



# North Northamptonshire Greenway

Final draft presentation



# Agenda

1. Project recap
2. NNG vision and network
3. Prioritisation
4. Developer contributions
5. Next steps



# Project recap

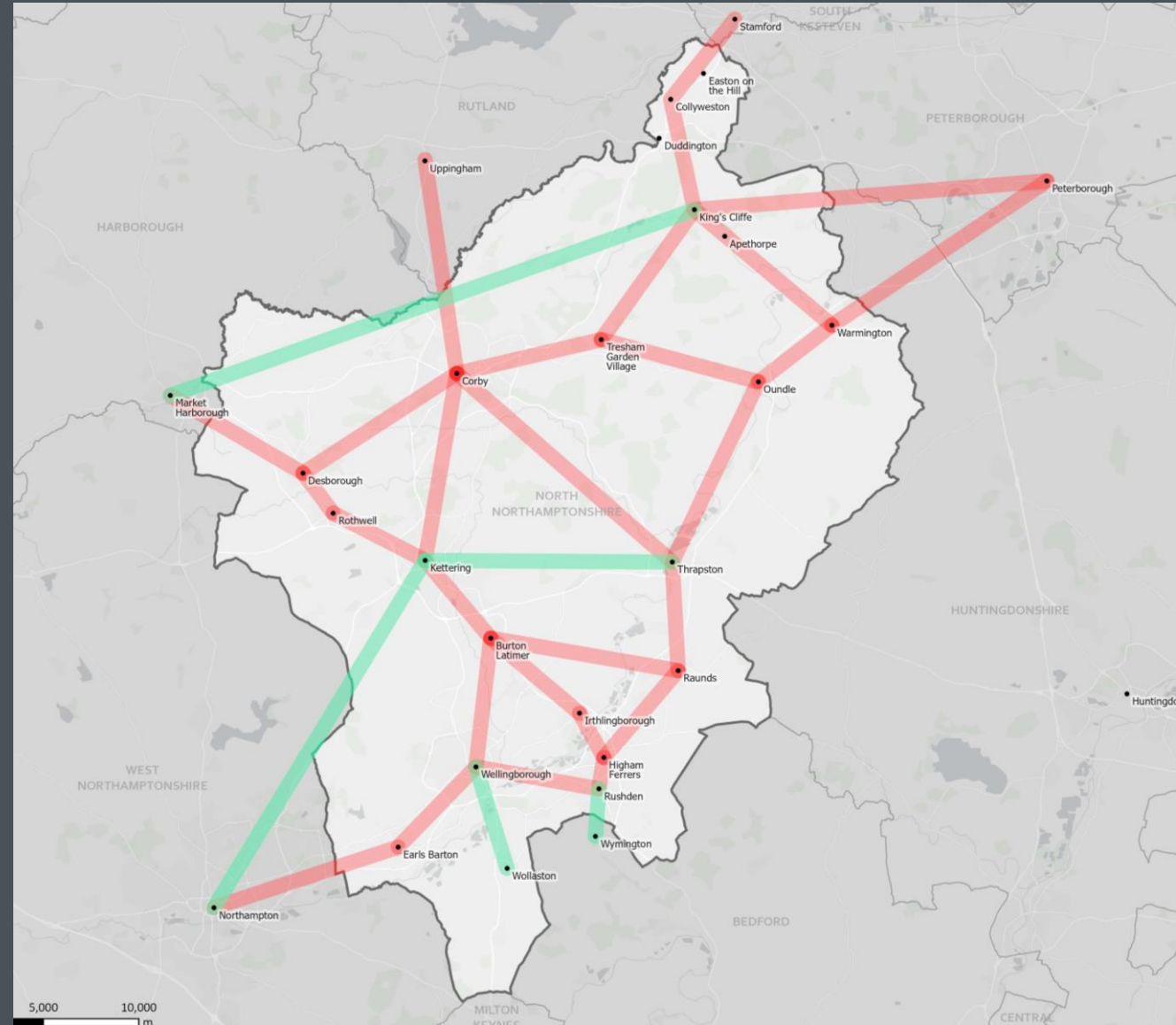
# Scope

## Strategic Masterplan

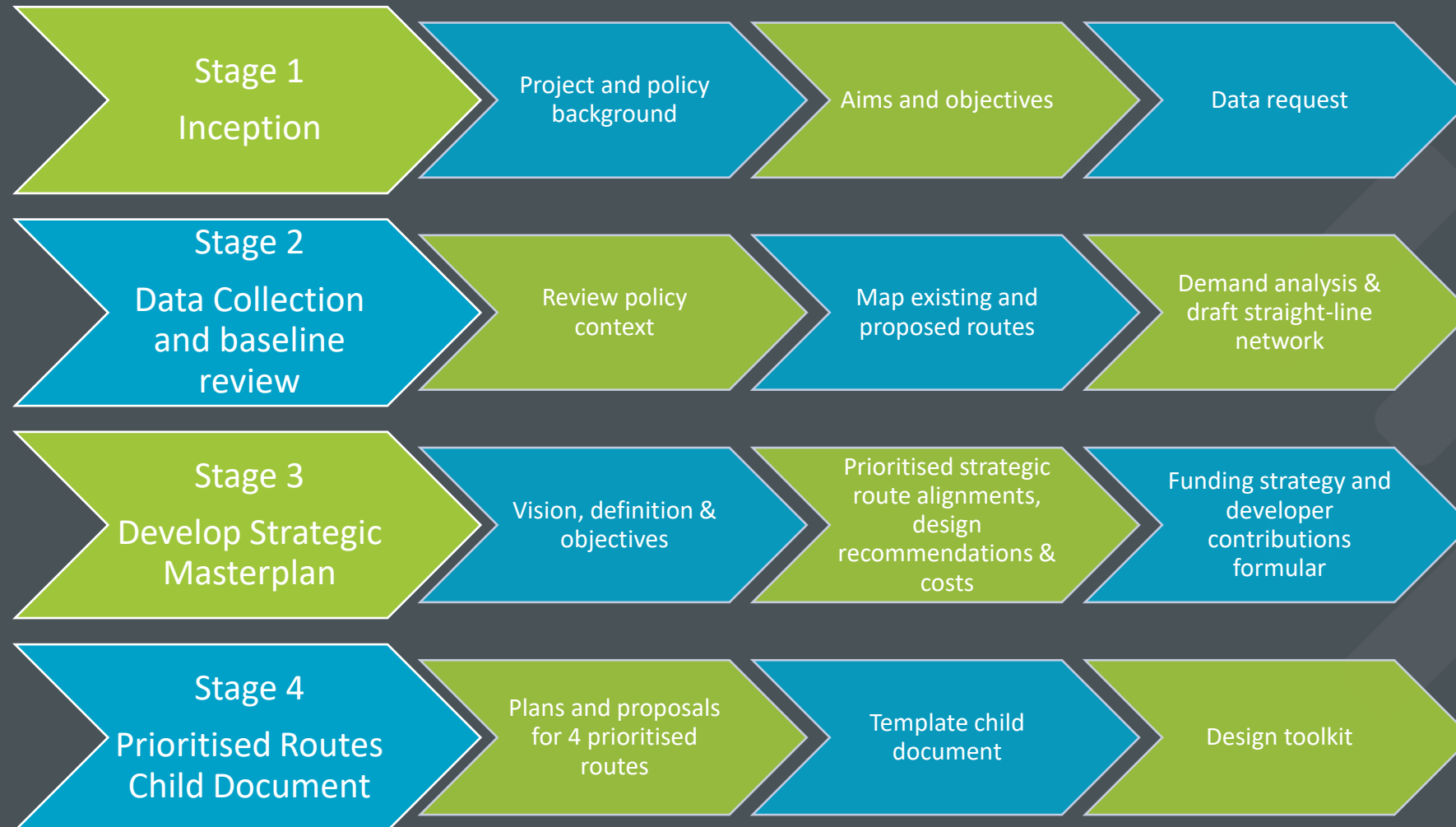
- Overarching strategy for the NNG
- Evidence-led network plan (following LCWIP process)
- Aims and objectives of the NNG
- Funding and delivery strategy

## Priority Routes Child Document

- Design recommendations booklet
- Key routes/proposals
- Public-facing with high quality mapping and photos to illustrate proposals
- Developed and populated with the NNG Officer
- Establish the approach/template for the other child documents (Kettering, Wellingborough, Corby)



# Programme



## Policy context

Hyper-local plans include the Ise Valley Strategy with its interim design study, Nene Valley Sense of Place toolkit, LCWIPs, neighbourhood plans and various other routes with feasibility studies

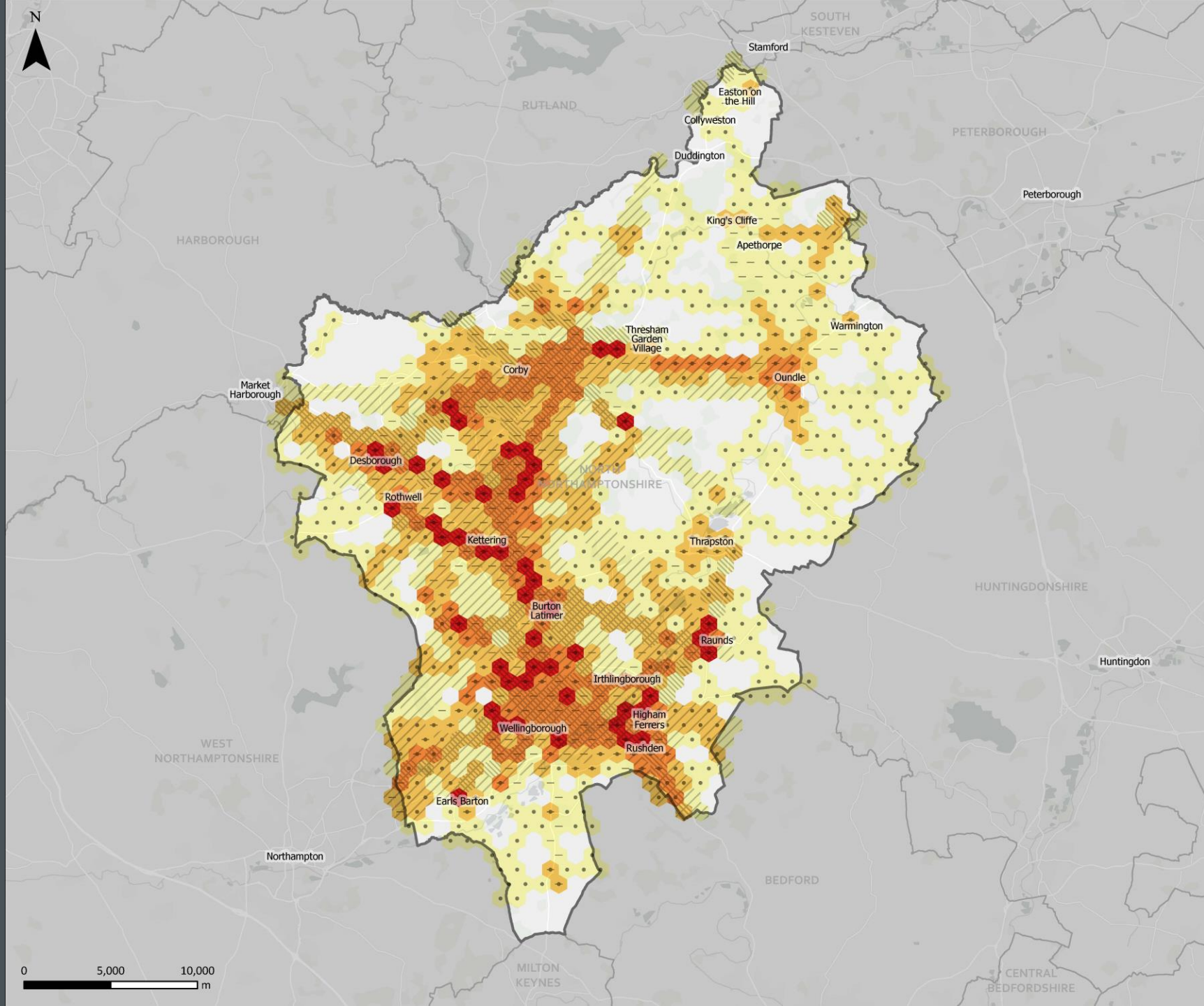
Local policy e.g. North Northamptonshire Joint Core Strategy, North Northamptonshire Investment Framework, North Northamptonshire Green Infrastructure Delivery Plan, Part 2 local plans, Rights of Way Improvement Plan, transport strategies

Regional policy e.g., England's Economic Heartland Active Travel Strategy

National policy e.g. e.g., NPPF, Cycling & Walking Investment Strategy, Gear Change, LCWIP guidance

# Demand analysis

Picture of demand for walking and cycling was built up using census data, employment, education, leisure and tourism information and Strava data. This approach helped us to understand the potential for walking and cycling for all trip purposes.



**Combined Cycling Desire lines - Hex grids in 80 ha**  
Number of desire line overlaps

1 2 3 4

**Overlying desire lines:**

- PCT Ebike scenario - top 10% straight lines
- Strava Metro - top 10% daily cycle trip routes
- Top 50 clustered longer cycling desire lines (10-20km)
- Top 30 clustered shorter cycling desire lines (5-10km)

**District boundaries**

- North Northamptonshire
- Local Authority Districts

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**NORTH NORTHAMPTONSHIRE COUNCIL**

PROJECT  
**North Northamptonshire Greenway**

TITLE  
**E41 - Combined cycling demand analysis**

FIGURE NUMBER	REVISION
-	A

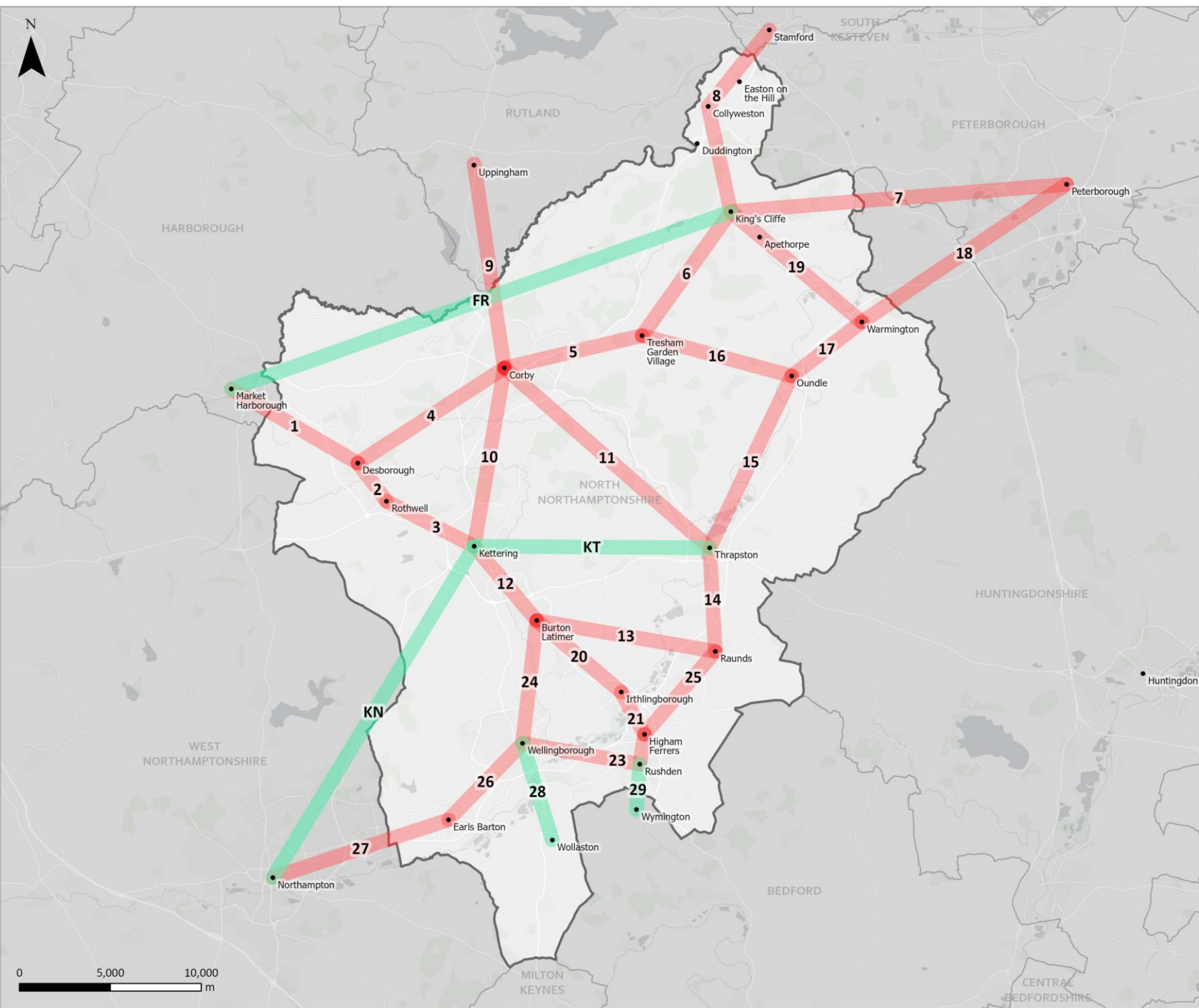
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:200,000	ML	CS	29/03/2022

# Final straight-line network

This is the “straight line” network showing the key desire lines between settlements identified through the demand analysis.

The red lines were presented at the stakeholder workshop.

The green lines were added as a result of feedback from stakeholders.



- Initial straight line network
- New connections as per stakeholder comment
- North Northamptonshire
- Local Authority Districts

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PROJECT  
**North Northamptonshire Greenway**

TITLE  
**F1 - Straight line networks**

FIGURE NUMBER	REVISION		
F1	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:190,000	ML	CS	16/06/2023



## Recap on stakeholder engagement to date

- First Stakeholder Workshop was held on 6 April:
  - Introduced the consultant team, project scope and programme
  - Presented the baseline data and analysis
  - Presented the draft straight-line network for discussion
  - Initial discussion on infrastructure types and the vision for the Greenway
  - Initial discussion about the developer contributions formula
- Draft route alignments were issued to stakeholders for review on 12 May with:
  - Explanation of how routes had been identified
  - Questions about the route alignments and priorities
- Draft route alignments and prioritisation workshop held 7<sup>th</sup> June:
  - Finalised route alignments (adding in Kettering – Northampton link)
  - Discussed prioritisation criteria and weighting

# NNG vision and network

# Draft vision and objectives

## Vision

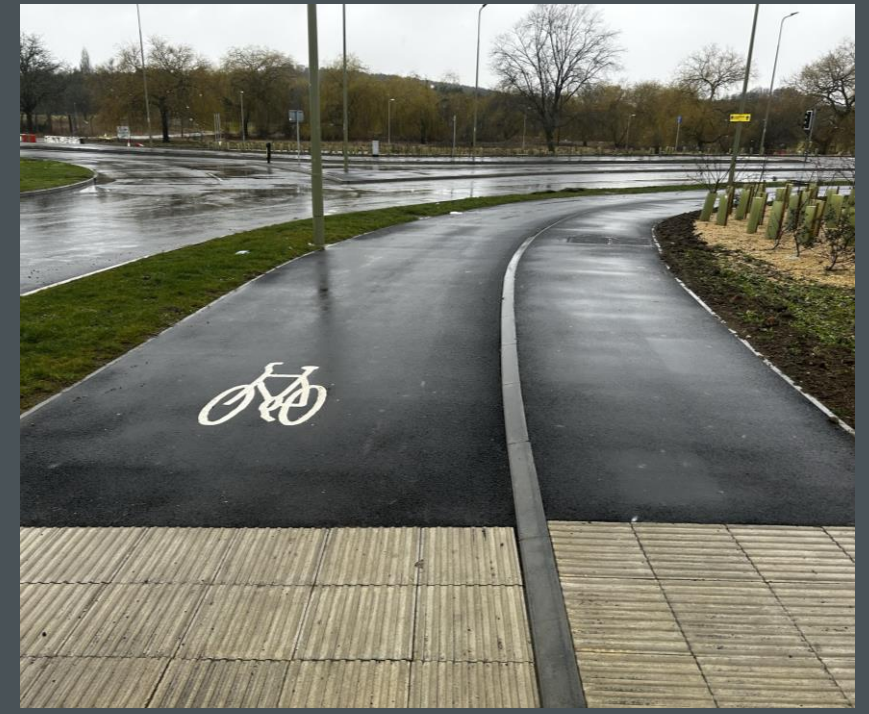
The North Northamptonshire Greenway will be a county-wide rural network of safe, largely traffic-free routes suitable for walking, wheeling and cycling, connecting settlements, employment, leisure and tourism destinations.

## Objectives

- Enable people to choose to walk, wheel or cycle for a range of trip purposes including school, commuting, every day and leisure trips.
- Deliver an accessible, inclusive active travel network in line with current design standards in terms of coherence, directness, safety, comfort and attractiveness.
- Help to deliver North Northamptonshire's Green Infrastructure network including the Ise and Nene Valley Corridors, with a target of delivering at least 10% Biodiversity Net Gain.
- Improve the tourism offer across North Northamptonshire, with connected market towns, nature reserves and tourism sites and circular routes.
- Improve the vitality of North Northamptonshire's towns, aiding local businesses by improving access for commuters and shoppers.
- Provide safe routes to schools.
- Provide additional sustainable transport options for residents who don't own a car.

## Types of infrastructure

- Traffic-free routes
- Quietways on rural lanes
- Shared use routes alongside busier roads
- Protected cycling infrastructure on main roads



## Types of infrastructure: point interventions

- Crossings
- Bridges
- Cycle parking



## High level route costs

Route No	Point A	Point B	Intermediate Point	Total Length (Km)	Total Cost
1	Market Harborough	Desborough		8.05	£1,321,197
2	Desborough	Rothwell		3.01	£703,924
3	Rothwell	Kettering		8.17	£411,716
4	Desborough	Corby		14.36	£1,188,479
5	Corby	Oundle	Tresham Garden Village	6.99	£912,717
6	Tresham Garden Village	King's Cliffe		10.15	£2,318,190
7	King's Cliffe	Elton		7.62	£1,218,879
7 & 18	Elton	Peterborough		0.00	£0
8	King's Cliffe	Stamford	Collyweston, Easton on the Hill	10.78	£2,261,542
9	Corby	Lyddington		10.45	£61,601
10	Corby	Kettering	Geddington	10.06	£1,701,540

The proposed network is 275km long and will cost approximately £38.1m\*

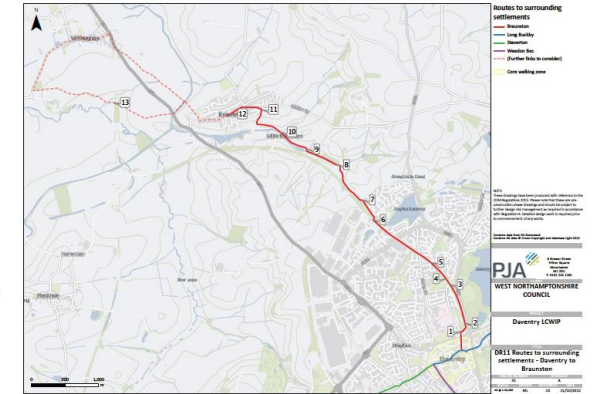
\* Construction cost only: excludes design costs, pre-lims, OHP and risk/contingency

# Prioritisation

- For a network plan as big as the North Northamptonshire Greenway it is useful to undertake a prioritisation exercise to identify where to start.
- The prioritisation process doesn't set things in stone – as long as routes are in the plan, it means there are good reasons for delivering them.
- The prioritisation process will help identify which routes to include in the “design recommendations” child document to accompany the NNG strategic masterplan.
- The design recommendations booklet can act as a brochure to help you promote the routes to funders, developers, residents etc.
- Further feasibility studies will be required for all routes including those in the design recommendations booklet.

DESIGN RECOMMENDATIONS

1. Improve the signage and wayfinding between the subway under Eastern Way and the route along the disused railway. Consider providing a more formal crossing point (either uncontrolled or controlled depending on the traffic flows and speeds) to further strengthen the connection.
2. Review the condition of the surface along the disused railway line and undertake localised repairs where the surface is cracked or damaged by tree routes.
3. Review bollards and barriers along the disused railway and remove or re-site any that prevent access by all types of cycles (bollards should be placed at least 15m apart) and add reflectors to any remaining bollards to reduce the risk of collisions.
4. Review the branding and wayfinding along the disused rail including consideration of naming the route to help promote it.
5. Improve the at-grade crossing over Shackleton Drive, priority for cyclists, for example by installing a parallel zebra to provide marked priority to pedestrians and cyclists or by removing the give way markings on the disused railway route so that it has clearer design priority over Shackleton Road.
6. Remove the bollards at the end of the disused railway line route and improve the link between route on disused railway line and Daventry to Braunston Cycle Track. For example, install a dropped kerb at the end of the disused railway line and cycle symbols and arrows on the carriageway to guide cyclists between the two cycle routes.



JERSEY ACTIVE TRAVEL PLAN STAGE 2

3.3 BEST PRACTICE



Placing cycle stands away from walls and fences ensures bikes can be correctly locked to the stand. Bespoke cycle stands can add interest to routes. Designs should consider different styles of cycle.



Markings on the ground can help encourage considerate walking and cycling where space is constrained.



On wider sections of the route, bollards and other 'natural' play equipment can enhance the space for children.



High quality pedestrian and cycle crossings should be provided to connect people to routes.



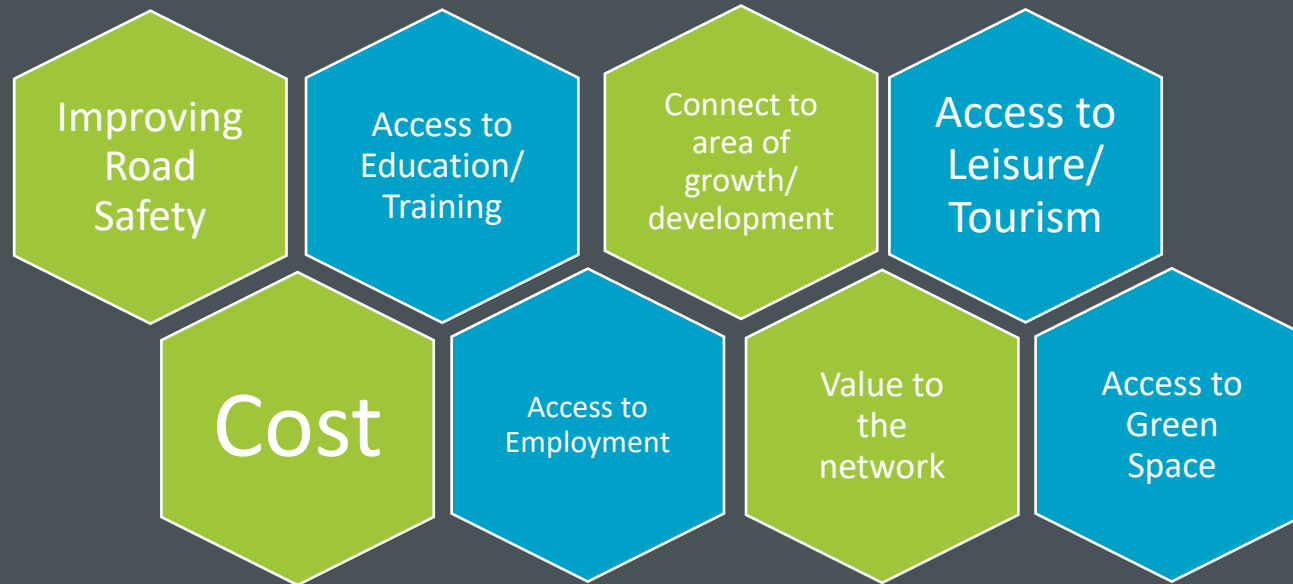
Priority to cyclists can be provided at side roads even in industrial areas using coloured surfaces and markings.



Single model there are often a better option than constrained shared use footways/cycleways such as the one on Le Quai aux Marchands.

## Prioritisation toolkit

At the last workshop on 7<sup>th</sup> June, stakeholders discussed potential prioritisation criteria. Based on the discussions, the following key prioritisation criteria were selected:



The criteria in the blue boxes were given a higher weighting as these were identified as key criteria.



## Routes selected for design recommendations child document

Four routes have been identified to include in the design recommendations child document which will accompany the NNG strategic masterplan. These have been informed by the prioritisation scores, which routes have existing feasibility studies and the need to ensure a fair spread of routes across North Northamptonshire. The routes are:

- Rothwell – Kettering
- Wellingborough - Wollaston via Irchester
- Burton Latimer - Irthlingborough
- Kettering - Thrapston

