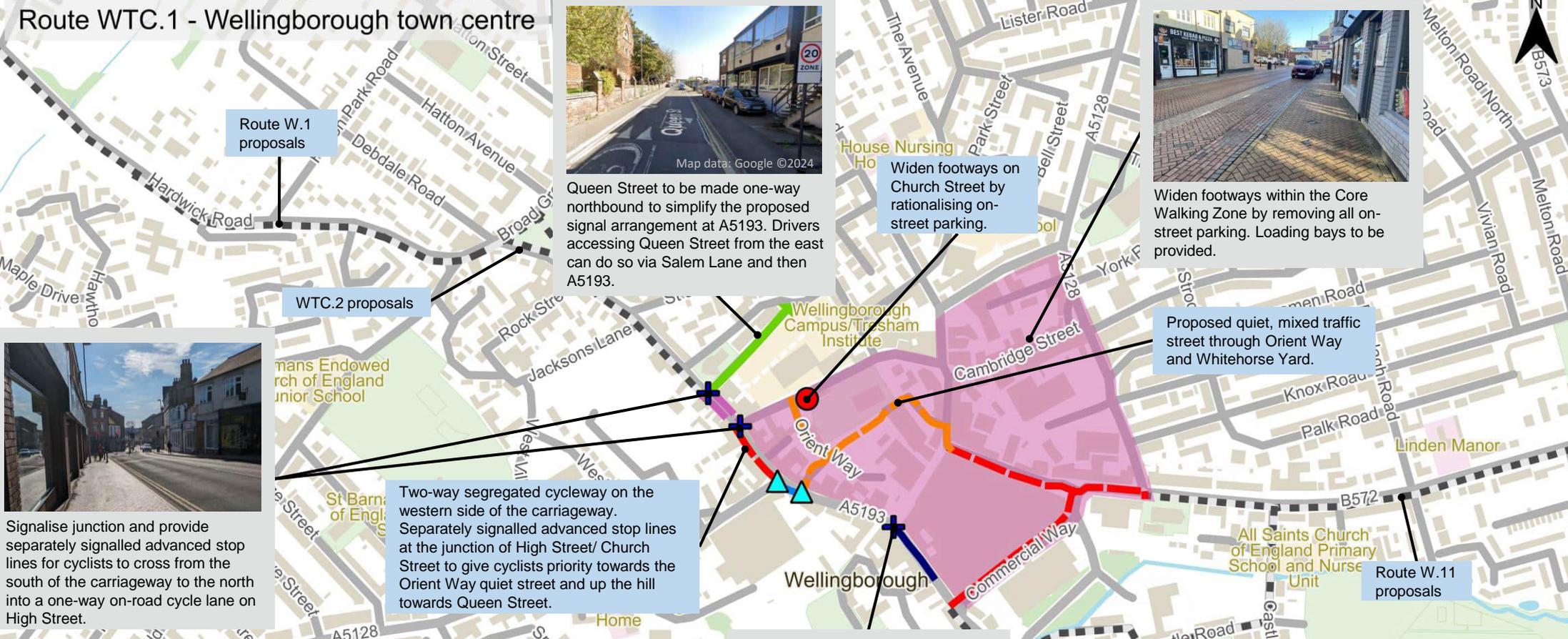


# Route WTC.1 - Wellingborough town centre



Signalise junction and provide separately signalled advanced stop lines for cyclists to cross from the south of the carriageway to the north into a one-way on-road cycle lane on High Street.



Queen Street to be made one-way northbound to simplify the proposed signal arrangement at A5193. Drivers accessing Queen Street from the east can do so via Salem Lane and then A5193.



Widen footways within the Core Walking Zone by removing all on-street parking. Loading bays to be provided.

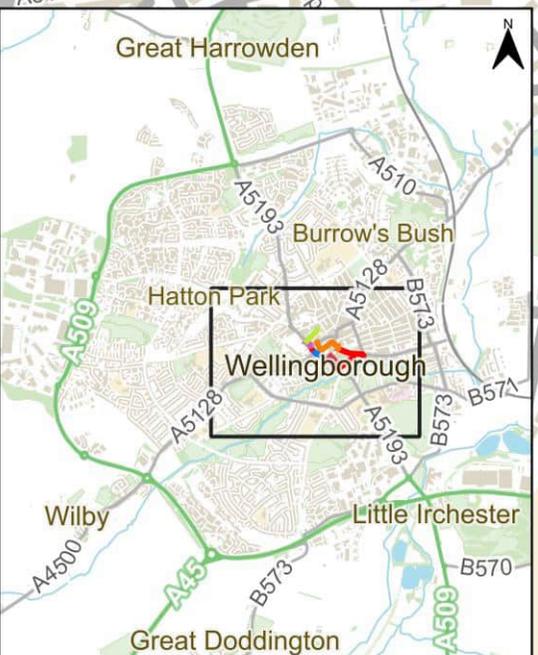
Widen footways on Church Street by rationalising on-street parking.

Proposed quiet, mixed traffic street through Orient Way and Whitehorse Yard.

Two-way segregated cycleway on the western side of the carriageway. Separately signalled advanced stop lines at the junction of High Street/Church Street to give cyclists priority towards the Orient Way quiet street and up the hill towards Queen Street.

Route W.11 proposals

- Key**
- New/ improved pedestrian and cycle crossing
  - Proposed junction improvements
  - Rationalise parking
  - Proposed segregated cycleway
  - Proposed mandatory one-way cycle lane
  - Proposed quiet mixed traffic street
  - Proposed shared use
  - Proposed one-way street
  - Existing bus lane
  - Wellingborough Core Walking Zone
  - LCWIP Proposals (refer to the labelled route plans)



Improve cycle detection through the bus gate.

Route W.6 proposals

Route W.7 proposals

# Route WTC.2 - Wellingborough town centre connection with Gold Street and Hardwick Road



Proposed junction improvements to upgrade the existing signalled pedestrian crossing to accommodate the segregated cycleway and implement a right-turn pocket to travel south on A5193.



Upgrade the existing signalised pedestrian crossing over Harrowden Road to accommodate cyclists.

Proposed widening of eastern footway along Broad Green between Gold Street and Wharton Close.

W.13 proposals



Proposed junction improvements to narrow the width of the carriageway, remove excess hatching, and provide walking and cycling improvements.



Upgrade existing uncontrolled crossing over Broad Green to provide greater priority for pedestrians and cyclists.

W.1 proposals

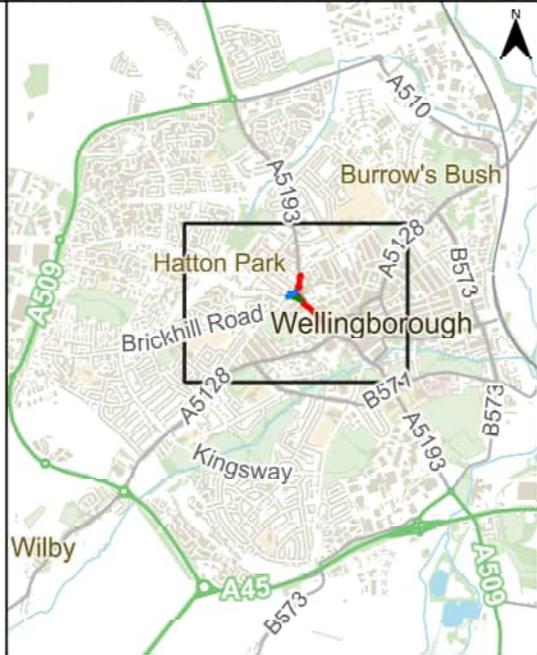
Proposed eastbound contraflow cycle lane along Broad Green (south).

WTC.1 proposals

Upgrade existing uncontrolled crossing over St Johns Street by widening the central refuge and narrowing the overall width of the crossing.

Route W.11 proposals

- Key**
- New/ improved pedestrian crossing
  - New/ improved pedestrian and cycle crossing
  - Proposed junction improvements
  - Rationalise parking
  - Widen footways
  - Proposed contraflow cycle lane
  - Proposed segregated cycleway
  - Proposed shared use
  - LCWIP Proposals (refer to labelled route plans)



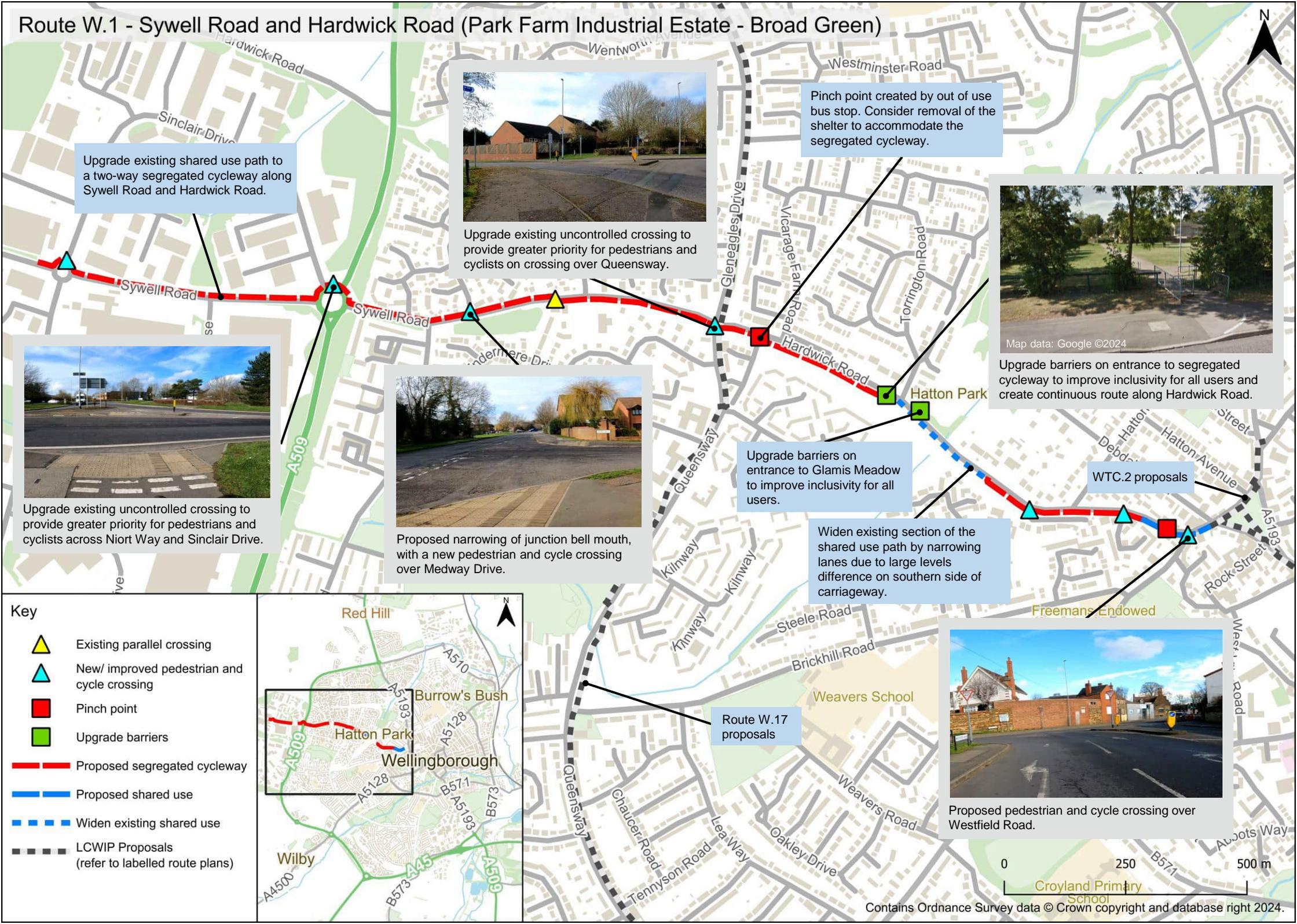
Proposed new pedestrian and cycle crossing over the High Street into proposed new central refuge/ public realm area, tying into the segregated cycleway.

There is a levels difference on the western side of the A5193.



Rationalise parking along the High Street north of Salem Lane to accommodate the segregated cycleway.

# Route W.1 - Sywell Road and Hardwick Road (Park Farm Industrial Estate - Broad Green)



Upgrade existing shared use path to a two-way segregated cycleway along Sywell Road and Hardwick Road.



Pinch point created by out of use bus stop. Consider removal of the shelter to accommodate the segregated cycleway.

Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists on crossing over Queensway.



Upgrade barriers on entrance to segregated cycleway to improve inclusivity for all users and create continuous route along Hardwick Road.



Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists across Niort Way and Sinclair Drive.



Proposed narrowing of junction bell mouth, with a new pedestrian and cycle crossing over Medway Drive.

Upgrade barriers on entrance to Glamis Meadow to improve inclusivity for all users.

Widen existing section of the shared use path by narrowing lanes due to large levels difference on southern side of carriageway.

WTC.2 proposals

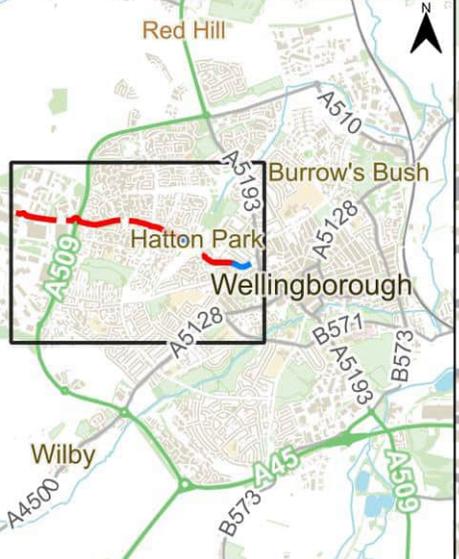
Route W.17 proposals



Proposed pedestrian and cycle crossing over Westfield Road.

**Key**

- Existing parallel crossing
- New/ improved pedestrian and cycle crossing
- Pinch point
- Upgrade barriers
- Proposed segregated cycleway
- Proposed shared use
- Widen existing shared use
- LCWIP Proposals (refer to labelled route plans)



0 250 500 m

# Route W.2 - Brickhill Road (Queensway to Westfield Road)



Two-way segregated cycleway on the northern side of the carriageway between Queensway and Westfield Road.



Upgrade barriers on the bridges over the stream to improve accessibility and inclusivity for all users.

Route W.17 proposals

Route W.1 proposals

WTC.2 proposals

Narrow junction width.

Narrow junction width and add side road entry treatment.

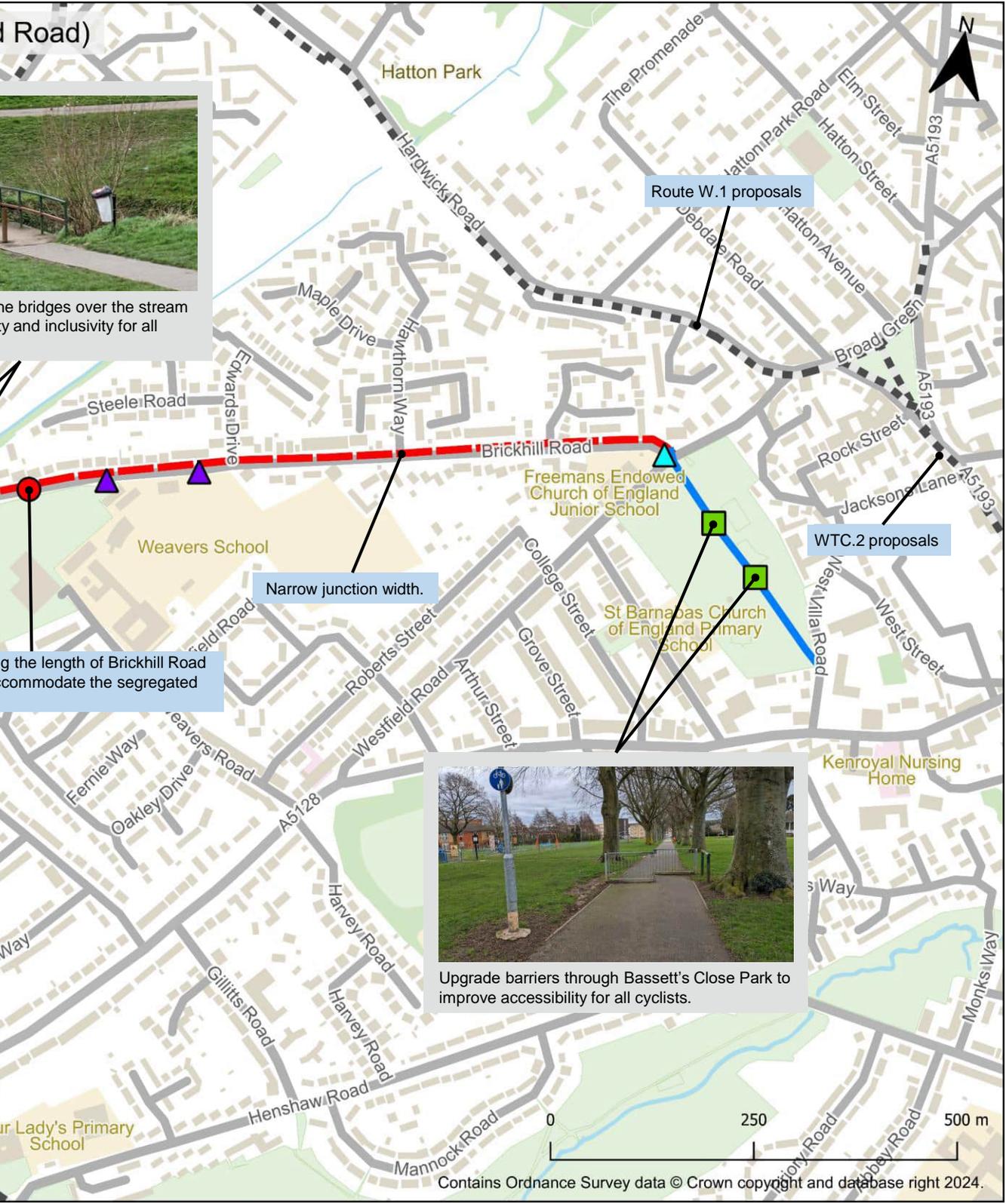
Restrict parking along the length of Brickhill Road where required to accommodate the segregated cycleway.



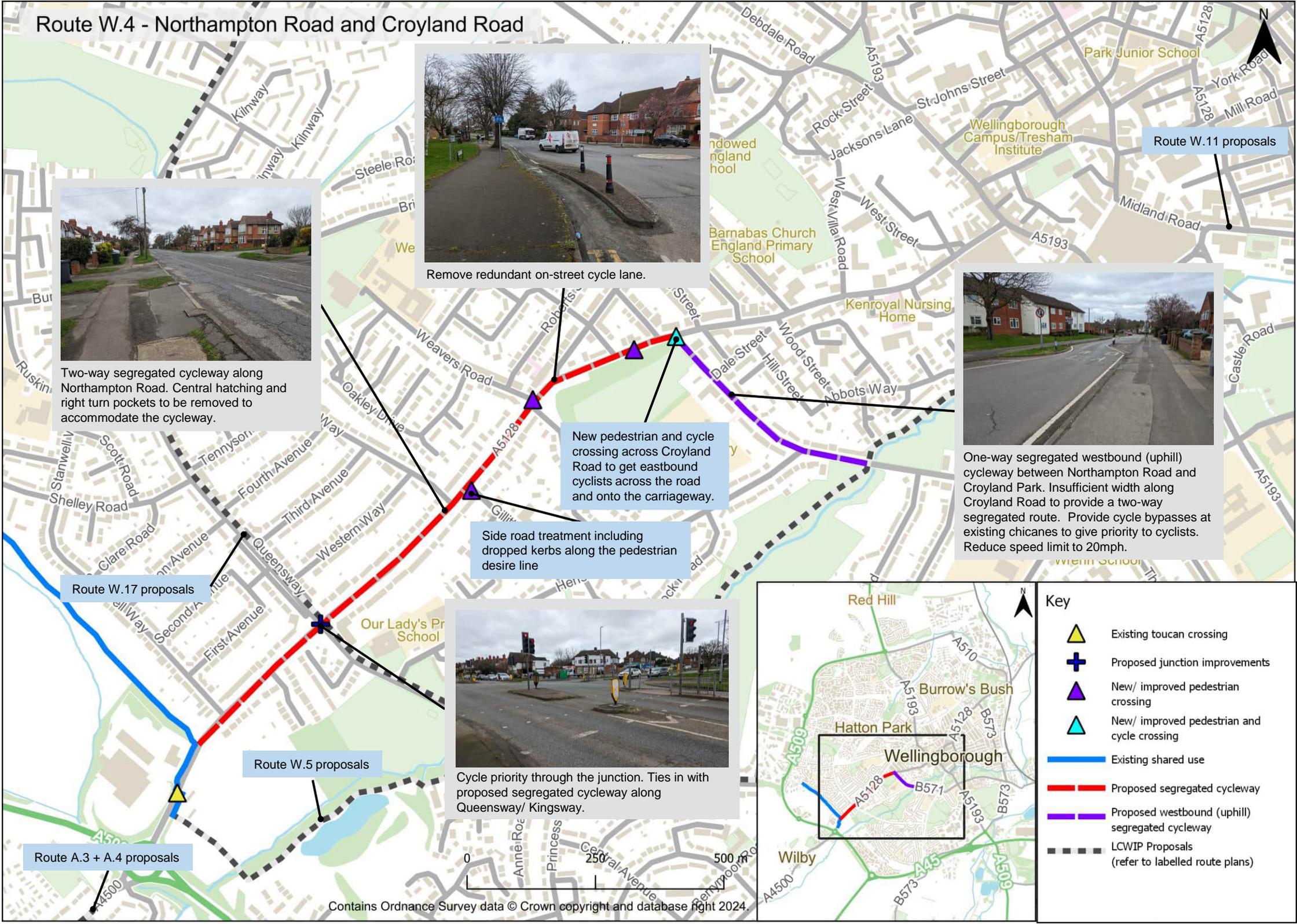
Upgrade barriers through Bassett's Close Park to improve accessibility for all cyclists.

**Key**

- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Rationalise parking
- Upgrade barriers
- Proposed segregated cycleway
- Existing shared use
- LCWIP Proposals (refer to labelled route plans)



# Route W.4 - Northampton Road and Croyland Road



Remove redundant on-street cycle lane.



Two-way segregated cycleway along Northampton Road. Central hatching and right turn pockets to be removed to accommodate the cycleway.



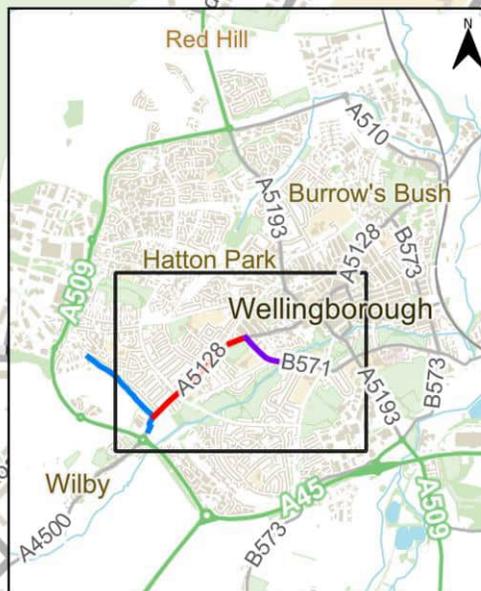
One-way segregated westbound (uphill) cycleway between Northampton Road and Croyland Park. Insufficient width along Croyland Road to provide a two-way segregated route. Provide cycle bypasses at existing chicanes to give priority to cyclists. Reduce speed limit to 20mph.

New pedestrian and cycle crossing across Croyland Road to get eastbound cyclists across the road and onto the carriageway.

Side road treatment including dropped kerbs along the pedestrian desire line

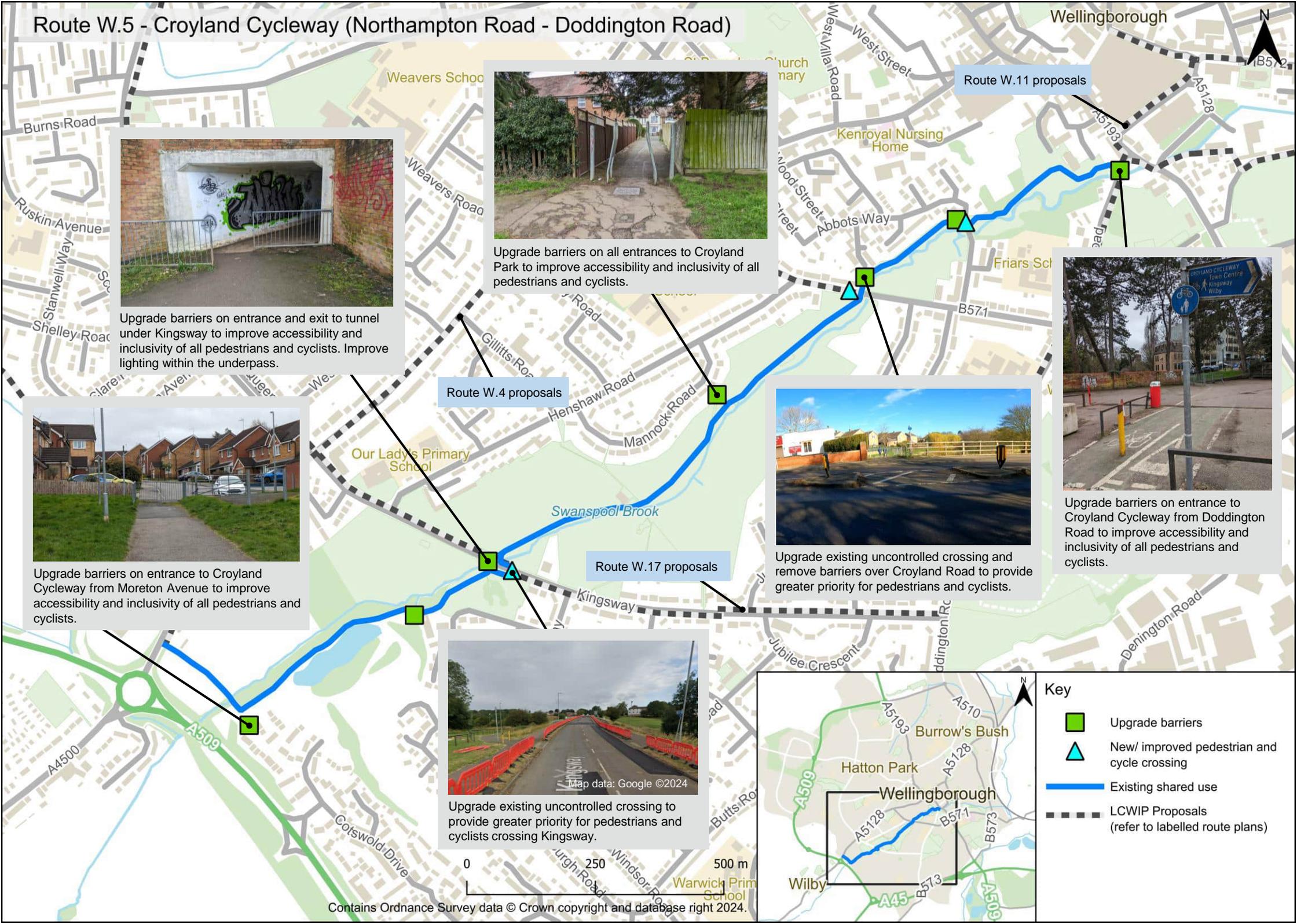


Cycle priority through the junction. Ties in with proposed segregated cycleway along Queensway/ Kingsway.



Key	
	Existing toucan crossing
	Proposed junction improvements
	New/ improved pedestrian crossing
	New/ improved pedestrian and cycle crossing
	Existing shared use
	Proposed segregated cycleway
	Proposed westbound (uphill) segregated cycleway
	LCWIP Proposals (refer to labelled route plans)

# Route W.5 - Croyland Cycleway (Northampton Road - Doddington Road)



Upgrade barriers on entrance and exit to tunnel under Kingsway to improve accessibility and inclusivity of all pedestrians and cyclists. Improve lighting within the underpass.



Upgrade barriers on all entrances to Croyland Park to improve accessibility and inclusivity of all pedestrians and cyclists.



Upgrade barriers on entrance to Croyland Cycleway from Moreton Avenue to improve accessibility and inclusivity of all pedestrians and cyclists.



Upgrade existing uncontrolled crossing and remove barriers over Croyland Road to provide greater priority for pedestrians and cyclists.

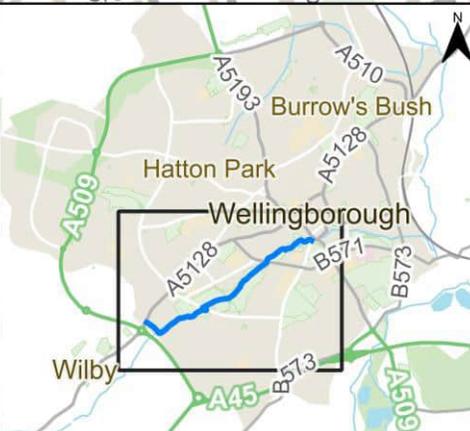


Upgrade barriers on entrance to Croyland Cycleway from Doddington Road to improve accessibility and inclusivity of all pedestrians and cyclists.

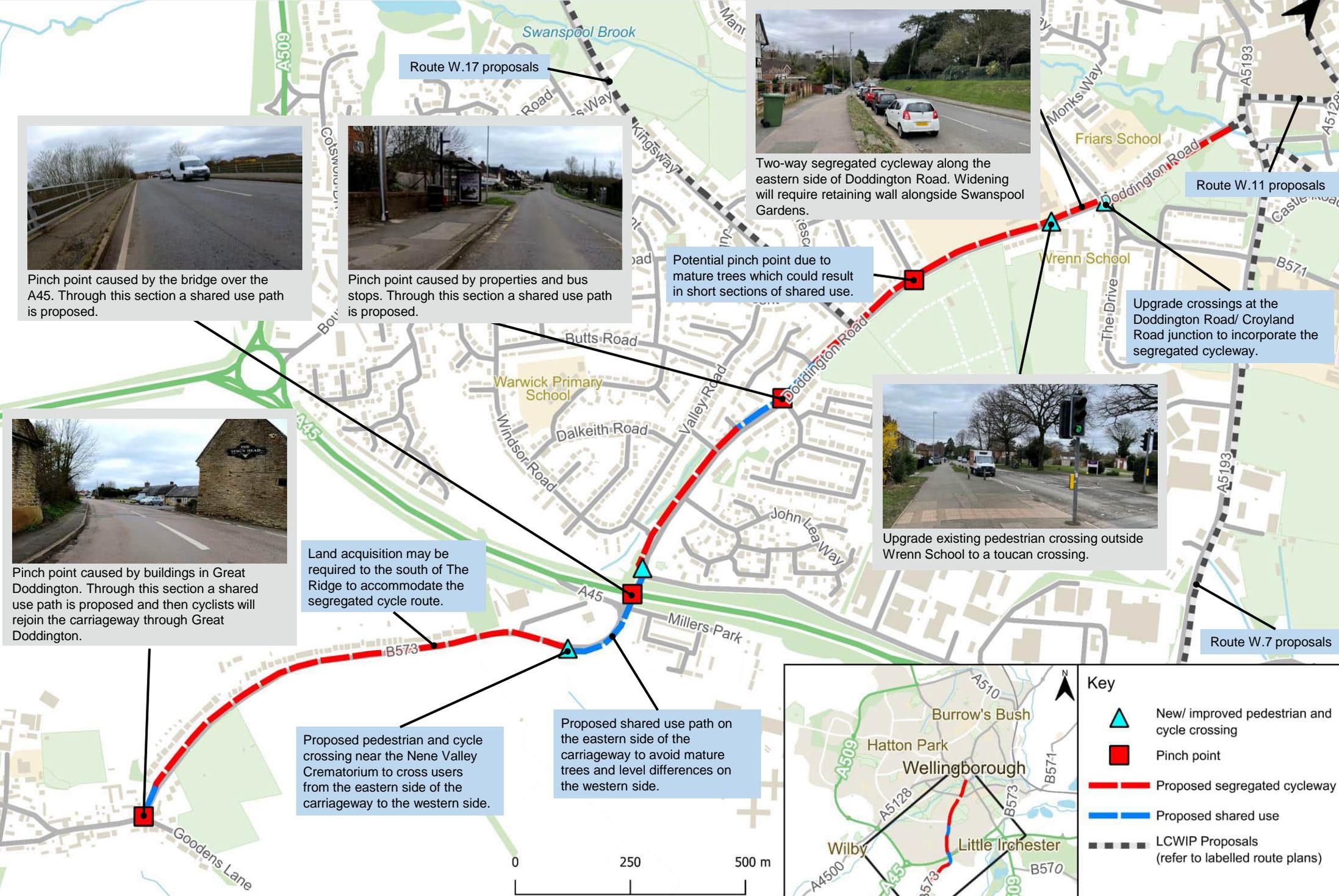


Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists crossing Kingsway.

- Key**
- Upgrade barriers
  - ▲ New/ improved pedestrian and cycle crossing
  - Existing shared use
  - LCWIP Proposals (refer to labelled route plans)



# Route W.6 - Doddington Road (Great Doddington to Wellingborough town centre)



Pinch point caused by the bridge over the A45. Through this section a shared use path is proposed.



Pinch point caused by properties and bus stops. Through this section a shared use path is proposed.



Two-way segregated cycleway along the eastern side of Doddington Road. Widening will require retaining wall alongside Swanspool Gardens.

Potential pinch point due to mature trees which could result in short sections of shared use.

Upgrade crossings at the Doddington Road/ Croyland Road junction to incorporate the segregated cycleway.



Pinch point caused by buildings in Great Doddington. Through this section a shared use path is proposed and then cyclists will rejoin the carriageway through Great Doddington.

Land acquisition may be required to the south of The Ridge to accommodate the segregated cycle route.

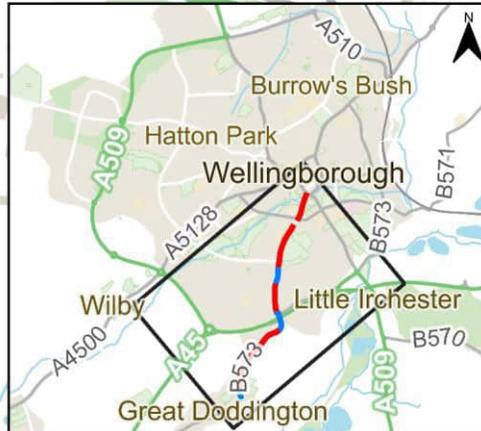


Upgrade existing pedestrian crossing outside Wrenn School to a toucan crossing.

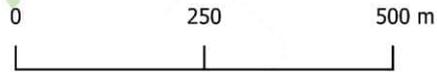
Proposed pedestrian and cycle crossing near the Nene Valley Crematorium to cross users from the eastern side of the carriageway to the western side.

Proposed shared use path on the eastern side of the carriageway to avoid mature trees and level differences on the western side.

Route W.7 proposals



Key	
	New/ improved pedestrian and cycle crossing
	Pinch point
	Proposed segregated cycleway
	Proposed shared use
	LCWIP Proposals (refer to labelled route plans)



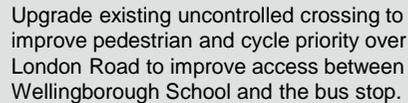
# Route W.7 - London Road (Wellingborough town centre - A509)



Upgrade bollards to improve accessibility and inclusivity for all cyclists.



Northbound cyclists are able to use the quiet mixed traffic street on Castle Road.



Upgrade existing uncontrolled crossing to improve pedestrian and cycle priority over London Road to improve access between Wellingborough School and the bus stop.



Proposed junction improvements to coordinate the signals at the two retail park junctions and provide greater priority for pedestrians and cyclists to cross the road.

Route W.11 proposals

Proposed southbound (uphill) only segregated cycleway due to width constraints. Northbound cyclists to rejoin the carriageway at the crossroads.

Widen and upgrade existing shared use along the eastern side of London Road to provide a two-way segregated cycleway. Mature trees to be retained along the length of London Road.



Upgrade existing signal-controlled crossings on all arms of the junction to provide greater priority for pedestrians and cyclists.

Route W.5 proposals

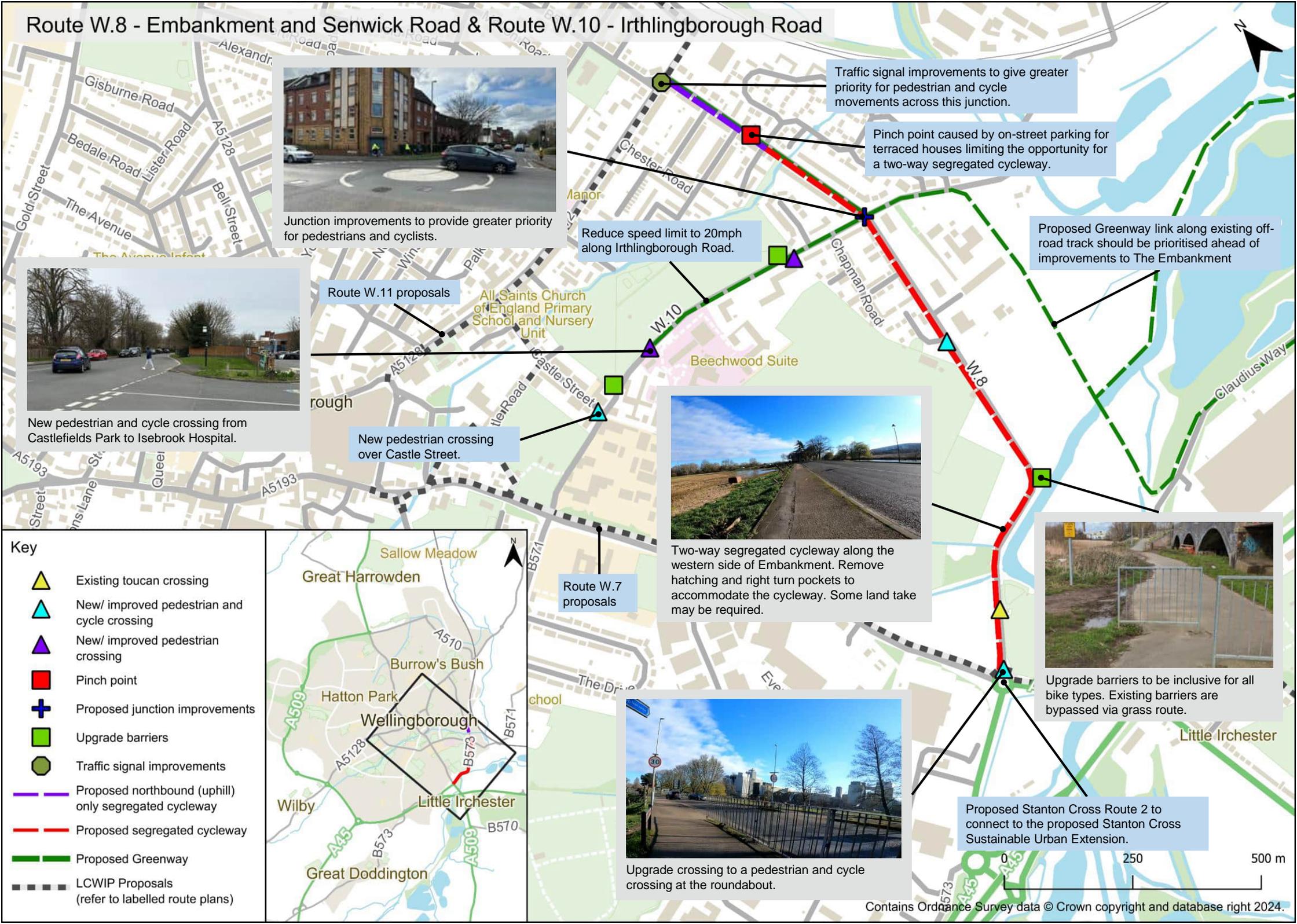
Route W.6 proposals

Route A.6 proposals



- Key**
- New/ improved pedestrian and cycle crossing
  - Upgrade barriers
  - Proposed junction improvements
  - Proposed segregated cycleway
  - Proposed southbound (uphill) only segregated cycleway
  - LCWIP Proposals (refer to labelled route plans)

# Route W.8 - Embankment and Senwick Road & Route W.10 - Irthlingborough Road



Junction improvements to provide greater priority for pedestrians and cyclists.

Traffic signal improvements to give greater priority for pedestrian and cycle movements across this junction.

Pinch point caused by on-street parking for terraced houses limiting the opportunity for a two-way segregated cycleway.

Reduce speed limit to 20mph along Irthlingborough Road.

Proposed Greenway link along existing off-road track should be prioritised ahead of improvements to The Embankment

Route W.11 proposals

All Saints Church of England Primary School and Nursery Unit

Beechwood Suite



New pedestrian and cycle crossing from Castlefields Park to Isebrook Hospital.

New pedestrian crossing over Castle Street.



Two-way segregated cycleway along the western side of Embankment. Remove hatching and right turn pockets to accommodate the cycleway. Some land take may be required.

Route W.7 proposals



Upgrade barriers to be inclusive for all bike types. Existing barriers are bypassed via grass route.

Proposed Stanton Cross Route 2 to connect to the proposed Stanton Cross Sustainable Urban Extension.



Upgrade crossing to a pedestrian and cycle crossing at the roundabout.

- Key**
- Existing toucan crossing
  - New/ improved pedestrian and cycle crossing
  - New/ improved pedestrian crossing
  - Pinch point
  - Proposed junction improvements
  - Upgrade barriers
  - Traffic signal improvements
  - Proposed northbound (uphill) only segregated cycleway
  - Proposed segregated cycleway
  - Proposed Greenway
  - LCWIP Proposals (refer to labelled route plans)



# Route W.11 - Wellingborough town centre to Wellingborough Railway Station



Reconfigure junction and provide an upgraded pedestrian crossing.

Relocate existing loading bays c. 15m to the west (now ending outside 'Sadhya Indian') to provide space for two one-way cycle lanes.



Proposed traffic signal improvements to give priority to cyclists on the segregated route along Midland Road.



Proposed pedestrian and cycle crossing over Chester Road to tie into the proposed segregated cycleway along southern side of Midland Road.



Proposed upgrade to the existing signalised pedestrian crossing to accommodate cyclists.



Reconfigure junction to create space to provide shared use between Croyland Cycleway and Commercial Way.

0 250 500 m

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WTC.1 proposals

Two-way segregated cycleway along the southern side of Midland Road from Victoria Road to Wellingborough Railway Station.

Rationalise parking along the southern side of Midland Road to provide space for a two-way segregate cycleway.

Rationalise parking along the northern side of Castle Road to provide space for a quiet mixed traffic street.

Route W.6 proposals

Route W.7 proposals

Route W.8 proposals

Route A.12 proposals

Route A.10 proposals



## Key

- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Rationalise parking
- Relocate existing loading bays
- Traffic signal improvements
- Proposed junction improvements
- Proposed one-way cycleway
- Proposed quiet mixed traffic street
- Proposed segregated cycleway
- Proposed shared use
- Proposed Greenway
- LCWIP Proposals (refer to labelled route plans)

# Route W.13 - Gold Street, Nest Lane and Rixon Road



Upgrade existing uncontrolled crossing over The Pyghtle to provide greater priority for pedestrians and cyclists.



Proposed new pedestrian and cycle crossing over Nest Farm Road, to make it more direct and along the desire line for pedestrians.



Upgrade existing uncontrolled crossings on all arms of the Nest Lane/Rixon Road roundabout to improve priority for pedestrians and cyclists.

Two-way segregated cycleway along Stewarts Road and Rixon Road to connect to the Finedon Road Industrial Estate.

Route W.15 proposals

Route W.14 proposals

Two-way segregated cycleway proposed along Gold Street. Formalise the parking in inset bays along the length of the route.

Proposed shared use path between Thrush Lane and Nursery Drive due to large levels difference between carriageway and existing footway.

Potential for pinch points along the length of the route due to mature trees.

WTC.2 proposals

Proposed southbound (uphill) only segregated cycleway from Rixon Road to Kingfisher Close. There is insufficient width for two-way cycleway.



Pinch point over the railway bridge. Cyclists will have to rejoin the carriageway here. There is potential to incorporate some traffic signals over the bridge to give cyclists priority.

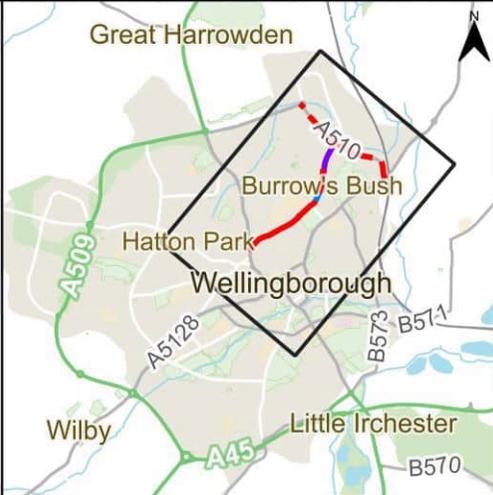
Burrow's Bush



Upgrade and re-align existing pedestrian and cycle crossing over Nest Lane.

Route A.12 proposals

- Key**
- New/ improved pedestrian and cycle crossing
  - Pinch point
  - Upgrade barriers
  - Proposed segregated cycleway
  - Proposed shared use
  - Proposed southbound (uphill) only segregated cycleway
  - LCWIP Proposals (refer to labelled route plans)



# Route W.14 - Nest Farm Road (Northern Way - Nest Lane)

Proposed segregated cycleway on the northern side of the carriageway which connects to the existing off road shared use parallel to Northern Way.



Pinch point on Nest Farm Road due to the pedestrian over bridge and retaining walls. Proposed quiet mixed traffic route through this section and reduce speed limit to 20mph.



Proposed footway along Nest Farm Road as current provision is inconsistent on both sides of the carriageway.



Pinch point at the connection on to the existing off-road route. Small section of shared use is required to make this connection from the proposed segregated cycleway.



Reconfigure junction and provide an upgraded pedestrian and cycle crossing over Nest Lane.

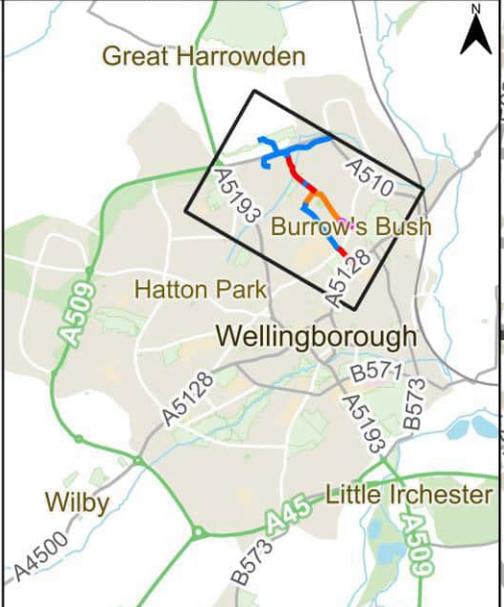


Pinch point on Nest Farm Road due to the pedestrian overbridge. It is proposed that the segregated route will connect to the pedestrian overbridge and down the other side due to the width constraints under the bridge.

Route W.15 proposals

**Key**

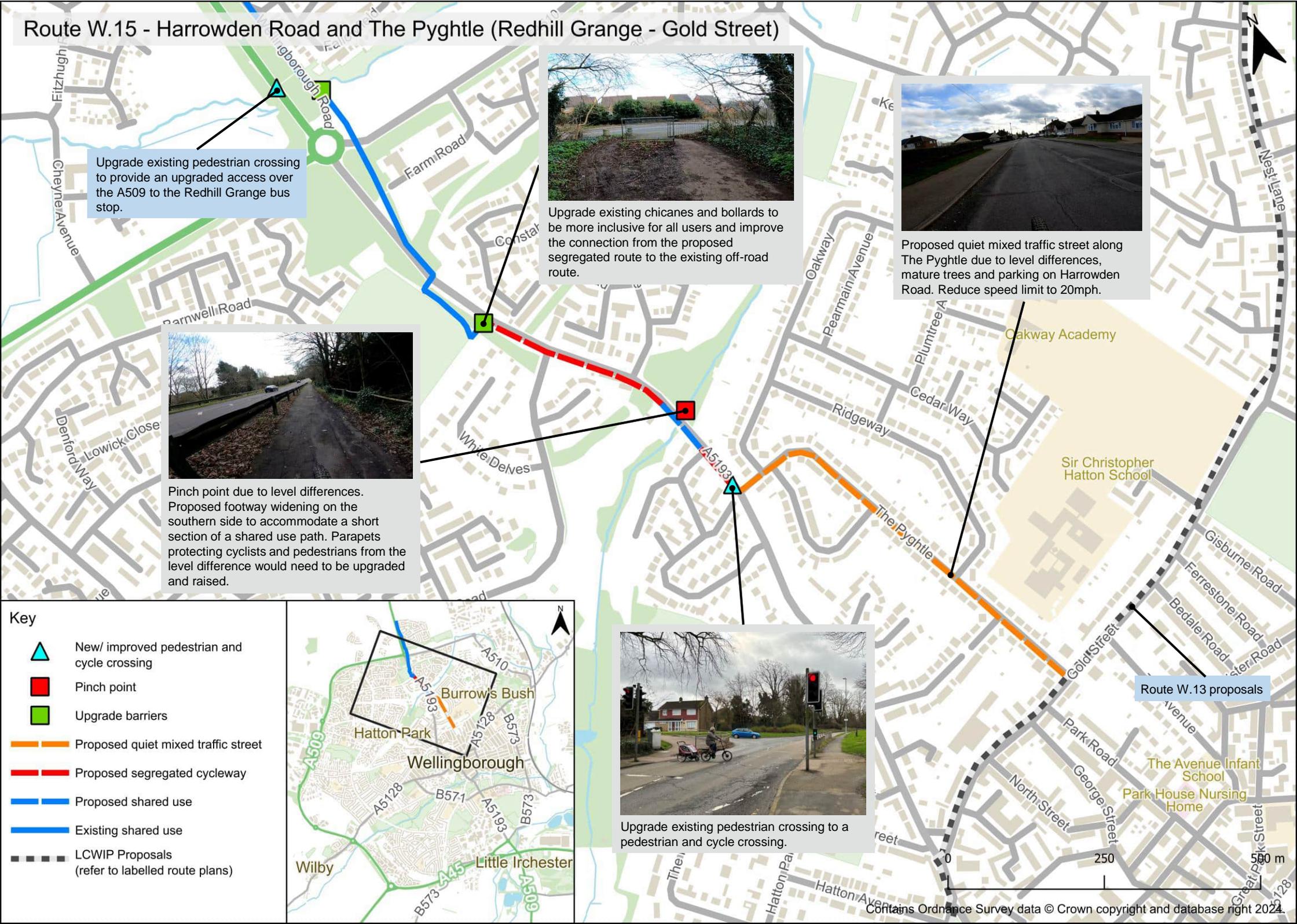
- New/ improved pedestrian and cycle crossing
- Pinch point
- Proposed junction improvements
- Rationalise parking
- Proposed quiet mixed traffic street
- Proposed segregated cycleway
- Proposed shared use
- Proposed footway
- Existing shared use
- LCWIP Proposals (refer to labelled route plans)



Route W.13 proposals

Route W.15 proposals

# Route W.15 - Harrowden Road and The Pyghtle (Redhill Grange - Gold Street)



Upgrade existing pedestrian crossing to provide an upgraded access over the A509 to the Redhill Grange bus stop.



Upgrade existing chicanes and bollards to be more inclusive for all users and improve the connection from the proposed segregated route to the existing off-road route.



Proposed quiet mixed traffic street along The Pyghtle due to level differences, mature trees and parking on Harrowden Road. Reduce speed limit to 20mph.



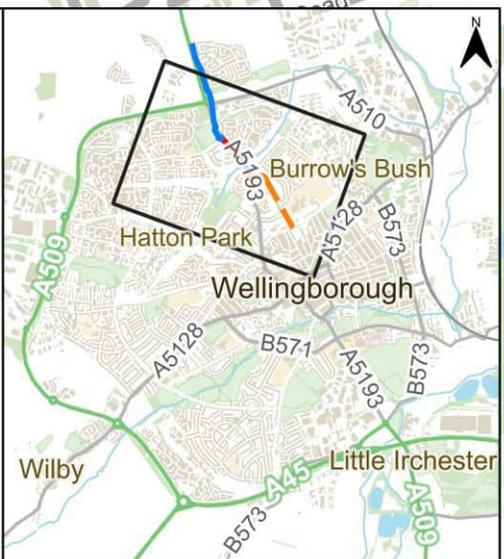
Pinch point due to level differences. Proposed footway widening on the southern side to accommodate a short section of a shared use path. Parapets protecting cyclists and pedestrians from the level difference would need to be upgraded and raised.



Upgrade existing pedestrian crossing to a pedestrian and cycle crossing.

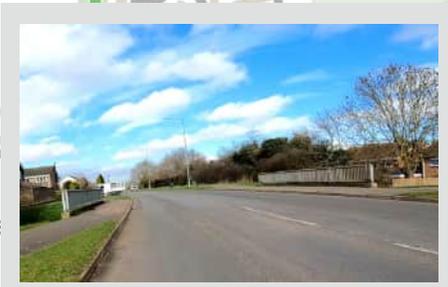
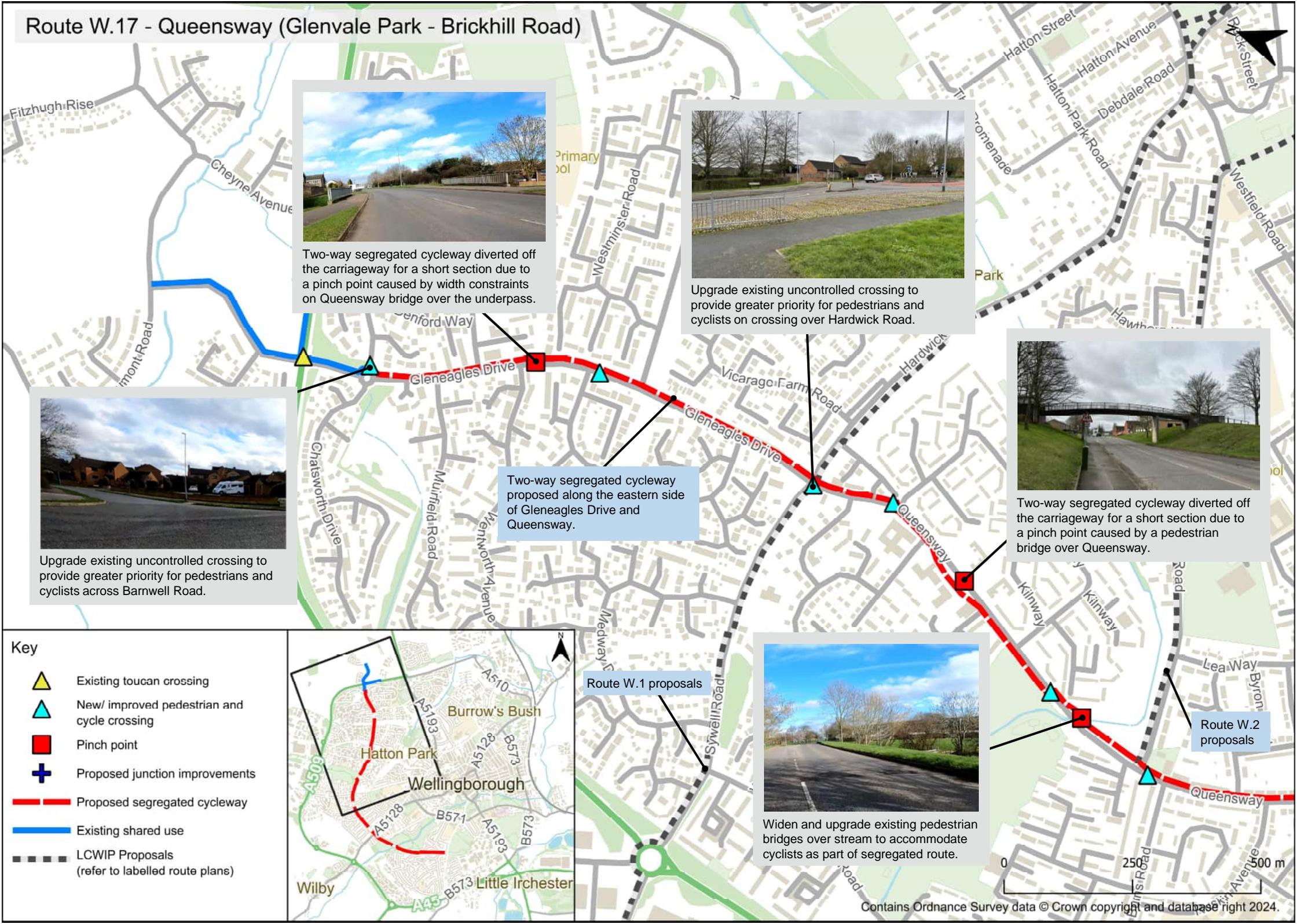
**Key**

- New/ improved pedestrian and cycle crossing
- Pinch point
- Upgrade barriers
- Proposed quiet mixed traffic street
- Proposed segregated cycleway
- Proposed shared use
- Existing shared use
- LCWIP Proposals (refer to labelled route plans)



Route W.13 proposals

# Route W.17 - Queensway (Glenvale Park - Brickhill Road)



Two-way segregated cycleway diverted off the carriageway for a short section due to a pinch point caused by width constraints on Queensway bridge over the underpass.



Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists on crossing over Hardwick Road.



Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists across Barnwell Road.

Two-way segregated cycleway proposed along the eastern side of Gleneagles Drive and Queensway.



Two-way segregated cycleway diverted off the carriageway for a short section due to a pinch point caused by a pedestrian bridge over Queensway.

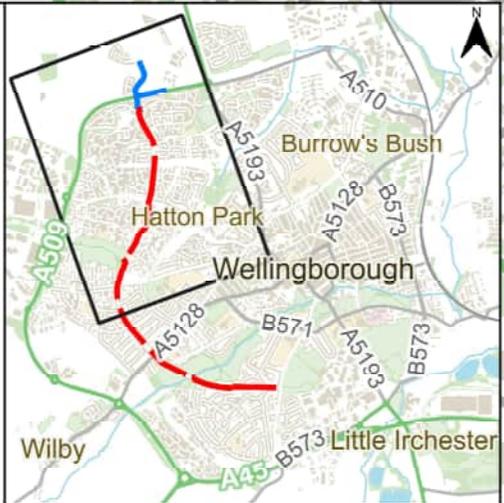


Widen and upgrade existing pedestrian bridges over stream to accommodate cyclists as part of segregated route.

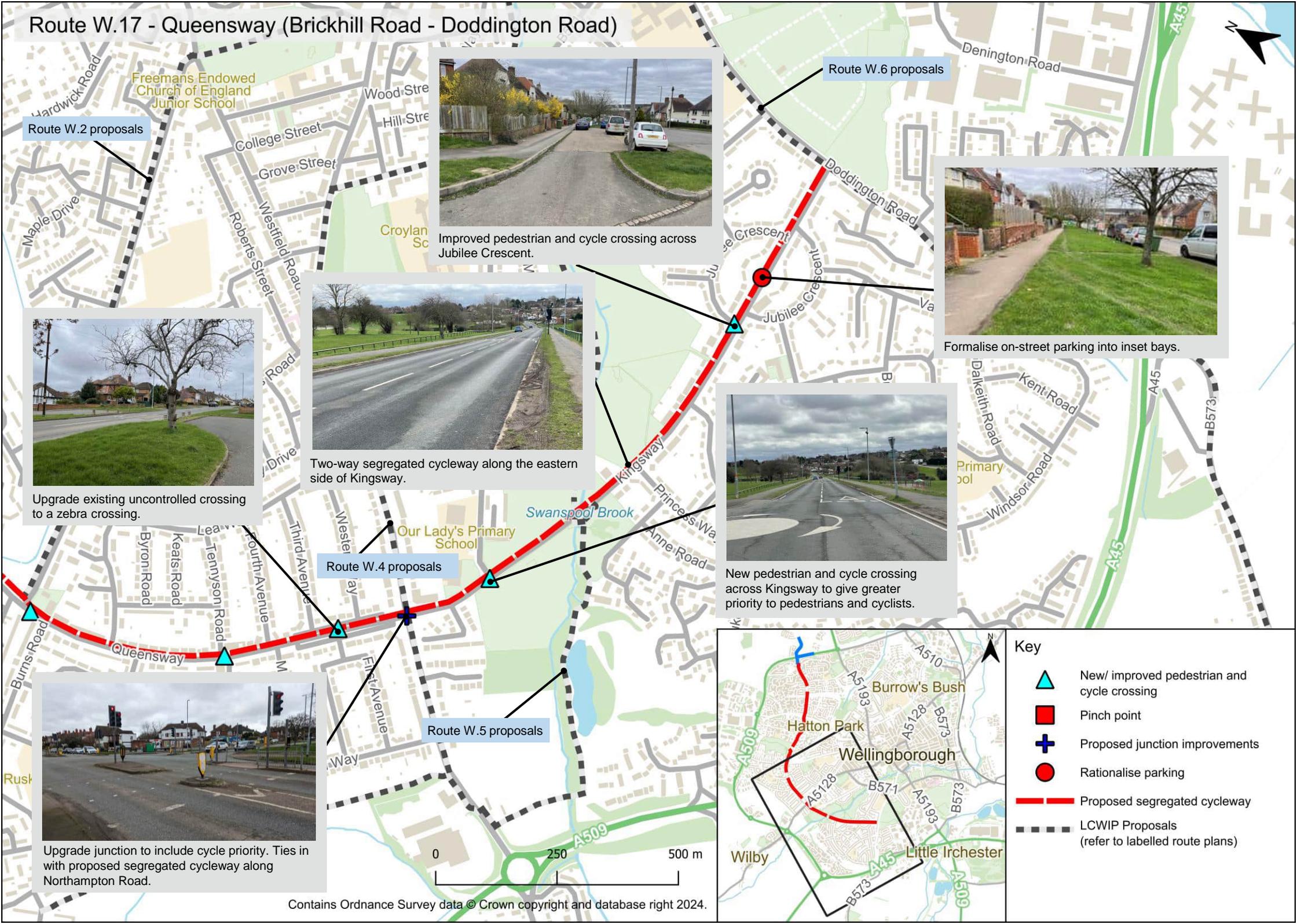
Route W.2 proposals

Route W.1 proposals

- Key**
- Existing toucan crossing
  - New/ improved pedestrian and cycle crossing
  - Pinch point
  - Proposed junction improvements
  - Proposed segregated cycleway
  - Existing shared use
  - LCWIP Proposals (refer to labelled route plans)



# Route W.17 - Queensway (Brickhill Road - Doddington Road)



Route W.2 proposals



Upgrade existing uncontrolled crossing to a zebra crossing.



Improved pedestrian and cycle crossing across Jubilee Crescent.



Two-way segregated cycleway along the eastern side of Kingsway.



Formalise on-street parking into inset bays.



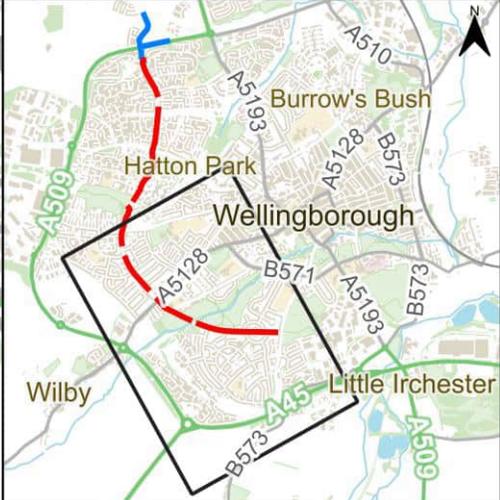
New pedestrian and cycle crossing across Kingsway to give greater priority to pedestrians and cyclists.

Route W.4 proposals

Route W.5 proposals



Upgrade junction to include cycle priority. Ties in with proposed segregated cycleway along Northampton Road.



- Key**
- New/ improved pedestrian and cycle crossing
  - Pinch point
  - Proposed junction improvements
  - Rationalise parking
  - Proposed segregated cycleway
  - LCWIP Proposals (refer to labelled route plans)

# Route RTC - Rushden town centre



Proposed shared use path to connect Midland Road with the existing Greenway which will allow access to Washbrook Road. This scheme is currently under development and funding has been identified.



Reconfigure and simplify the junction to provide straight across crossings for pedestrians and cyclists on the eastern and southern arms.



Proposed junction improvements at High Street/ John Clark Way.

Two-way segregated cycleway proposed around Rushden town centre on Duck Street, Rectory Road and John Clark Way. Remove one traffic lane around to accommodate the segregated cycleway.



Rationalise parking along the length of the High Street, maintaining loading bays and disabled parking.

Proposed pedestrian and cycle zone in Rushden town centre, covering the High Street from Church Street to Queen Street. Access restrictions will be introduced to High Street to make this section of High Street pedestrian and cycle only. Access for loading and disabled parking will be permitted.

Cycle parking to be installed within the pedestrian and cycle zone.



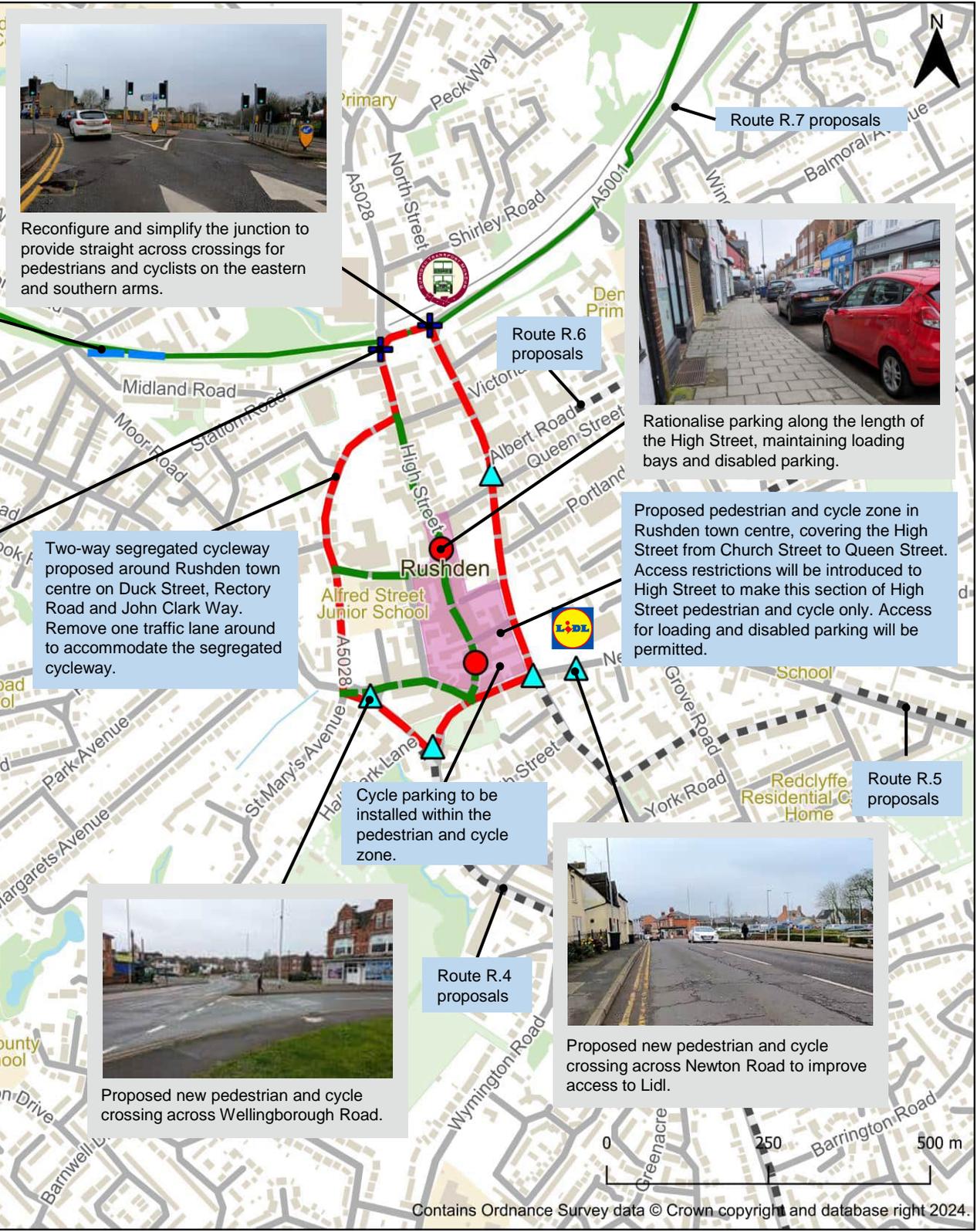
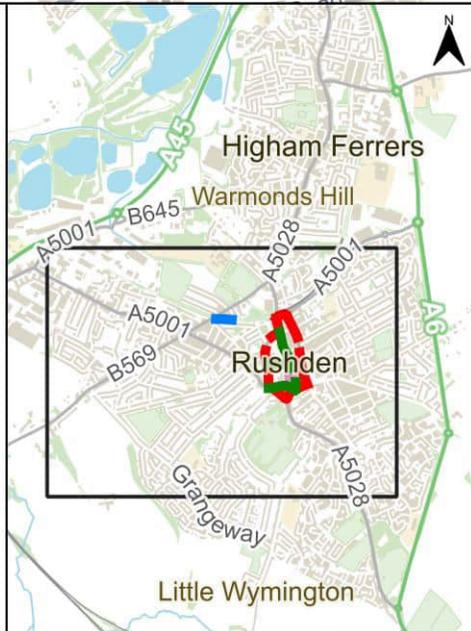
Proposed new pedestrian and cycle crossing across Wellingborough Road.



Proposed new pedestrian and cycle crossing across Newton Road to improve access to Lidl.

**Key**

- New/ improved pedestrian and cycle crossing
- Proposed junction improvements for pedestrians and cyclists
- Rationalise parking
- Proposed contraflow cycle lane
- Proposed segregated cycleway
- Proposed shared use
- Rushden Core Walking Zone  
Proposed pedestrian and cycle zone
- Existing Greenway
- LCWIP Proposals (refer to labelled route plans)



# Route R.1 - A45 - the existing Greenway, via Wellingborough Road



Proposed pedestrian and cycle crossing at the Wellingborough Road roundabout to improve access into Sanders Lodge Industrial Estate.



Upgrade pedestrian and cycle crossing over Wellingborough Road to provide safer access into Norris Way.



Upgrade bollards to improve accessibility and inclusivity for all cyclists.



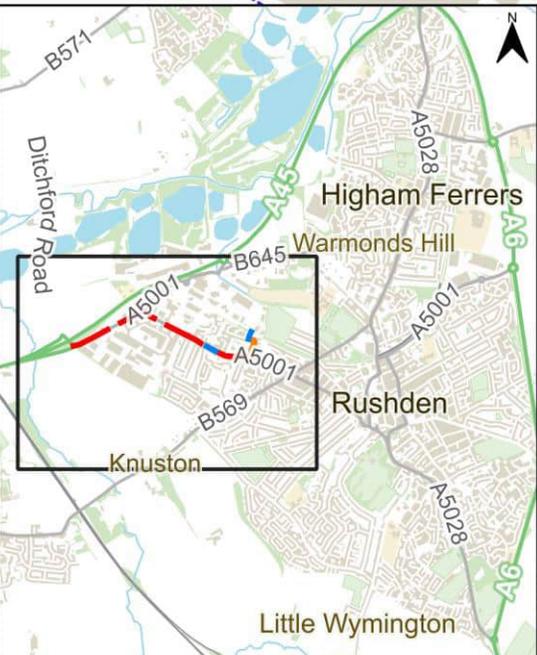
Two-way segregated cycleway proposed along the A5001 and Wellingborough Road to connect the proposed Wellingborough–Rushden Greenway with the existing Greenway on Paddocks Road.

Pinch point caused by mature trees. Proposed shared use path along this short section.

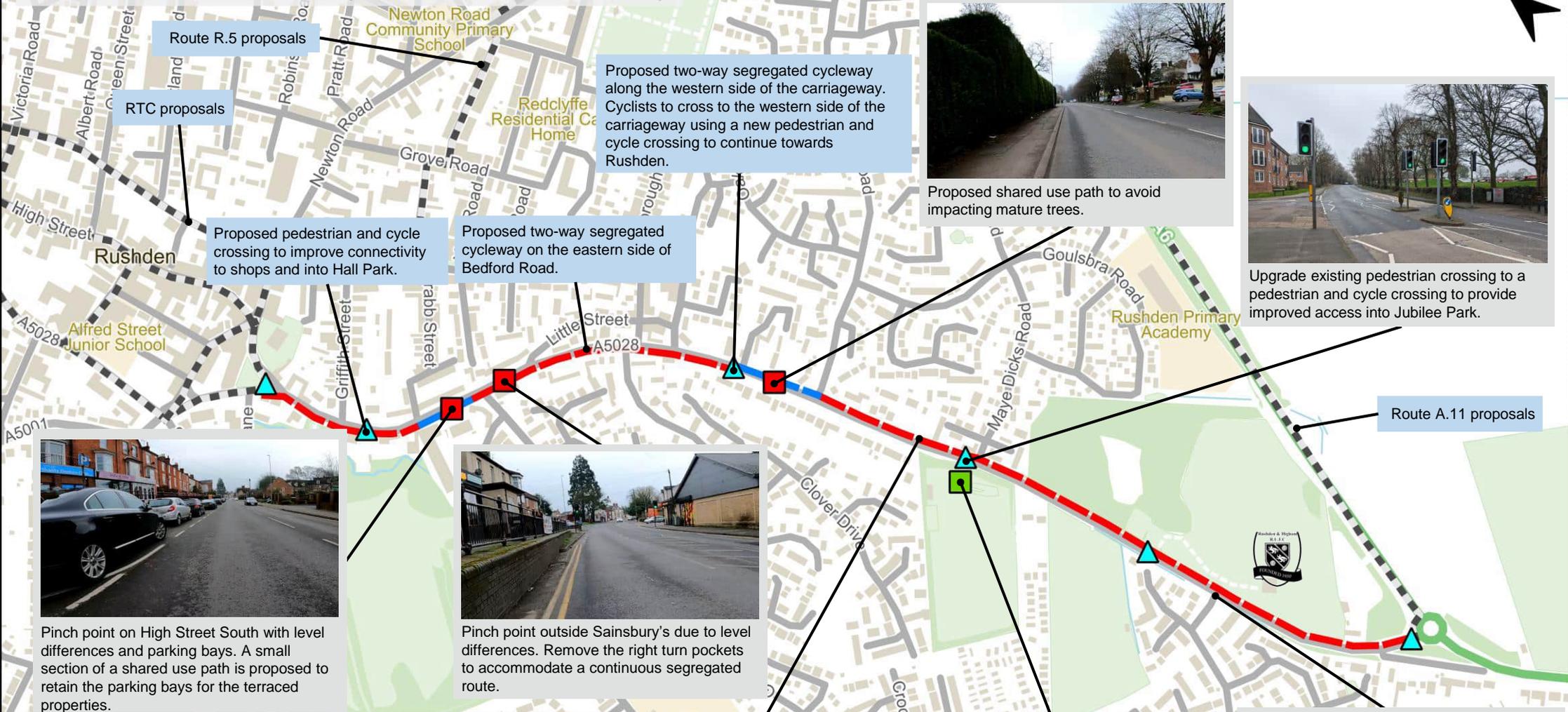


Proposed signalised junction, improving crossing provision for pedestrians and cyclists.

- Key**
- New/ improved pedestrian and cycle crossing
  - Pinch point
  - Proposed junction improvements for pedestrians and cyclists
  - Upgrade barriers
  - Existing shared use
  - Proposed quiet mixed traffic street
  - Proposed segregated cycleway
  - Proposed shared use
  - Public Right of Way
  - Existing Greenway
  - Proposed Wellingborough–Rushden Greenway



# Route R.4 - Bedford Road (A6 - Rushden town centre)



Pinch point on High Street South with level differences and parking bays. A small section of a shared use path is proposed to retain the parking bays for the terraced properties.



Pinch point outside Sainsbury's due to level differences. Remove the right turn pockets to accommodate a continuous segregated route.

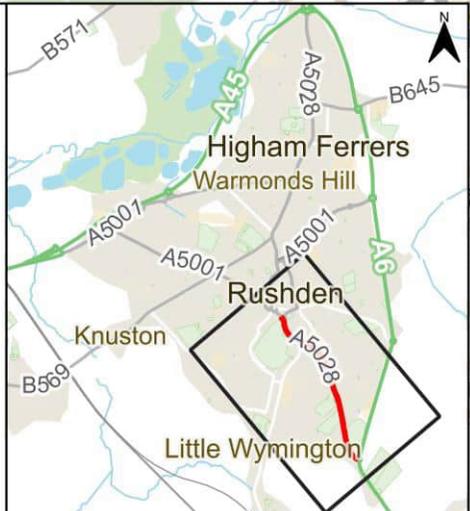


Proposed shared use path to avoid impacting mature trees.



Upgrade existing pedestrian crossing to a pedestrian and cycle crossing to provide improved access into Jubilee Park.

- Key**
- New/ improved pedestrian and cycle crossing
  - Pinch point
  - Upgrade barriers
  - Proposed segregated cycleway
  - Proposed shared use
  - LCWIP Proposals (refer to labelled route plans)



Widen existing narrow shared use path to a two-way segregated cycleway on the eastern side of the carriageway. Right turn pockets to be removed to accommodate the segregated cycleway.



Upgrade existing bollards and gates to improve accessibility and inclusivity for all cyclists into Jubilee Park.



Narrow the junction width and provide side road treatment to give pedestrians and cyclists greater priority across the road.



# Route R.5 - Newton Road (A6 - Newton Road Primary School)



RTC proposals

New pedestrian crossing to provide increased accessibility across Newton Road and to provide a connection into Lidl from the east.



Formalise on-street parking while maintaining provision for those without driveways.

Route A.11 proposals

Proposed segregated cycleway on the northern side of the carriageway.

Proposed quiet mixed traffic route down Roberts Street and Manton Road to Park Road due to pinch points on Newton Road. Speed reduction to 20mph.



Several pinch points along this section caused by on street parking outside terraced properties and outside of Newton Road Community Primary School. The on-street parking means that there is insufficient width through here to accommodate a segregated cycleway, so an alternative quiet mixed street route is proposed.

Route R.4 proposals

Towards the Rushden East SUE development

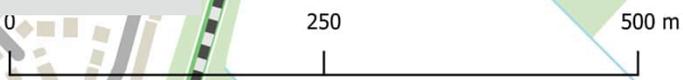
**Key**

- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Pinch point
- Rationalise parking
- Proposed segregated cycleway
- Proposed quiet mixed traffic street
- LCWIP Proposals (refer to labelled route plans)



New pedestrian crossing to connect into the cemetery.

Upgrade existing pedestrian crossing to a controlled crossing across Newton Road to connect to Harborough Field Surgery.



# Route R.6 - A6 Bridge to Rushden town centre, via Albert Road



Proposed new parallel crossing across Rectory Road to link Albert Road with Rushden town centre.

Route R.7 proposals

Proposed quiet mixed traffic street along Lawton Road connecting Albert Road and the route leading to the A6 bridge.



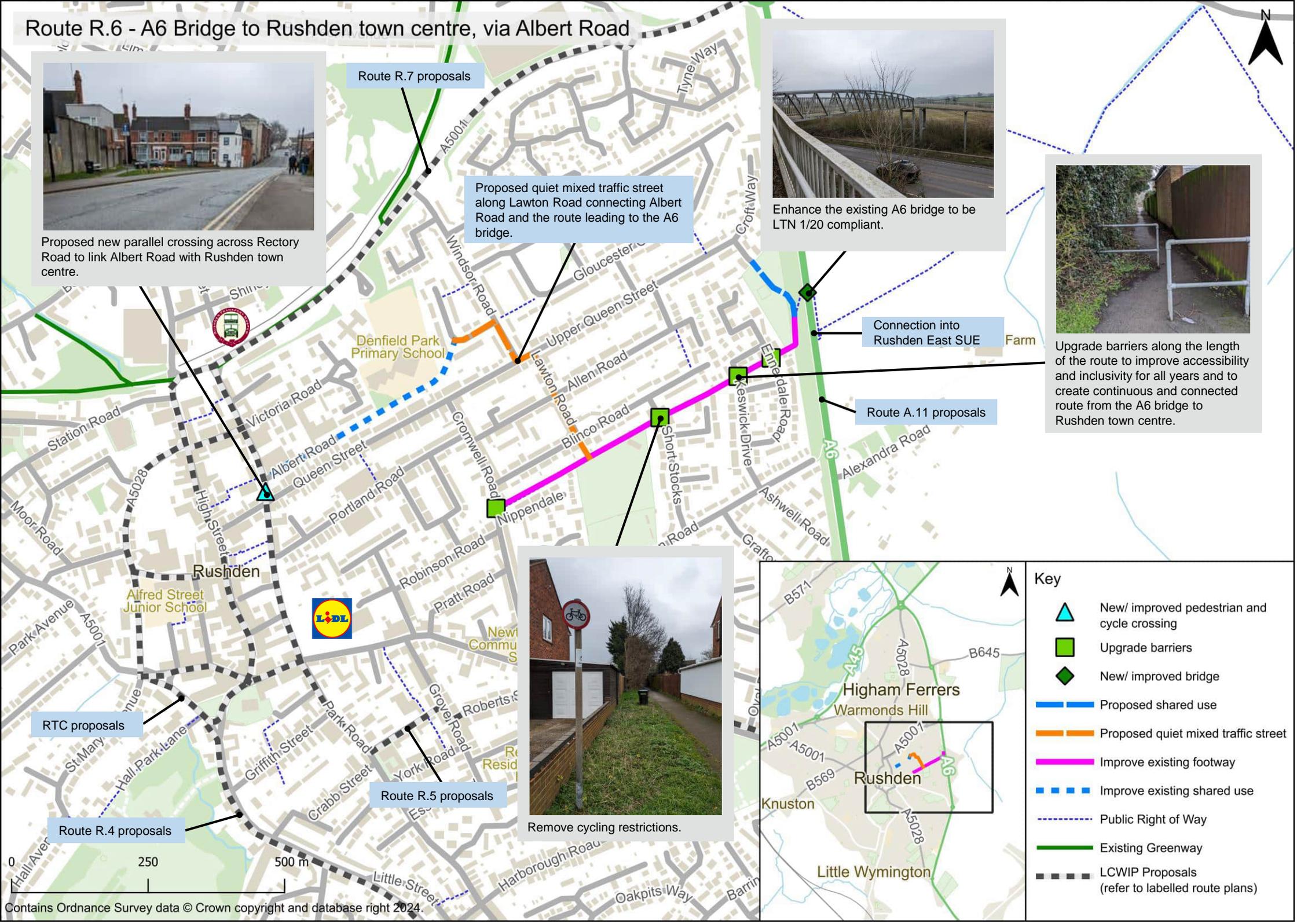
Enhance the existing A6 bridge to be LTN 1/20 compliant.



Upgrade barriers along the length of the route to improve accessibility and inclusivity for all years and to create continuous and connected route from the A6 bridge to Rushden town centre.

Route A.11 proposals

Connection into Rushden East SUE



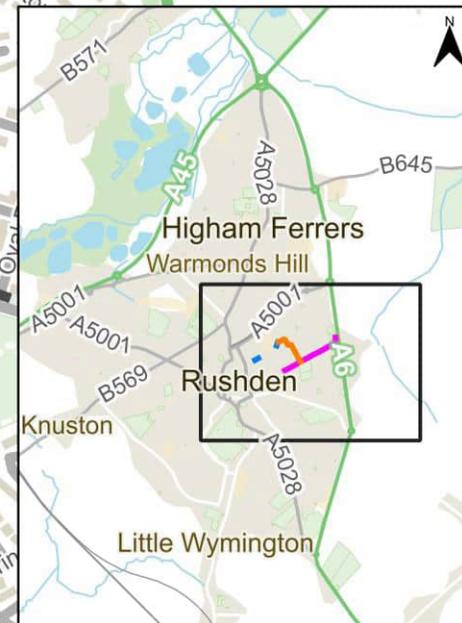
RTC proposals

Route R.5 proposals

Route R.4 proposals



Remove cycling restrictions.



## Key

- New/ improved pedestrian and cycle crossing
- Upgrade barriers
- New/ improved bridge
- Proposed shared use
- Proposed quiet mixed traffic street
- Improve existing footway
- Improve existing shared use
- Public Right of Way
- Existing Greenway
- LCWIP Proposals (refer to labelled route plans)

# Route R.7 - John Clark Way (A6 - Rushden town centre)



Reconfigure and simplify the junction to provide straight across crossings for pedestrians and cyclists on the eastern and southern arms.



Proposed pedestrian and cycle crossing over John Clark Way to tie into the proposed segregated cycleway along the western side of the A6.

Proposed widening of the existing Public Right of Way and resurfacing to accommodate all users as a part of the Sharba Homes development. This will improve connections between the John Clark Way roundabout and the existing Greenway.

Proposed LTN1/20 compliant bridge over the A6 to connect the Rushden East SUE Employment area to the Sharba Homes development.

Two-way segregated cycleway along the southern side of John Clark Way from the A6 to Rushden town centre.

Proposed at-grade pedestrian and cycle crossings at the John Clark Way roundabout to improve connections between Rushden and the Rushden East SUE development.

Towards the Rushden East SUE development



Proposed pedestrian and cycle crossing over Tyne Way.

Route A.11 proposals

RTC proposals

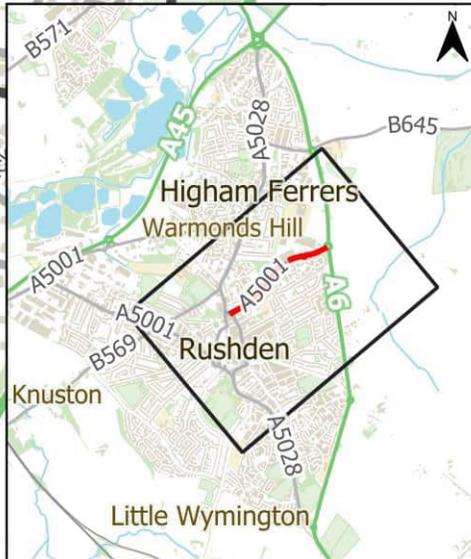
Route R.4 proposals

Route R.5 proposals

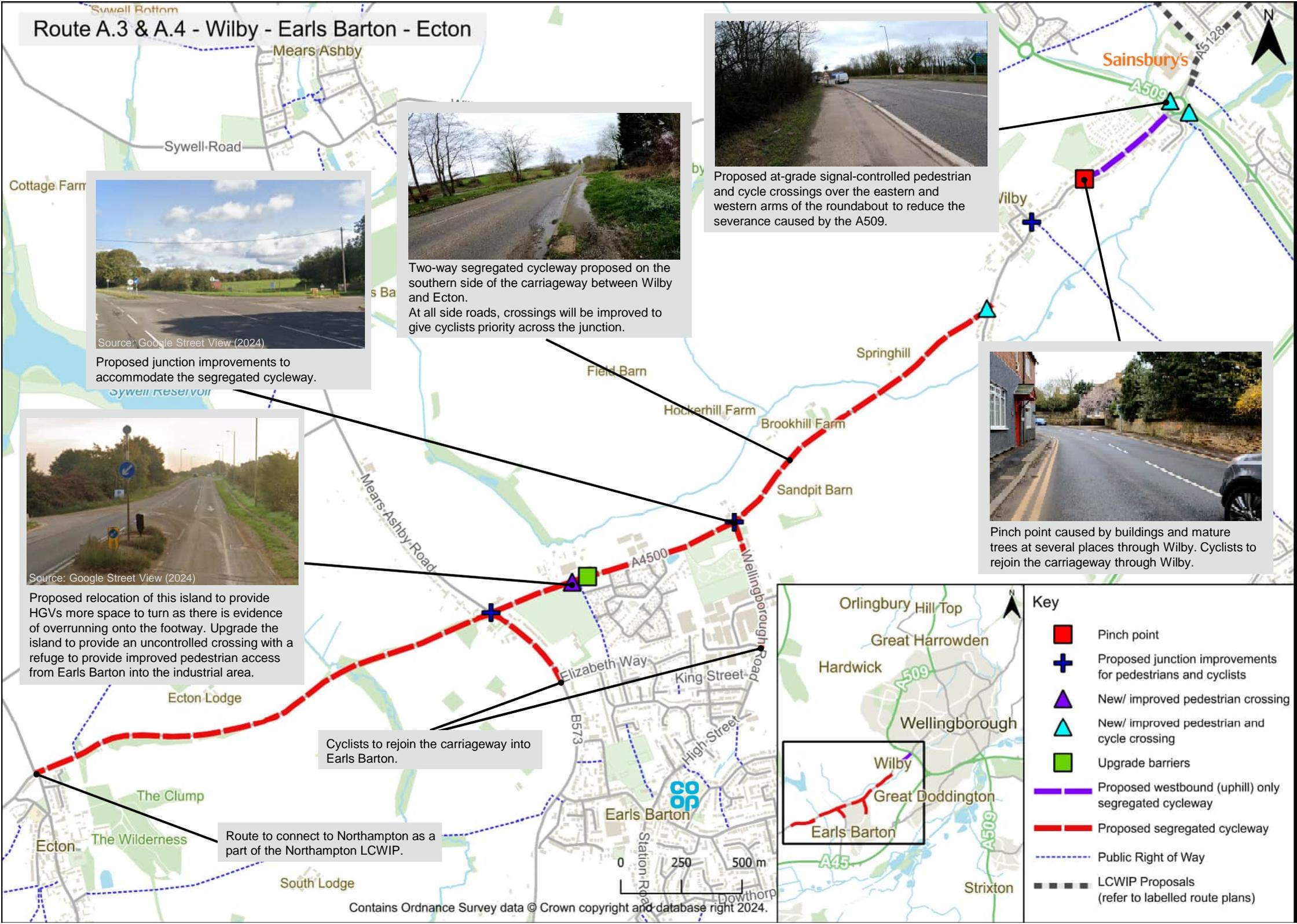
Route R.6 proposals

**Key**

- Existing toucan crossing
- New/ improved pedestrian and cycle crossing
- Proposed junction improvements
- Proposed new bridge
- Widen footway
- Proposed segregated cycleway
- Public Right of Way
- Existing Greenway
- LCWIP Proposals (refer to labelled route plans)



# Route A.3 & A.4 - Wilby - Earls Barton - Ecton



Source: Google Street View (2024)  
Proposed junction improvements to accommodate the segregated cycleway.



Two-way segregated cycleway proposed on the southern side of the carriageway between Wilby and Ecton.  
At all side roads, crossings will be improved to give cyclists priority across the junction.



Proposed at-grade signal-controlled pedestrian and cycle crossings over the eastern and western arms of the roundabout to reduce the severance caused by the A509.



Pinch point caused by buildings and mature trees at several places through Wilby. Cyclists to rejoin the carriageway through Wilby.



Source: Google Street View (2024)  
Proposed relocation of this island to provide HGVs more space to turn as there is evidence of overrunning onto the footway. Upgrade the island to provide an uncontrolled crossing with a refuge to provide improved pedestrian access from Earls Barton into the industrial area.

Cyclists to rejoin the carriageway into Earls Barton.

Route to connect to Northampton as a part of the Northampton LCWIP.

**Key**

- Pinch point
- + Proposed junction improvements for pedestrians and cyclists
- ▲ New/ improved pedestrian crossing
- ▲ New/ improved pedestrian and cycle crossing
- Upgrade barriers
- Proposed westbound (uphill) only segregated cycleway
- Proposed segregated cycleway
- - - Public Right of Way
- - - LCWIP Proposals (refer to labelled route plans)

# Route A.6 - Wellingborough - Irchester - Wollaston



Upgrade existing uncontrolled crossing to provide greater priority for pedestrians and cyclists.

Utilise existing off-road shared use path through Irchester Country Park. Engagement is ongoing with Irchester Country Park.

Two-way segregated cycleway along Gipsy Lane and Wollaston Road from Irchester Country Park to Wollaston.



Proposed pedestrian crossing with improved visibility over Wollaston Road to connect the public right of way on either side of the carriageway.



Proposed junction improvements at the roundabout of Gipsy Lane and Wollaston Road.



Reverse direction of chicane, giving priority to road users exiting Irchester and slowing road users entering the village.



Proposed pedestrian and cycle crossing outside Wollaston School.

Rationalise parking on Irchester Road to provide a two-way segregated cycleway into Wollaston.

**Key**

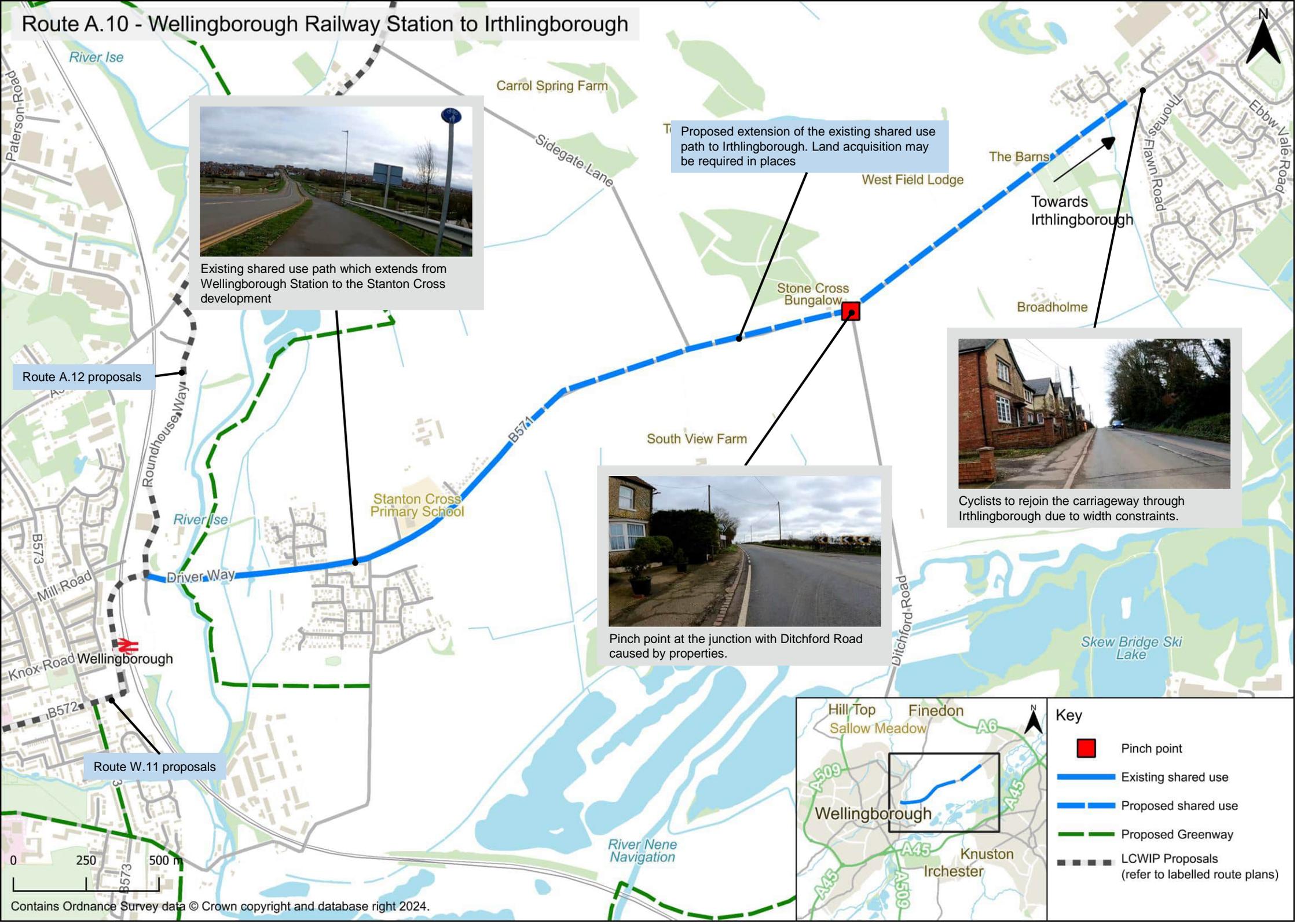
- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Proposed junction improvements for pedestrians and cyclists
- Rationalise parking
- Proposed quiet mixed traffic street
- Proposed segregated cycleway
- Existing shared use
- Public Right of Way
- LCWIP Proposals (refer to labelled route plans)



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# Route A.10 - Wellingborough Railway Station to Irthlingborough



Existing shared use path which extends from Wellingborough Station to the Stanton Cross development

Proposed extension of the existing shared use path to Irthlingborough. Land acquisition may be required in places



Cyclists to rejoin the carriageway through Irthlingborough due to width constraints.



Pinch point at the junction with Ditchford Road caused by properties.

Route A.12 proposals

Route W.11 proposals

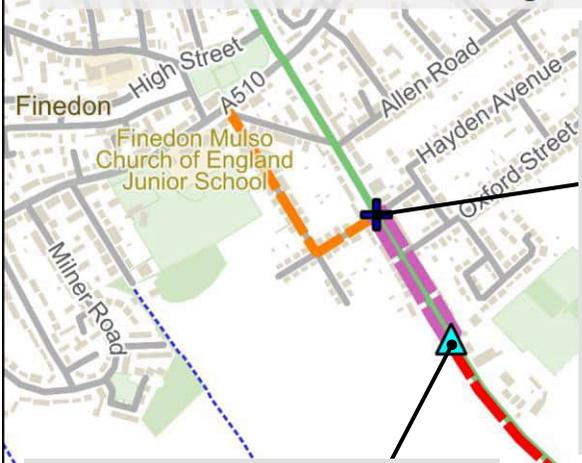
**Key**

- Pinch point
- Existing shared use
- - - Proposed shared use
- - - Proposed Greenway
- LCWIP Proposals (refer to labelled route plans)



0 250 500 m

# Route A.11 - Finedon - Irthlingborough



Proposed junction improvements at Hawthorne Road and A6, adding a new pedestrian and cycle crossing for access to eastbound one-way segregated cycleway.



Two-way segregated cycleway proposed along the length of the A6 between Finedon and Rushden on the southern side of the carriageway.



Upgrade existing pedestrian crossing to accommodate cyclists across the A6 at Addington Road.



New pedestrian and cycle crossing for eastbound cyclists from Finedon to rejoin two-way segregated cycleway on southern side of the carriageway.

Extend the speed limit reduction from National Speed Limit to 40mph to Finedon Road.

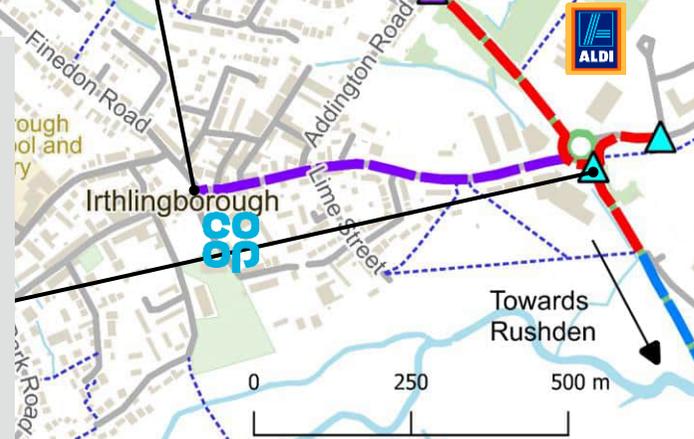
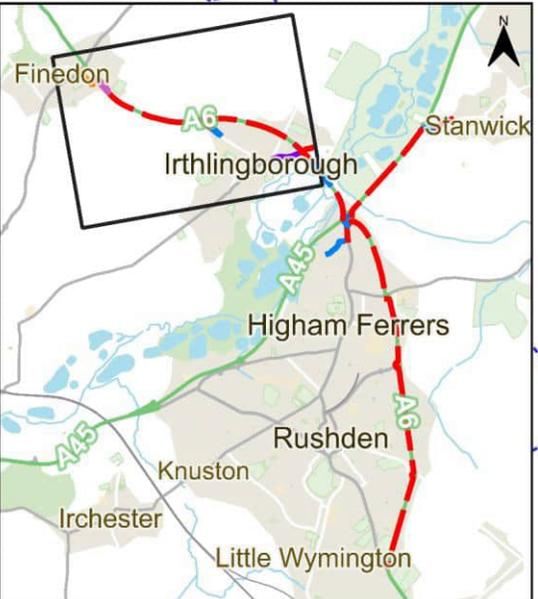
Cyclists to rejoin the carriageway into Irthlingborough.



Upgrade existing pedestrian crossing to accommodate cyclists crossing over the A6, linking to Aldi and the Medical Centre.

**Key**

- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Pinch point
- Proposed one-way cycleway
- Proposed quiet mixed traffic street
- Proposed segregated cycleway
- Proposed shared use
- Proposed westbound (uphill) only segregated cycleway
- Existing Greenway
- Public Right of Way



# Route A.11 - Irthlingborough - Higham Ferrers

Towards Irthlingborough

Towards Raunds (west)



Proposed off-road shared use path connecting Hecham Way to the existing North Northamptonshire Greenway.



A pinch point exists over the River Nene on the A6.

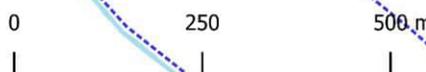


Upgrade existing uncontrolled crossing to a signal-controlled pedestrian and cyclist crossing to improve access on/ off the proposed A6 segregated cycleway.

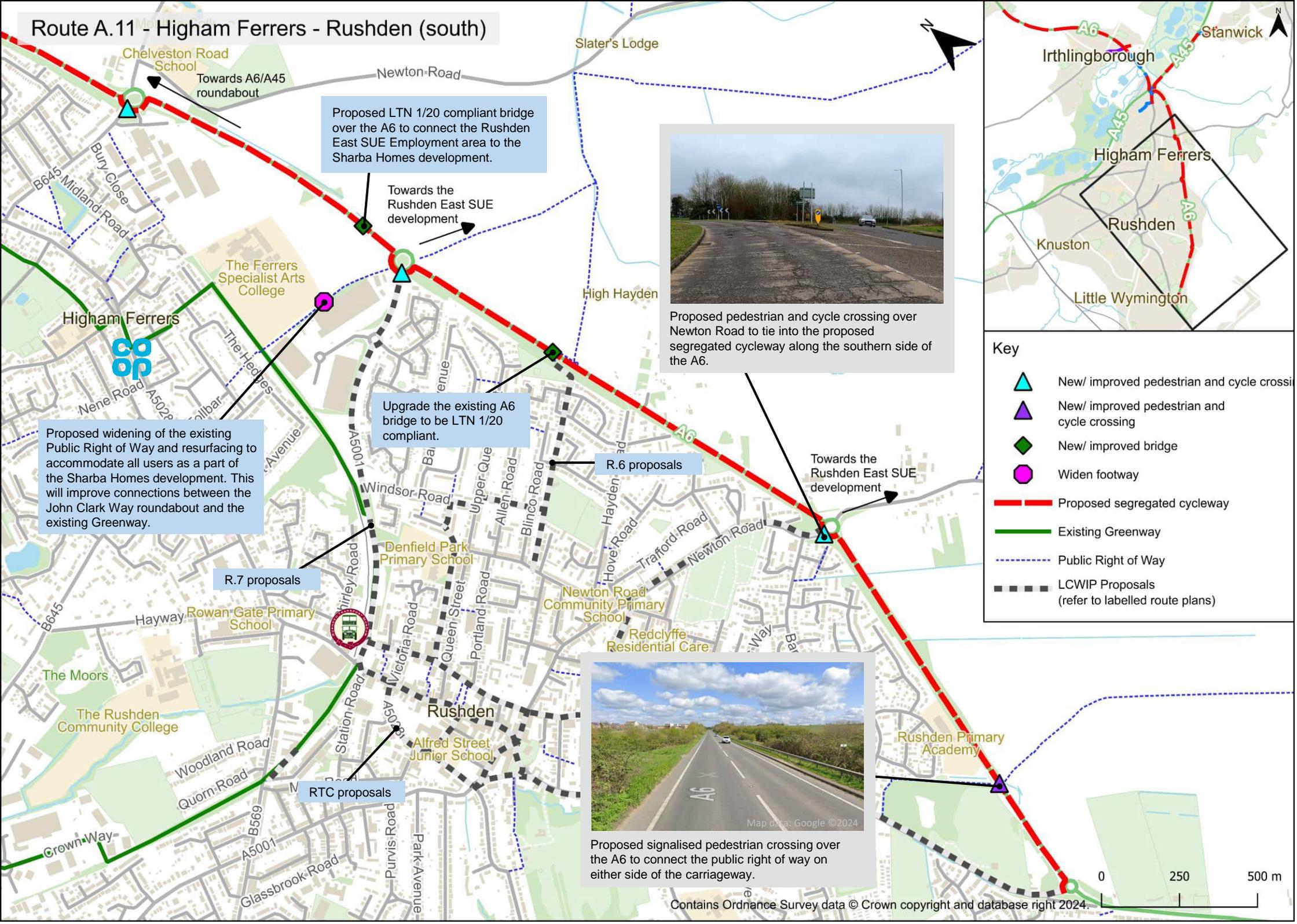


**Key**

- Pinch point
- ▲ Existing toucan crossing
- ▲ New/ improved pedestrian and cycle crossing
- Proposed segregated cycleway
- Proposed shared use
- Existing shared use
- Existing Greenway
- - - Public Right of Way



# Route A.11 - Higham Ferrers - Rushden (south)



Proposed LTN 1/20 compliant bridge over the A6 to connect the Rushden East SUE Employment area to the Sharba Homes development.

Towards the Rushden East SUE development



Proposed pedestrian and cycle crossing over Newton Road to tie into the proposed segregated cycleway along the southern side of the A6.

Proposed widening of the existing Public Right of Way and resurfacing to accommodate all users as a part of the Sharba Homes development. This will improve connections between the John Clark Way roundabout and the existing Greenway.

Upgrade the existing A6 bridge to be LTN 1/20 compliant.

R.6 proposals

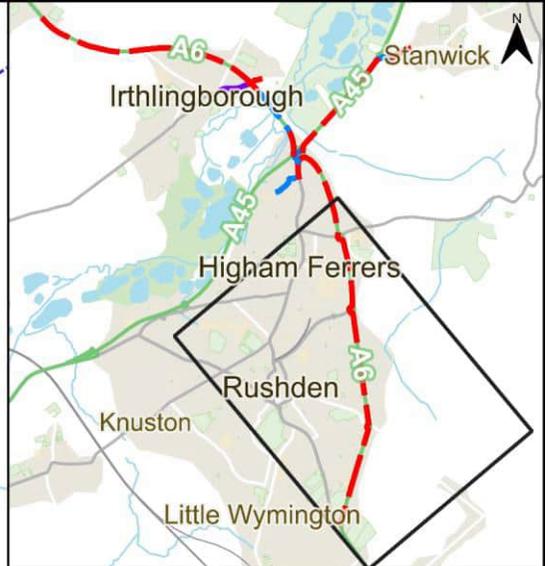
Towards the Rushden East SUE development

R.7 proposals

RTC proposals



Proposed signalled pedestrian crossing over the A6 to connect the public right of way on either side of the carriageway.

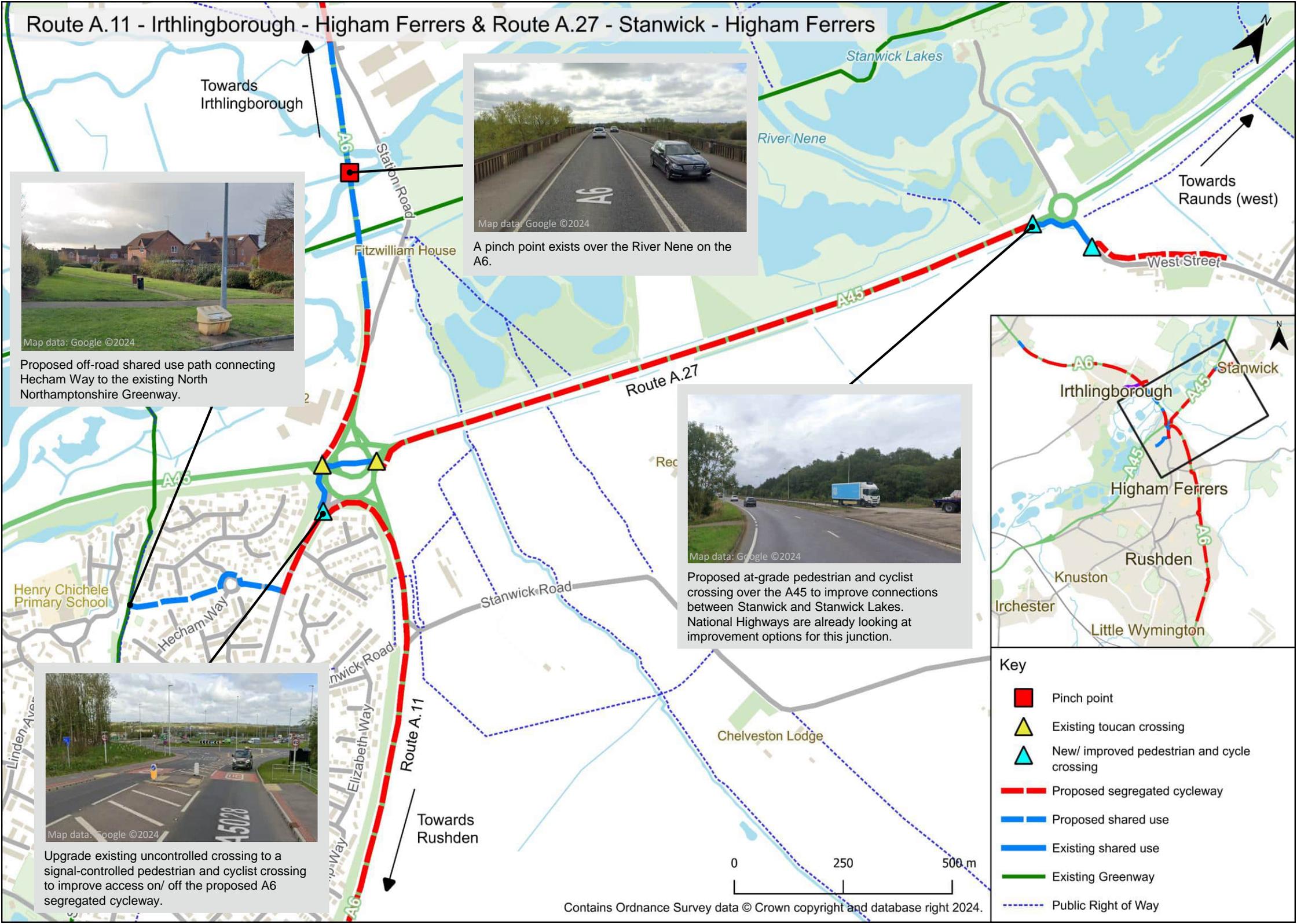


**Key**

- New/ improved pedestrian and cycle crossing
- New/ improved pedestrian and cycle crossing
- New/ improved bridge
- Widen footway
- Proposed segregated cycleway
- Existing Greenway
- Public Right of Way
- LCWIP Proposals (refer to labelled route plans)



# Route A.11 - Irthlingborough - Higham Ferrers & Route A.27 - Stanwick - Higham Ferrers



Towards Irthlingborough

Towards Raunds (west)



Map data: Google ©2024

Proposed off-road shared use path connecting Hecham Way to the existing North Northamptonshire Greenway.



Map data: Google ©2024

A pinch point exists over the River Nene on the A6.



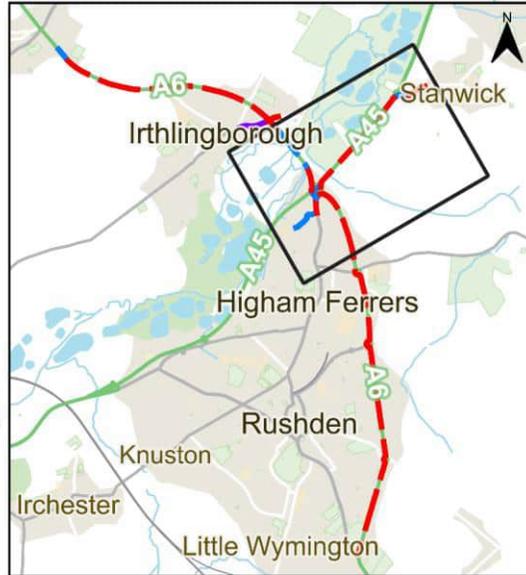
Map data: Google ©2024

Proposed at-grade pedestrian and cyclist crossing over the A45 to improve connections between Stanwick and Stanwick Lakes. National Highways are already looking at improvement options for this junction.

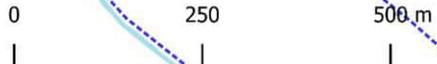


Map data: Google ©2024

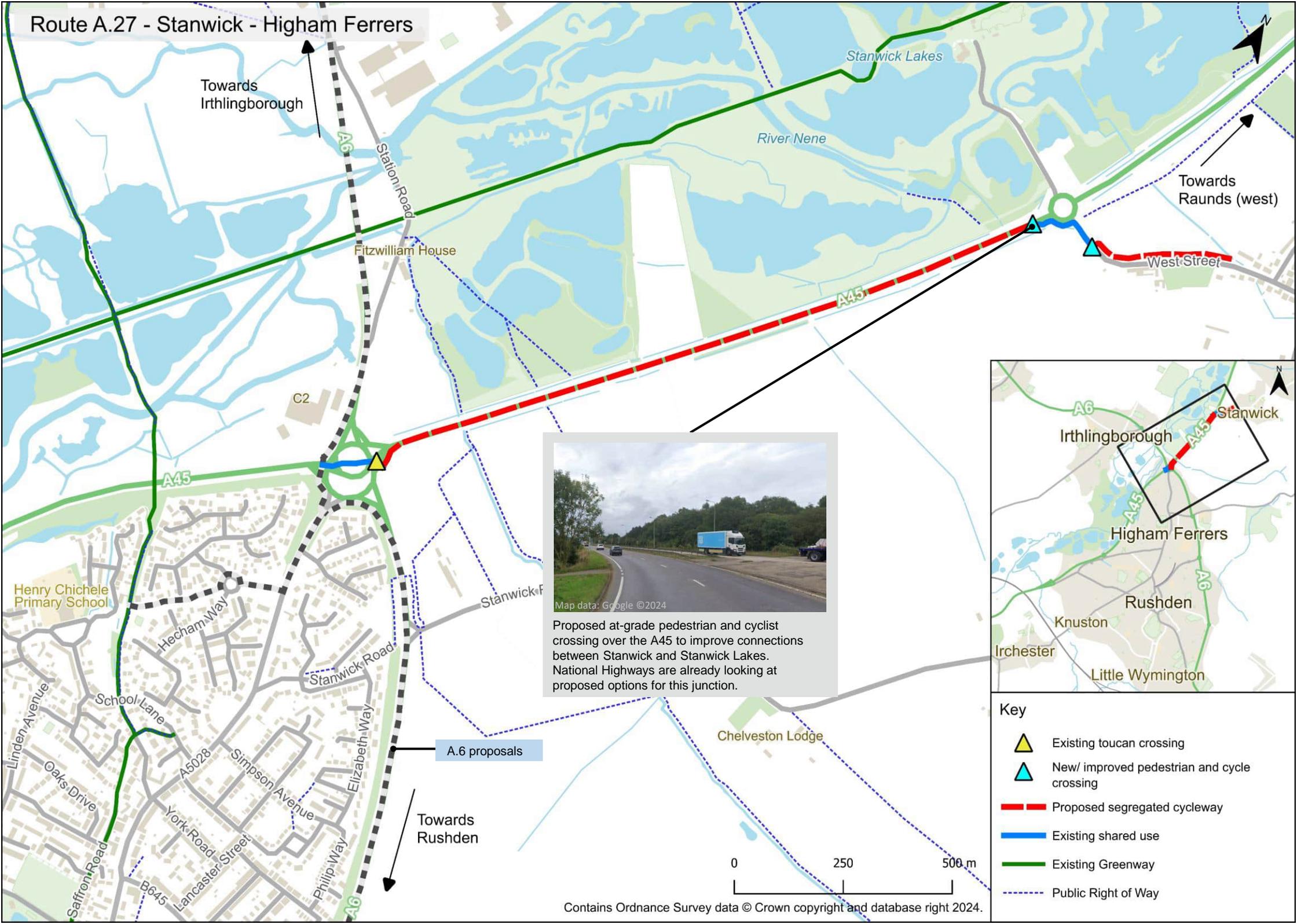
Upgrade existing uncontrolled crossing to a signal-controlled pedestrian and cyclist crossing to improve access on/ off the proposed A6 segregated cycleway.



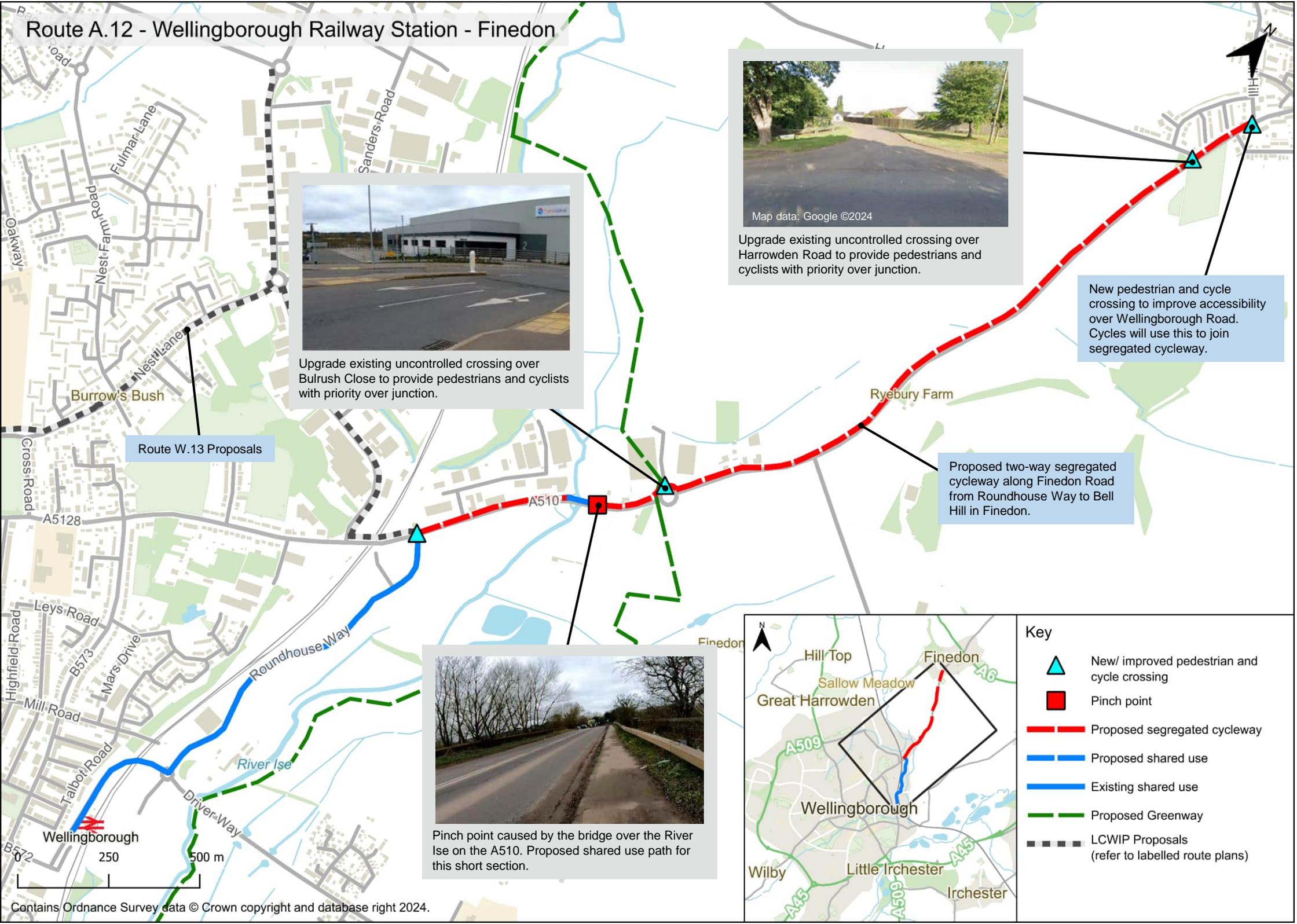
- Key**
- Pinch point
  - ▲ Existing toucan crossing
  - ▲ New/ improved pedestrian and cycle crossing
  - Proposed segregated cycleway
  - Proposed shared use
  - Existing shared use
  - Existing Greenway
  - - - Public Right of Way



# Route A.27 - Stanwick - Higham Ferrers



# Route A.12 - Wellingborough Railway Station - Finedon



Upgrade existing uncontrolled crossing over Bulrush Close to provide pedestrians and cyclists with priority over junction.



Map data: Google ©2024  
Upgrade existing uncontrolled crossing over Harrowden Road to provide pedestrians and cyclists with priority over junction.



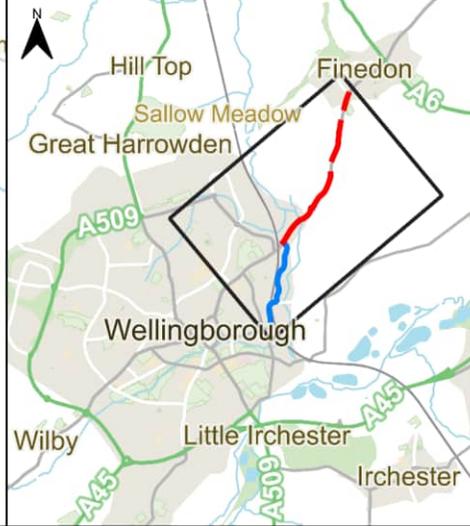
Pinch point caused by the bridge over the River Ise on the A510. Proposed shared use path for this short section.

New pedestrian and cycle crossing to improve accessibility over Wellingborough Road. Cycles will use this to join segregated cycleway.

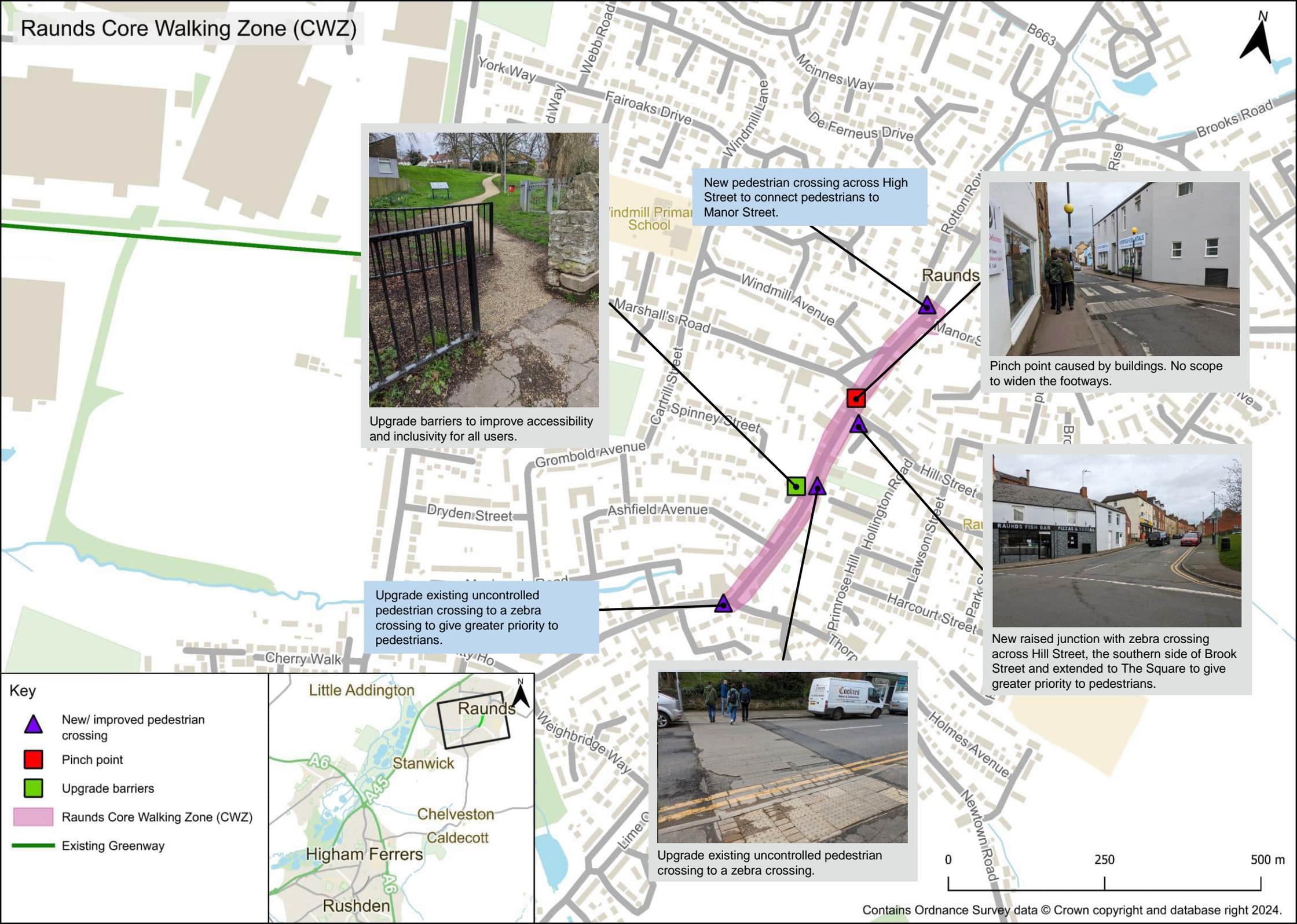
Proposed two-way segregated cycleway along Finedon Road from Roundhouse Way to Bell Hill in Finedon.

Route W.13 Proposals

- Key**
- New/ improved pedestrian and cycle crossing
  - Pinch point
  - Proposed segregated cycleway
  - Proposed shared use
  - Existing shared use
  - Proposed Greenway
  - LCWIP Proposals (refer to labelled route plans)



# Raunds Core Walking Zone (CWZ)



Upgrade barriers to improve accessibility and inclusivity for all users.

New pedestrian crossing across High Street to connect pedestrians to Manor Street.



Pinch point caused by buildings. No scope to widen the footways.

Upgrade existing uncontrolled pedestrian crossing to a zebra crossing to give greater priority to pedestrians.



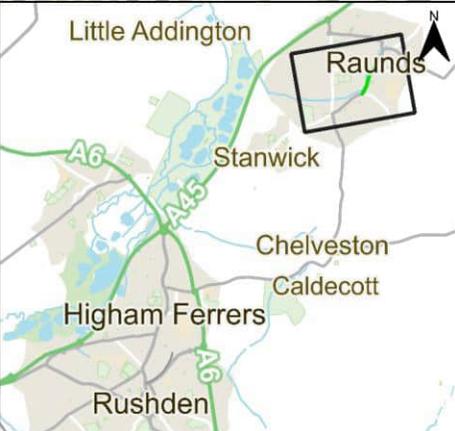
New raised junction with zebra crossing across Hill Street, the southern side of Brook Street and extended to The Square to give greater priority to pedestrians.



Upgrade existing uncontrolled pedestrian crossing to a zebra crossing.

**Key**

-  New/ improved pedestrian crossing
-  Pinch point
-  Upgrade barriers
-  Raunds Core Walking Zone (CWZ)
-  Existing Greenway



# Finendon Core Walking Zone (CWZ)



Proposed junction improvements at Orchard Road, Rose Hill, and High Street. Junction bell mouth widths will be reduced, and new pedestrian crossings on the desire lines will be built.



Proposed widening of footways on the southern side of the junction of Well Street and Rose Hill.



New pedestrian crossing over Wellingborough Road at the roundabout with the A6.

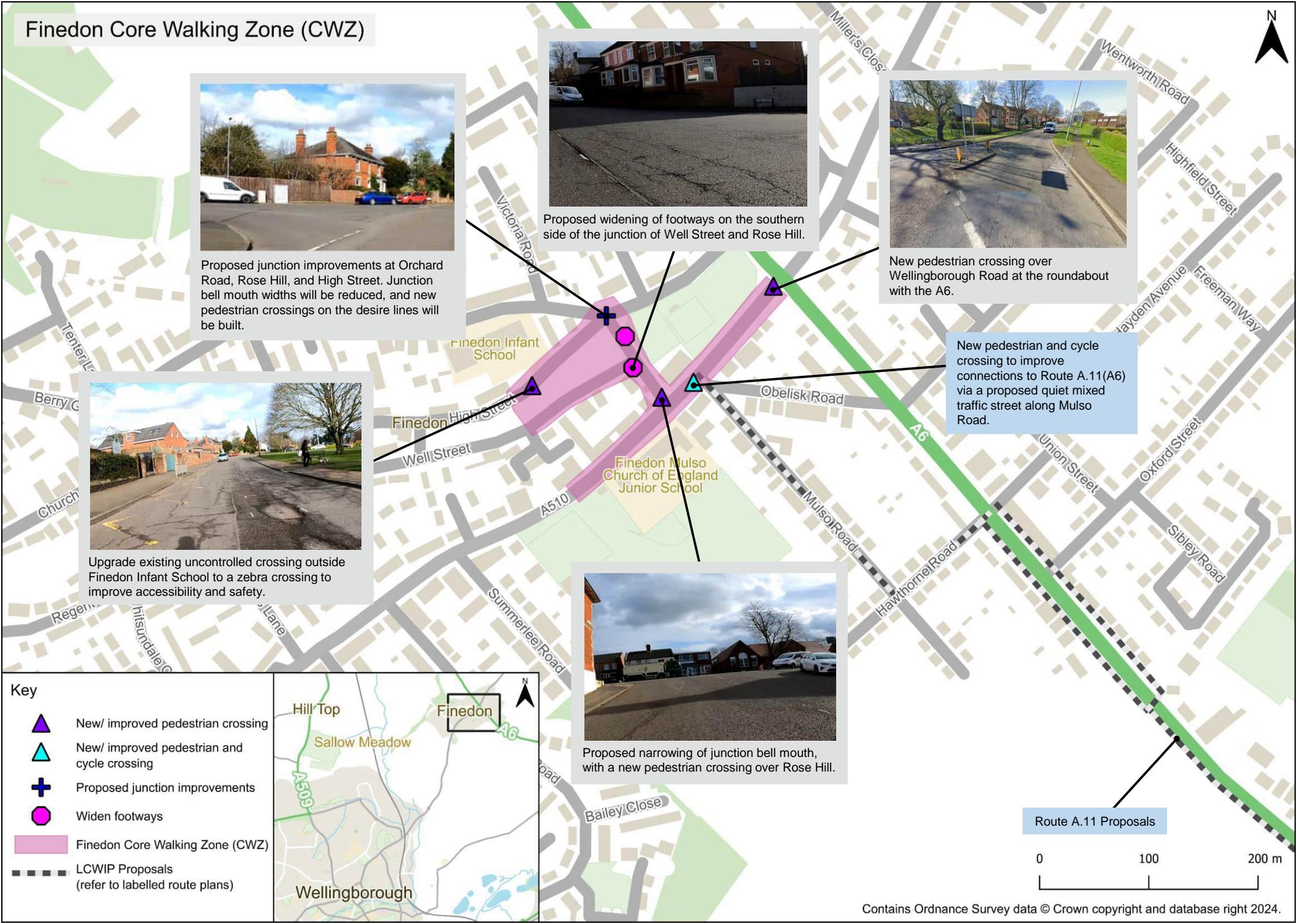


Upgrade existing uncontrolled crossing outside Finendon Infant School to a zebra crossing to improve accessibility and safety.



Proposed narrowing of junction bell mouth, with a new pedestrian crossing over Rose Hill.

New pedestrian and cycle crossing to improve connections to Route A.11(A6) via a proposed quiet mixed traffic street along Mulso Road.



**Key**

- New/ improved pedestrian crossing
- New/ improved pedestrian and cycle crossing
- Proposed junction improvements
- Widen footways
- Finendon Core Walking Zone (CWZ)
- LCWIP Proposals (refer to labelled route plans)



**Route A.11 Proposals**

# Irthlingborough Core Walking Zone (CWZ)



Huxlow Science College



Narrow junction width and provide pedestrian crossing across Addington Road.



New pedestrian crossing across Station Road.

Irthlingborough Infant School and Nursery  
 Irthlingborough Junior School

Irthlingborough

Route A.11 proposals

**Key**

-  New/ improved pedestrian crossing
-  Irthlingborough Core Walking Zone
-  Existing Greenway
-  LCWIP Proposals (refer to labelled route plans)

