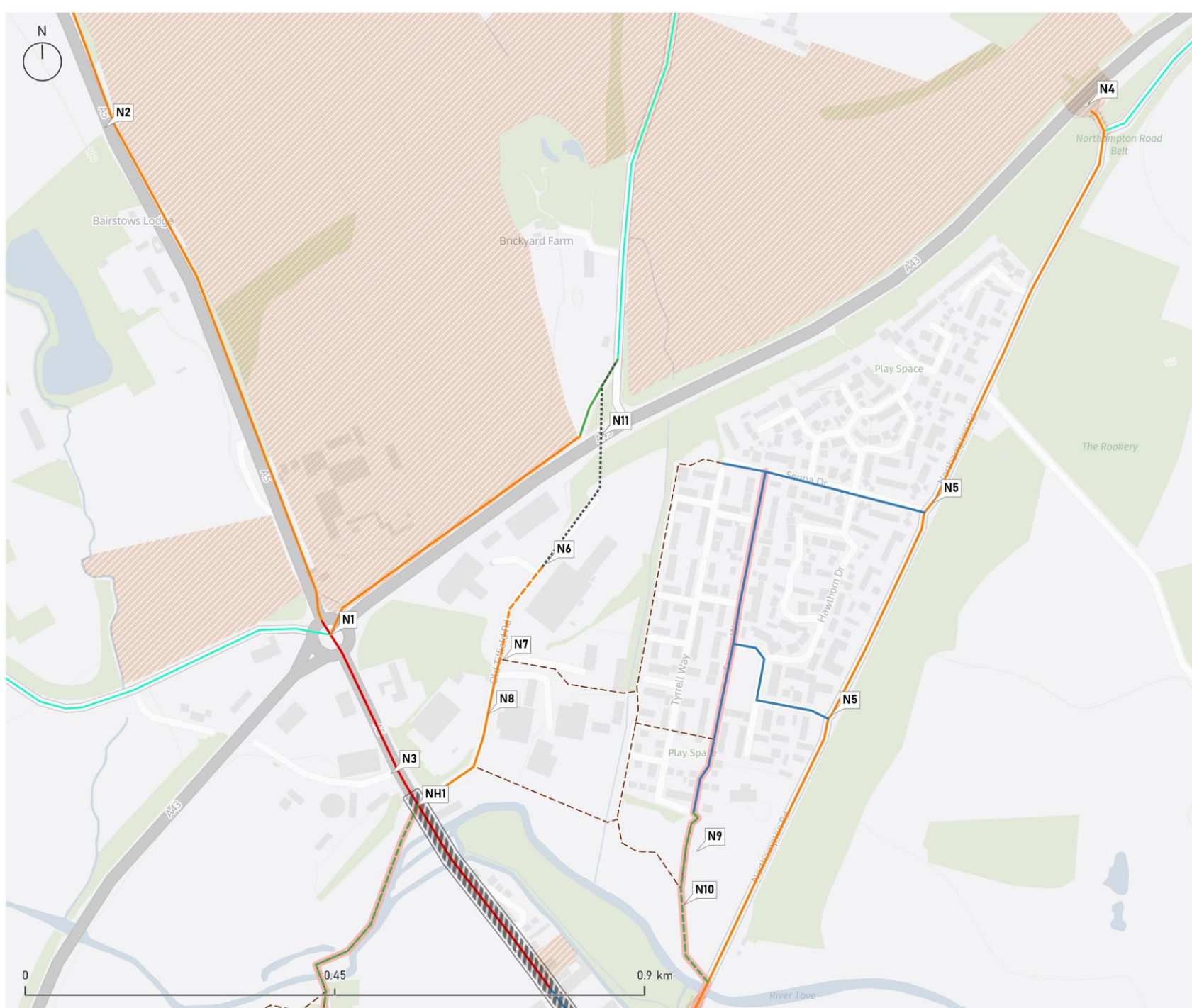
In the shorter term, provide pedestrian and cycle crossings of all arms of the Tove roundabout, and a 3m shared use path on the north side of the A43 between the Tove roundabout and Old Tiffield Road to provide an active travel link from Towcester town centre to the new development in the shorter term.

**A5 north of A43** - Provide a 3m wide shared use path on the A5 north of the Tove roundabout to connect to the 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.



# 2.3 Design Recommendations Town Centre North



## Proposed interventions

Area: Towcester North

Point interventions proposed (ID refer to design recommendation booklet)

## Proposed cycling network in town centre

### Proposed level of provision

- Protected Cycling Infrastructure
- Shared use footway/cycleway
- (Existing shared use footway/cycleway)
- Cycling on carriageway mixed with traffic
- Shared use traffic-free section / Greenway
- Existing shared use traffic-free section / Greenway
- Grade-separated traffic-free link
- Key route to schools
- Existing cycling network
- Proposed inter-urban route network
- A5 National Highway A5 Towcester Improvement
- Future developments in Towcester

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## 2.3 Design Recommendations – Town Centre North, Point Recommendations

ID	Description
N1	Provide signalised pedestrian crossing on all arms.
N2	Provide signalised pedestrian crossing.
N3	Crossing improvement - tightening junction, deepening refuge area, dropped kerb and tactile paving.
N4	New roundabout to be provided upon the construction of new development north of Towcester. Provide Toucan crossing on southern and western arms of the new roundabout.
N5	Parallel crossing across Northampton Rd and shared use footway/ cycleway transition onto Senna Dr/ Graham Hill Rd.
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 Tesco, and minor junction improvements improving safety accessing to 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.



## Key Design Recommendations – Town Centre Central

**Brackley Road** – Separated 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.

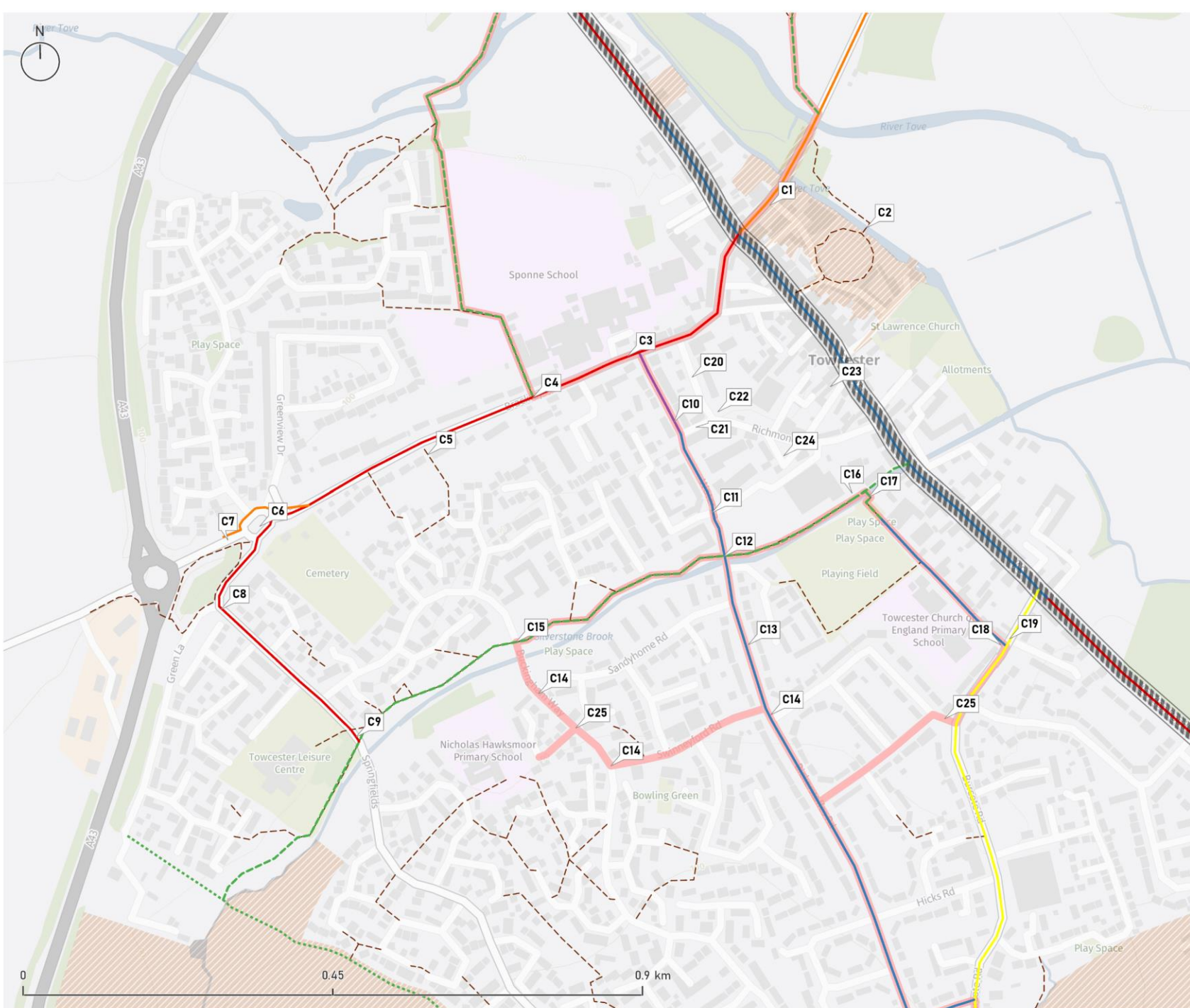
**South of Brackley Road** - The residential streets south of the Brackley Road generally enjoy lower traffic volumes and are largely suitable for most people to cycle on carriageway mixing with traffic. Junction tightening at side roads should be considered to improve pedestrian connectivity.

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 past 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.

# 2.3 Design Recommendations Town Centre Central



- Proposed interventions**  
Area: Town Centre
- Point interventions proposed**  
(ID refer to design recommendation booklet)
- Proposed cycling network in town centre**  
**Proposed level of provision**
- Protected Cycling Infrastructure
  - Shared use footway/cycleway
  - Mandatory/ advisory cycle lane
  - Cycling on carriageway mixed with traffic
  - Cycling on carriageway with contraflow cycling
  - - - Existing shared use traffic-free section / Greenway
  - - - - - Shared use Traffic-free section - Indicative alignment
  - Key route to schools
  - - - Existing cycling network
  - Proposed inter-urban route network
  - National Highway A5 Towcester Improvement
  - Future developments in Towcester



## 2.3 Design Recommendations – Town Centre Central, Point Recommendations

ID	Description
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 Rd & Sponne School for cycle track or footway, narrowing carriageway and ensuring traffic circulation.
C4	Consider footway buildout around 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 interfacing shared use on both side.
C8	Consider provision of cycle track northbound to end at Green Ln to transition onto existing/ proposed shared use and upgraded crossing facilities to head eastbound along Brackley Rd. Consider safe right turn facilities for cycle traffic going westbound along Springfield to turn into Green Ln.
C9	Declutter junction to provide access to Leisure centre, and provide raised crossing with cycle priority.
C10	Change Pomfret Rd to one-way Northbound only, allowing contraflow cycling.
C11	Roundabout improvement including tightening of roundabout and its arms, a raised centre island subject to swept path test, and removal of guard railing.
C12	Upgrade existing crossing point to parallel crossing, and to declutter greenway interfacing at the east.
C13	Rationalise parking along both side of Bickerstaffes Rd 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 horizontal deflection to make use of the space available at Southgate Drive.
C20	One way arrangement southbound on Queens Rd working with Pomfret Rd.
C21	Change the existing one-way eastbound on Richmond Rd between Pomfret Rd and Queens Rd to one-way westbound.
C22	Tighten the car park ingress/ egress and provide continuous footway at pedestrian desire line.
C23	Improve footway design to induce footfall into White Horse Yard and Sponne Shopping Centre.
C24	Resurface road surface around Sawpit Green, level green area and provide placemaking element.
C25	Tighten junctions with dropped kerb & tactile paving at pedestrian desire line – also consider placemaking and traffic calming elements as part of route to school scheme.

## 2.3 Key Design Recommendations – Town Centre South/Burcote

**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.

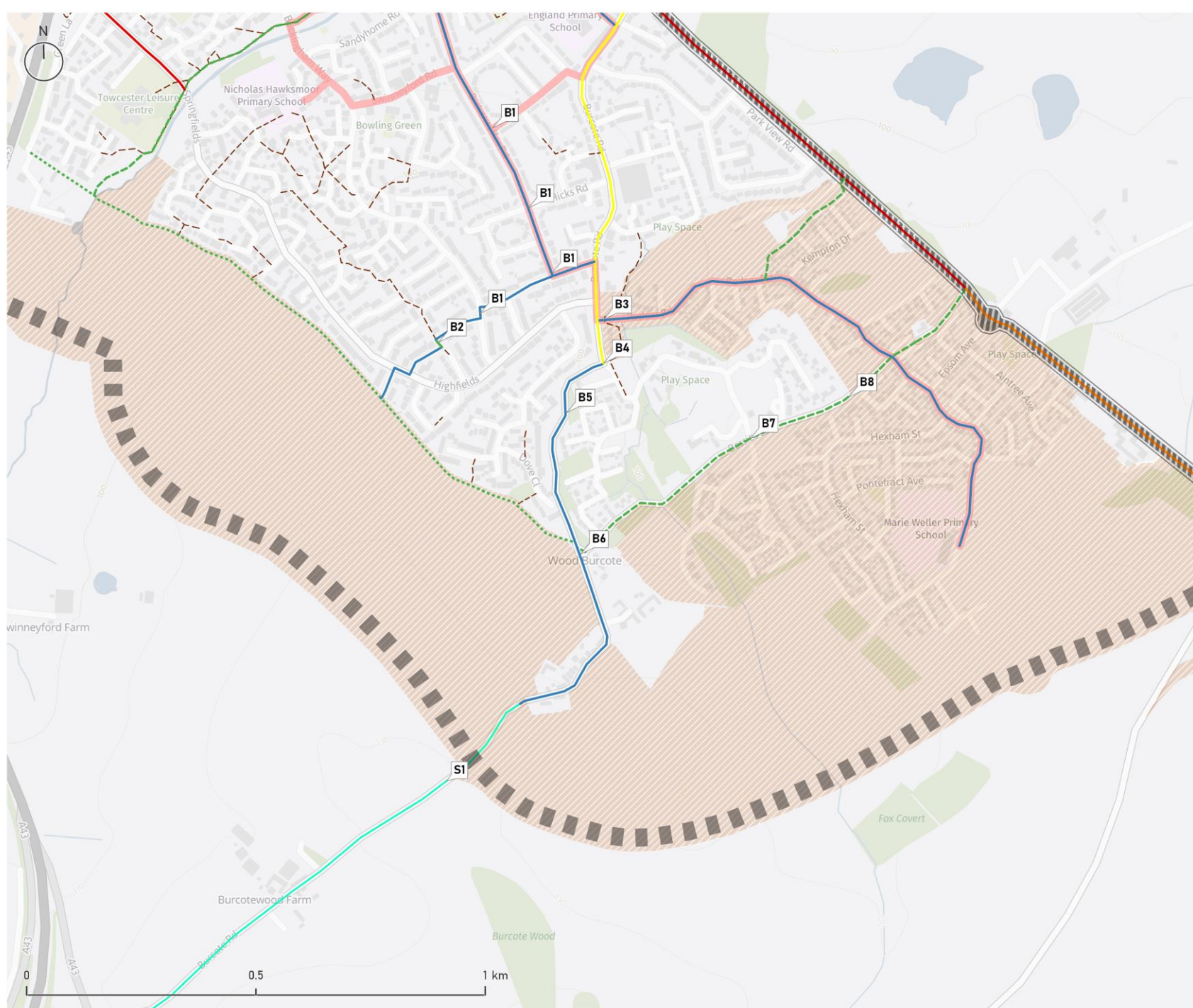
The signalisation of the junction with the A5 – which National Highways has indicated would be considered – would ensure safe transition for cyclists joining the A5 in both directions and for pedestrians to cross the A5.

**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.



# 2.3 Design Recommendations Town Centre South/Burcote



## Proposed interventions

Area: Burcote

Point interventions proposed (ID refer to design recommendation booklet)

## Proposed cycling network in town centre

### Proposed level of provision

- Protected Cycling Infrastructure
- Shared use footway/cycleway
- Mandatory/ advisory cycle lane
- Cycling on carriageway mixed with traffic
- Shared use traffic-free section / Greenway
- Existing shared use traffic-free section / Greenway
- Shared use Traffic-free section - Indicative alignment
- Key route to schools
- Existing cycling network
- Proposed inter-urban route network
- National Highway A5 Towcester Improvement
- Relief road Indicative alignment
- Future developments in Towcester

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## 2.3 Design Recommendations – Town Centre South/Burcote, Point Recommendations

ID	Description
B1	Tighten junction, dropped kerb and tactile paving.
B2	Dropped kerbs and tactile paving for active travel access
B3	Side road entry treatment with setback.
B4	Tighten the roundabout.
B5	Provide implied footway along the western side of Burcote Rd.
B6	Traffic calming as Bridleway & Bessie Ln interface with Burcote Rd.
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 <i>(Considered as part of Inter-urban route to Silverstone)</i>



**Proposed interventions**

**Area: National Highway scheme**

**Point interventions proposed**  
(ID refer to design recommendation booklet)

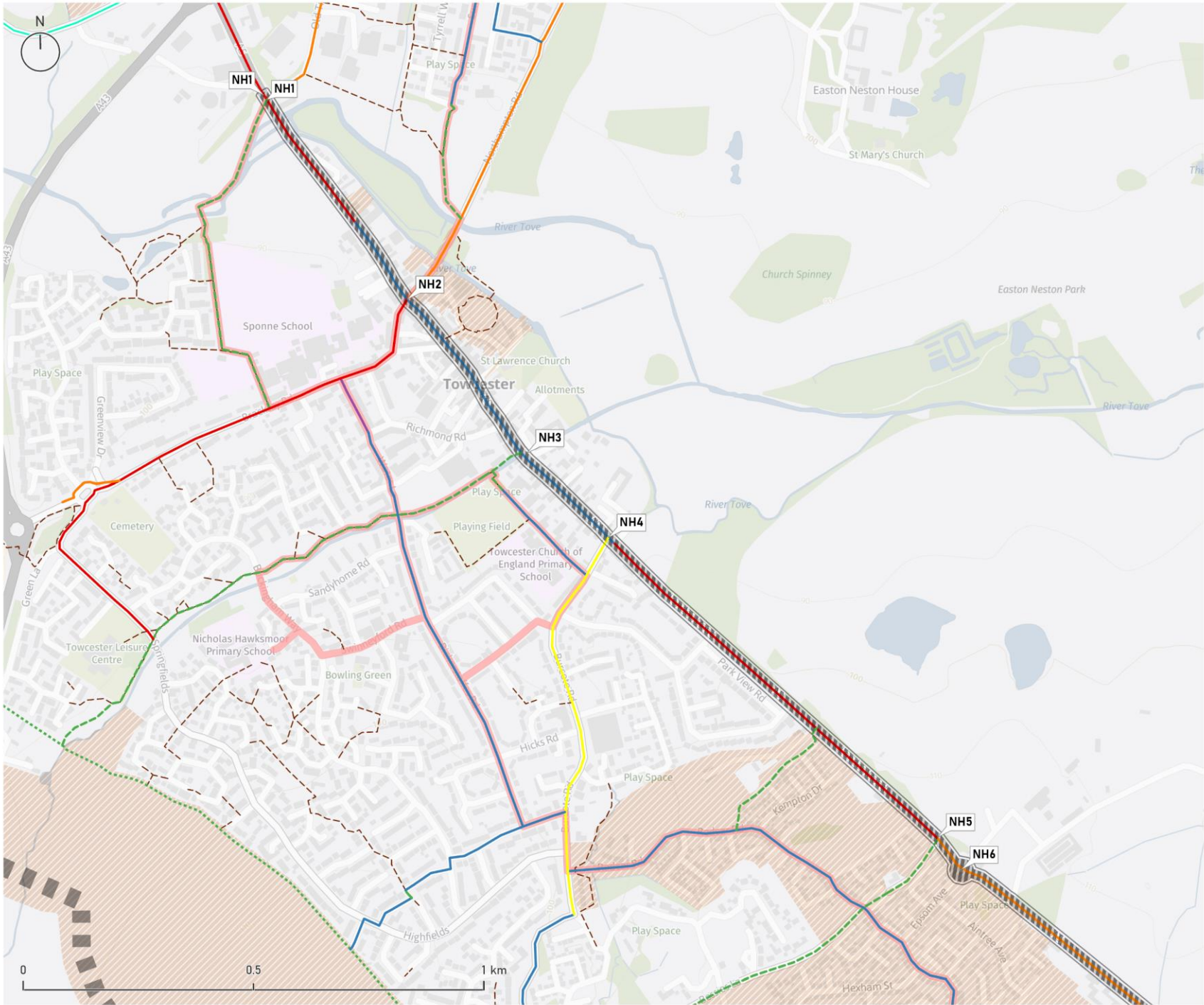
**Proposed cycling network in town centre**

**Proposed level of provision**

- Protected Cycling Infrastructure
- Shared use footway/cycleway
- (Existing shared use footway/cycleway)
- Mandatory/ advisory cycle lane
- Cycling on carriageway mixed with traffic
- Cycling on carriageway with contraflow cycling
- Shared use traffic-free section / Greenway
- Existing shared use traffic-free section / Greenway
- Shared use Traffic-free section - Indicative alignment

- Key route to schools
- Existing cycling network
- Proposed inter-urban route network
- National Highway A5 Towcester Improvement
- Relief road Indicative alignment
- Future developments in Towcester

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## 2.3 Design Recommendations National Highways Proposals

National Highways is in the process of developing a series of improvements for the A5 through Towcester. The interventions outlined in this design recommendations booklet would enhance the scheme and improve connectivity with the wider Towcester LCWIP.

## 2.3 Area in National Highway Scheme – Point Interventions

ID	National Highway Proposal	Our suggestions in relation to LCWIP
NH1	Signalised junction with pedestrian and cycling crossing.	Design should consider interfacing including proposed continuation of protected cycle track along A5 up to Towcester Roundabout, as well as proposed shared use footway/ cycleway on the eastern side of Old Tiffield Rd.
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 transition between proposed cycle track along Brackley Rd and shared use footway/ cycleway along the eastern side of Northampton Rd, and potential for diagonal crossings incorporating both pedestrian and cyclist movement.
NH3	Refurbished signalised pedestrian crossing and enhance public realm feature to include benches, landscaping and raised carriageway level.	Crossing area needs decluttering, crossing should be toucan via the raised carriageway to incorporate movement of cycling traffic into the greenway. Raised carriageway should be of different material for placemaking to improve sense of place and reduce vehicle dominance.
NH4	Segregated footway & two-way cycleway up to Vernon Rd. No crossing proposed across Vernon Rd.	Apart from the approved junction signalisation, the junction will need to be tightened including both interfacing of Vernon Rd & Reffield Cl. Signalisation should come with safe transitioning between on & off-carriageway section, for instance cycle gate or two stage right turn using Reffield Cl.
NH5	Improved and widened pedestrian and cycle crossing points.	Crossing at this northern arm should consider and incorporate cycling movement from Bessie Ln.
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 Ave arm with raised crossing and shared use priority across.



## 2.4 Precedent Images – Town Centre



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



Quietway routes along low traffic streets often need only light touch interventions



Design cues such as cycle symbols in the carriageway, raised tables and build outs can help slow traffic



School streets can provide space outside school for active travel at peak times



Continuous footways and tightened junction radii can slow turning traffic (example from Towcester Police Station)



Providing priority over side roads is an easy way of improving the existing cycle network – also helps pedestrians



## 2.4 Precedent Images – Town Centre



Branded, easy to interpret wayfinding can help people navigate greenway routes



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



Parallel crossings give priority to both pedestrians and cyclists in lower traffic/speed areas.



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



Protected cycle tracks can be 'stepped' or run behind parking to improve space efficiency.



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





**Inter-urban Routes**



### 3.1 Greens Norton – Existing Conditions

Greens Norton village is only around 3km from Towcester town centre and is linked by the Towcester Road via the Tove roundabout. Despite the short distance, active travel links are poor, with no controlled pedestrian crossing of the A43 on the western arm of the busy Tove roundabout. The Towcester Road has a narrow footway on the eastern side, which is reasonably well used, providing access to the Sports Club and other destinations accessed from this link. The road itself is relatively wide and has a national speed limit meaning that vehicle speeds are high. The roads in the village of Greens Norton itself are relatively quiet and generally suitable for on carriageway cycling for most people.





### 3.1 Greens Norton – Existing Conditions



(Top) The Tove Roundabout currently has an uncontrolled crossing on its western arm

(Bottom) the existing footpath around the car dealership is in poor condition

(Top) The Towcester Rd to Greens Norton has a narrow footway which is well used.

(Bottom) The Towcestrians Sports Club is a key destination, but is difficult to access on foot from Towcester.

(Top and bottom) Streets in the village are quiet and generally easy to cycle on.

## 3.1 Design Recommendations – Greens Norton

**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.

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 20 mph, with the reduced limit being reinforced by physical traffic calming features.



**Proposed interventions**

**Area: Green Norton**

 **Point interventions proposed**  
(ID refer to design recommendation booklet)

**Proposed inter-urban route network**

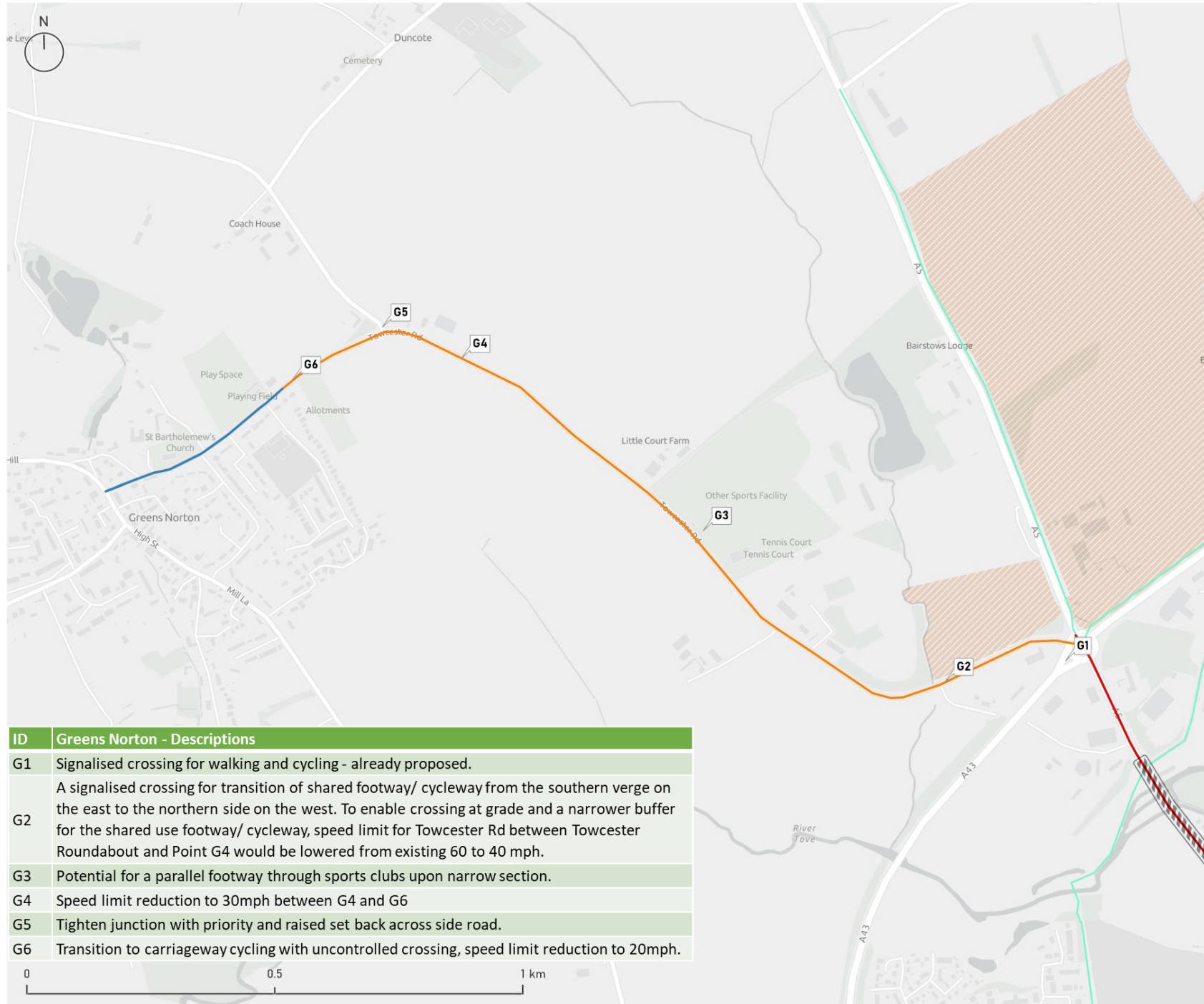
**Proposed level of provision**

-  Protected cycle track
-  Protected bidirectional cycle track
-  Shared use footway/ cycleway
-  Mandatory/ advisory cycle lane
-  Contraflow cycle lane
-  Cycling on carriageway mixed with traffic
-  Shared use traffic-free section
-  (Existing shared use footway/cycleway)
-  (Existing shared use traffic-free section)
-  Grade separated traffic-free connection

 Proposed combined walking & cycling network in town centre

 National Highway A5 Towcester Improvement

 Future developments in Towcester



ID	Greens Norton - Descriptions
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.

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# 3.1 Design Recommendations Greens Norton



## 3.2 Blisworth – Existing Conditions

The route to Blisworth follows the Northampton Road out of Towcester town centre, joining the A43 as far as Towcester Road, then on into Blisworth. The route provides a steppingstone as part of a link towards Northampton which will be identified separately.

Northampton Road is wide and has traffic calming, and traffic is generally light. The new development to the north of the A43 will be accessed via a new roundabout at Hulcote where the Northampton Road joins the A43 so the Northampton Road is expected to become busier in the future. This section of the A43 has a narrow shared-use path on the southern side which provides a continuous link up to the Towcester Road but is currently below the design standard for a path adjacent to a 70mph road.

The Towcester Road itself is wide and although relatively busy, but with no footway along most of its length.





## 3.2 Blisworth – Existing Conditions



The existing shared use path alongside the A43 is narrow, with no buffer between the fast, heavy traffic and pedestrians and cyclists.

Towcester road towards Blisworth from A43 is a single carriageway road with high traffic speeds. No footway exists, but wide verges offer the opportunity for separated cycle and pedestrian facilities to be constructed.

Blisworth village is a lower speed/lower traffic environment where cycling on-carriageway is suitable for most people.

## 3.2 Design Recommendations - Blisworth

**Northampton Road** - As part of the proposed AL3 development, a new shared use path is planned for the Northampton Road. Recommendations for this section are outlined in the Town Centre North recommendations.

**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 extremely 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 the 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 transition to on 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.



**Proposed interventions**

**Area: Blisworth**

**Point interventions proposed**  
(ID refer to design recommendation booklet)

**Proposed inter-urban route network**

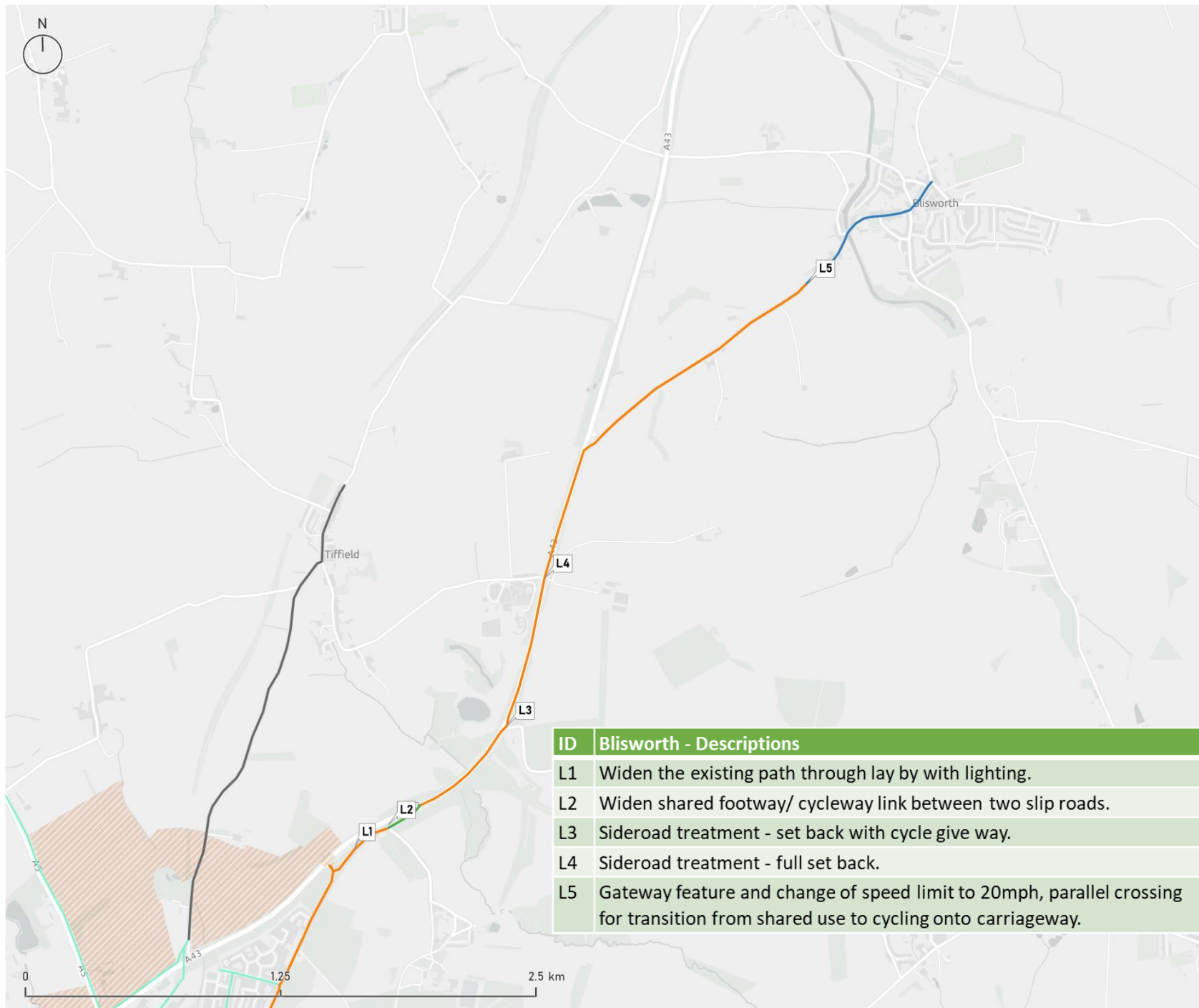
**Proposed level of provision**

- Protected cycle track
- = Protected bidirectional cycle track
- Shared use footway/ cycleway
- Mandatory/ advisory cycle lane
- Contraflow cycle lane
- Cycling on carriageway mixed with traffic
- Shared use traffic-free section
- (Existing shared use footway/cycleway)
- (Existing shared use traffic-free section)
- Grade separated traffic-free connection

— Other inter-urban routes

— Proposed combined walking & cycling network in town centre

Future developments in Towcester



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# 3.2 Design Recommendations Blisworth

### 3.3 Tiffield – Existing Conditions

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.

The nature of the road will change considerably with development, but the existing road is in poor condition, particularly on the short link to the uncontrolled crossing of the A43.

The village itself is quiet and a footway exists on the High Street. Chicanes on High Street South discourage high vehicle speeds near the school.





### 3.3 Tiffield – Existing Conditions



The link to the uncontrolled crossing of the A43 is in poor condition and lacks natural surveillance and wayfinding.

Old Tiffield Road is a narrow rural lane with no footway or lighting. The nature of the road is expected to change with forthcoming development.

Traffic in Tiffield Village is light, so on-carriageway cycling is suitable for most people.

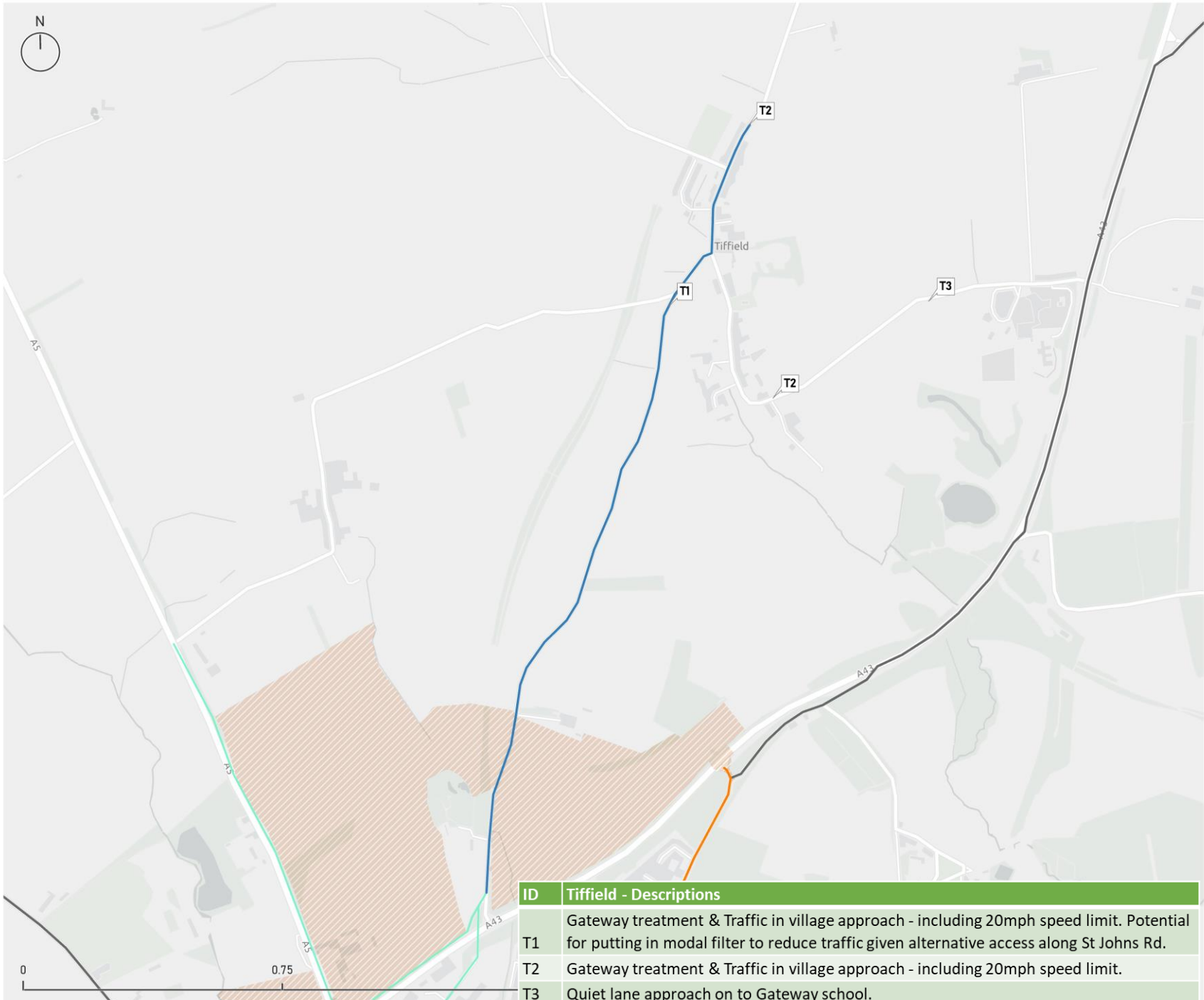
### 3.3 Design Recommendations - Tiffield

**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.



# 3.3 Design Recommendations Tiffield



- Proposed interventions**  
**Area: Tiffield**
- Point interventions proposed**  
 (ID refer to design recommendation booklet)
- Proposed inter-urban route network**
- Proposed level of provision**
- Protected cycle track
  - Protected bidirectional cycle track
  - Shared use footway/cycleway
  - Mandatory/ advisory cycle lane
  - Contraflow cycle lane
  - Cycling on carriageway mixed with traffic
  - Shared use traffic-free section
  - (Existing shared use footway/cycleway)
  - (Existing shared use traffic-free section)
  - Grade separated traffic-free connection
  - Other inter-urban routes
  - Proposed combined walking & cycling network in town centre
  - Future developments in Towcester

ID	Tiffield - Descriptions
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.

## 3.4 Silverstone – Existing Conditions

The route to Silverstone will follow the Burcote Road, intersecting with the new A5 relief road which is currently under construction. The section of the route nearest Towcester is via rural lanes which experience light traffic, although the relief road construction is significantly changing traffic patterns.

The A413 north of Silverstone is a wide sweeping road with national speed limits, and although traffic is relatively light speeds are high on this section. South of Silverstone Primary School a wide shared use path exists on the north side of the carriageway, extending virtually all the way into Silverstone. An off carriageway route exists alongside the campsites just South of the A43 towards the circuit, providing an alternative route to the main A413.





### 3.4 Silverstone – Existing Conditions



(Top) Good shared use in Silverstone village,

(Bottom) the A413 is lightly trafficked but is a fast road

(Top) The Wood Burcote Road is a quiet rural lane

(Bottom) Placemaking near Silverstone Primary School provides a more appealing environment

(Top) The bridleway adjacent to the Silverstone campsite is wide but unsurfaced.

(Bottom) the shared use path near the A43 slip road is narrow and in poor condition

## 3.4 Design Recommendations - Silverstone

**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 using this route in favour of the A43, and retain the 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. This will include the provision of cycle and pedestrian facilities at the roundabout which is the proposed access to the site.

**A413 Towcester Road** - A new bi-directional cycle track should be provided along the A413 between the A43 slip road and Silverstone Primary School. Space can be provided by using the wide verge or by narrowing the carriageway to provide a separated cycle facility. A reduction in the speed limit on this link would improve safety for cyclists on this link, and allow narrower separation from the carriageway.

The new shared path between Silverstone Primary School and High St requires only light touch improvements at side roads.

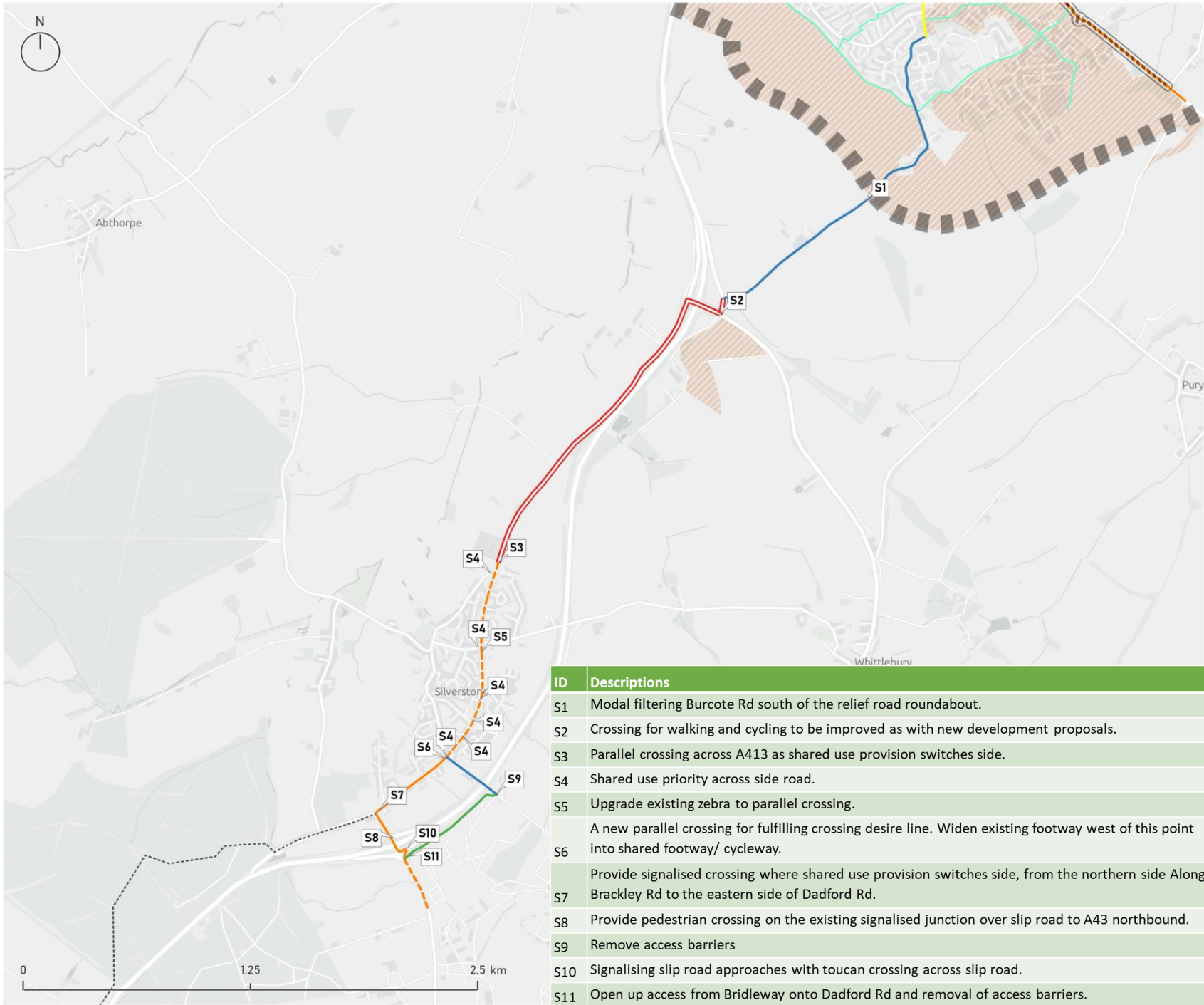
A new parallel crossing at the High Street junction would allow cyclists to access the campsite road over the A43, and link to the bridleway on the southern side of the A43 alongside the campsite, providing a direct route towards the circuit. A trotting strip alongside a surfaced path would cater for equestrians on this link, and access barriers should be removed.

**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 be 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 phases on the signals would provide the safest route for pedestrians and cyclists across the sliproads.



# 3.4 Design Recommendations Silverstone



- Proposed interventions**  
**Area: Silverstone**
- Point interventions proposed**  
 (ID refer to design recommendation booklet)
- Proposed inter-urban route network**
- Proposed level of provision**
- Protected cycle track
  - Protected bidirectional cycle track
  - Shared use footway/cycleway
  - Mandatory/ advisory cycle lane
  - Contraflow cycle lane
  - Cycling on carriageway mixed with traffic
  - Shared use traffic-free section
  - (Existing shared use footway/cycleway)
  - (Existing shared use traffic-free section)
  - Grade separated traffic-free connection
  - Proposed combined walking & cycling network in town centre
  - (Tying into Brackley LCWIP proposals)

ID	Descriptions
S1	Modal filtering Burcote Rd south of the relief road roundabout.
S2	Crossing for walking and cycling to be improved as with new development proposals.
S3	Parallel crossing across 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 Rd to the eastern side of Dadford Rd.
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 Rd and removal of access barriers.

- National Highway A5 Towcester Improvement
- Future developments in Towcester
- Relief road Indicative alignment

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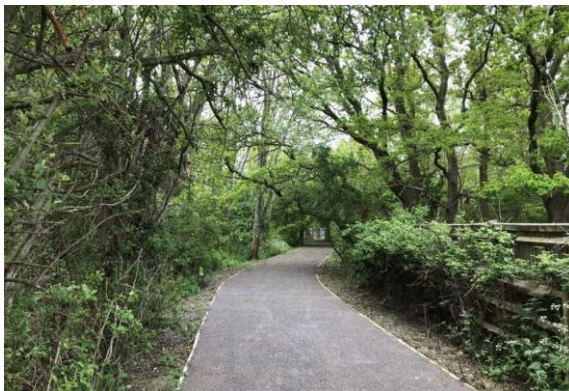
**PJA** Project 06840 - Towcester LCWIP  
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FIGURE NO. C3 REVISION - SCALE A3@1:19,000  
 DRAWN ML REVIEWED EJ DATE 29/08/2023

### 3.5 Precedent Images – Inter Urban Routes



Bi-directional cycle tracks which pedestrians and horse riders can also use are commonplace in Europe in low footfall areas.



Improvements to traffic-free routes and footpaths can upgrade existing paths for cycling



Lower speed limits on rural roads can improve safety for all users.



Set-back cycle priority at side roads can provide a smoother journey for cyclists (and pedestrians)



Modal filters can help eliminate rat-runs on minor rural roads.



Signalled crossings can cater for all users including equestrians



### 3.5 Precedent Images – Inter Urban Routes



Build outs can provide a sense of arrival and space for planting while having a traffic calming effect at the edge of villages



'Traffic in Villages' approach can make sharing the carriageway in small settlements more comfortable and provide placemaking opportunities.



On quieter rural lanes, Quiet Lane signage and 20mph speed limits can be sufficient



A trotting strip alongside surfaced paths can provide better facilities for horse riders on bridleways (Image credit, Sustrans)



Fingerpost signage can be helpful where several routes converge (Bracknell Forest)



Cycle parking should be provided along greenways and near recreational areas to allow people to stop and rest, play or take picnics.

