

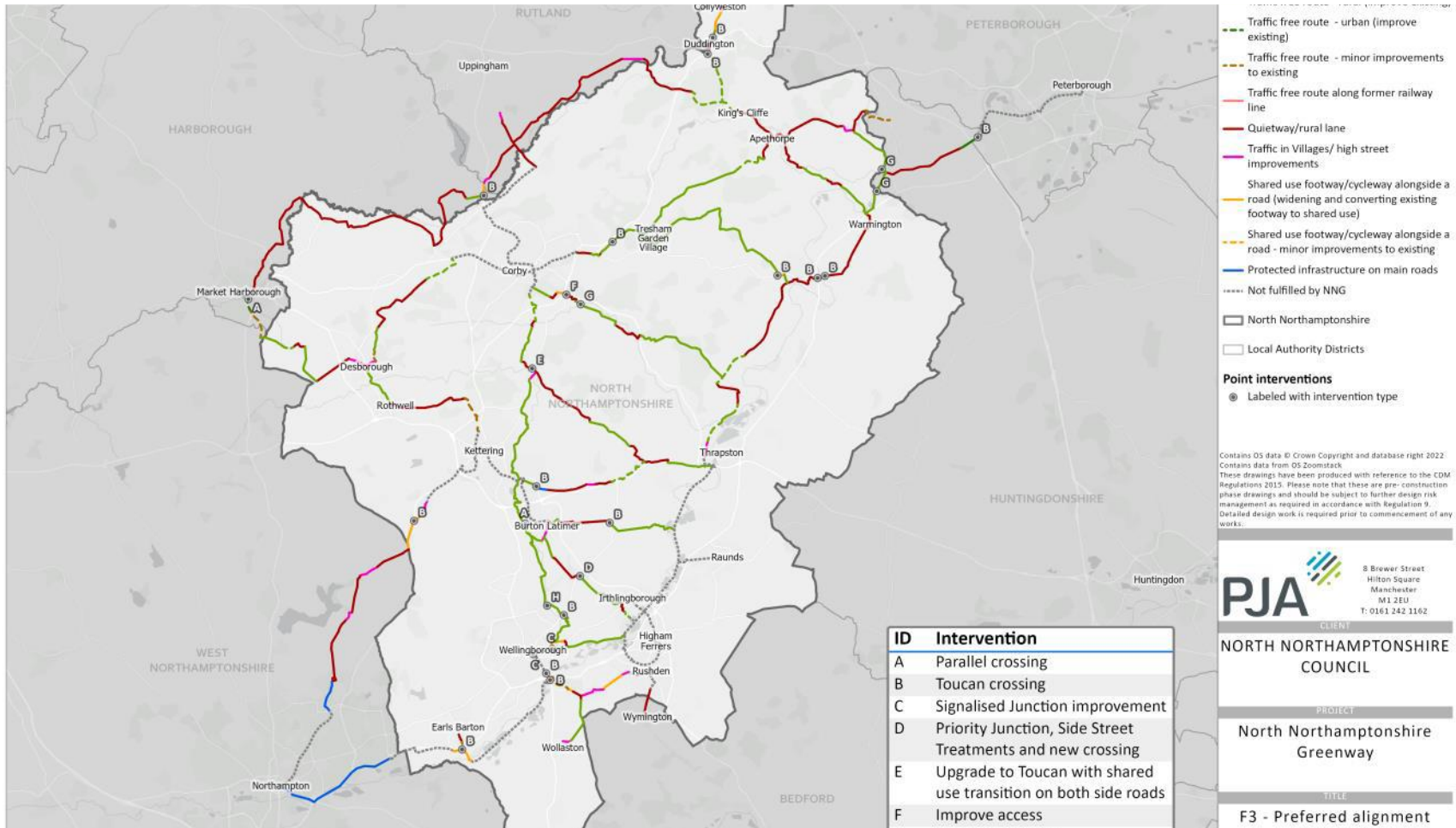


North Northamptonshire Greenway

Design Recommendations Booklet

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Proposed North Northants Greenway Routes

Summary of routes 7, 19 and FR

King's Cliffe to Elton (route 7), King's Cliffe to Warmington (route 19) and Market Harborough to Peterborough (route FR) have all been identified within the North Northants Greenway Strategy as routes that need to be delivered based on the evidence gathered within the Strategy.

Stakeholder engagement workshops with the North Northamptonshire Greenway Board and wider stakeholders including Natural England and National Highways highlighted the strong local desire for routes to be as safe and attractive as possible with a clear preference for traffic-free routes. In addition, given the rural nature of much of North Northamptonshire and high existing levels of walking and cycling for leisure, creating routes that cater for leisure and tourism are a key priority for stakeholders. Stakeholders also demonstrated an appetite to improve existing, and create new Public Rights of Way where needed, to deliver a high-quality network though it was also accepted that improved ways of working would be needed to keep routes maintained to a good standard.

A connection between King's Cliffe and Apethorpe has been identified as a high priority through the Strategy.

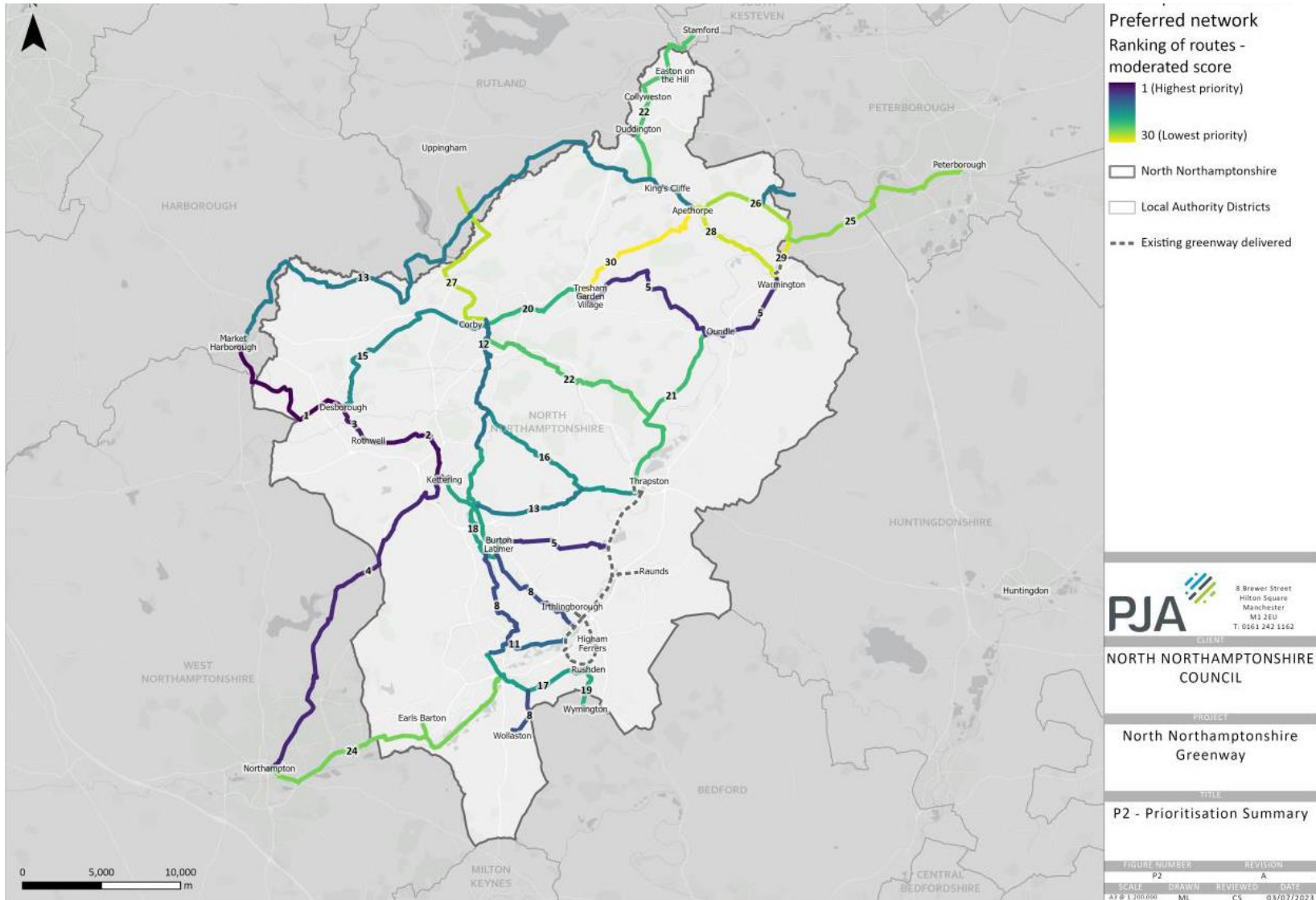
The connection would allow access to leisure, recreation and tourism to the various amenities within King's Cliffe, a connection to the Rockingham Forest Park Holiday lodge and it's café, Apethorpe Palace and the amenities within Nassington.

As routes 7,19 and FR are of an extensive length it is necessary to look at the potential routes in bite size chunks with the local communities who have the local knowledge and see how they can be developed to suit all needs.

As this progresses, the continuation of the route from Nassington east will develop.

There are particular challenges in delivering these routes with the extensive private landownership in the area. However, with successful early engagement and consultation with all involved it is hoped that this section can be scoped and then costed accordingly with agreements in place to secure funding in the future.

Summary of routes 7, 19 and FR



Summary of existing conditions

The agreed vision for the North Northants Greenway is:

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

The road between King's Cliffe and Nassington via Apethorpe is windy. There is some space along the verge and there is a potential that it could be enhanced to encourage walking, wheeling and cycling, and to do this rural modal filtering would be required.

There is a disused railway between the three villages which is in private ownership. This would be an ideal route as it is away from the road, is flat and would not require the work or expense needed when designing shared spaces alongside the Highways.

There are a number of Public Rights of Way which could be used to link the villages, however in places they cut straight across the land and therefore would require diversion orders and landowner consent.

A hybrid of all three could be used to deliver a route.

It is essential for all parties to be engaged and look at the positive and negatives of the various options.

Using dismantled railways are by far the easiest way to deliver greenways, and have been successfully done so in other areas of North Northamptonshire and further afield, however this needs to be balanced with the views of private landowners.

In addition, there is a planning application for 80 more holiday homes at Rockingham Forest Park. This could potentially bring some developer contributions towards providing green infrastructure as well as enhancing their connectivity into the surrounding village and encouraging increased spend.

Easton on the Hill, Collyweston and Duddington are working on a route to connect those villages to King's Cliffe.

This potentially means a connection would be made to Stamford and therefore this route would directly connect into it.

The area also benefits from being within the Augean Landfill Grant catchment area, and with a fully scoped and agreed route could be funded through this.

Potential routes to investigate and implications- disused railway

1. The picture shows the existing dismantled railway between King's Cliffe and west of Nassington. The remaining section is shown on the next page
2. The bridleway could become an access to/from Apethorpe.
3. Due to it being in a cutting, it is a relatively straightforward way to create a Greenway.
4. The benefits include a clear, signposted route which benefits users and landowners alike by allowing "filtering" with clear signage which reduces the straying off the route and less crop/ livestock disturbance.
5. The negative is landowner reluctance and a short piece of the railway which is field/ wood.



Potential routes to investigate and implications – disused railway



Potential routes to investigate and implications – Public Rights Of Way

1. The picture shows the bridleway running west from Apethorpe, and then the footpath turning north to King's Cliffe
2. The bridleway is surfaced and provides a good option, however the footpath cuts straight through pasture land.
3. Potentially, permissive rights could be made over the footpath
4. This area of land is for sale and may or may not bring landowner buy-in to Greenway benefits
5. This would be a very direct connection for both King's Cliffe and Apethorpe, but less attractive to Nassington and the Rockingham Forest Park visitors



Potential routes to investigate and implications - Highway

1. The picture shows the road from Apethorpe to King's Cliffe
2. The verge could potentially accommodate a shared use path with rural modal filtering to slow down traffic.
3. This would have to be surfaced to a certain standard for Highways to adopt and therefore would make it very expensive.
4. The road is windy and visibility is poor.
5. It would be the least preferable option due to accommodating needs of walkers, wheelers and cyclists and motorists



4. Best Practice: Traffic free routes



Greenway entrance points are a good location for branding and artwork and should always be accessible (Swinton Greenway, Greater Manchester)



In areas with higher pedestrian and cycle flows, markings on the ground can provide helpful reminders for cyclists to use routes considerably (London Fields)

Best Practice: Quietways/ rural lanes



Gates where residents and farmers who need access are provided with a key can cost effectively create rural quietways (Knaresborough, North Yorkshire)



Artwork reflecting the heritage can add interest to greenways (Bridgewater Canal, Salford)



Greenways should be designed to be comfortable, attractive and accessible to all users (Swinton Greenway, Greater Manchester)



Bollards spaced intermittently along quieter rural roads can provide protected space for vulnerable users (Jersey)

4. Best Practice: Quietways/ rural lanes



Quietway designations can lead to slower vehicle speeds and safer, more comfortable conditions for pedestrians, cyclists and horse riders (Bucklebury)

Best Practice: Traffic in Villages



Planters can help soften traffic calming features (Cobham)



Rural traffic calming can be designed to minimise its visual impact (Pattingham)



Raised table can be used on rural lane to encourage slower speeds where sightlines are poor (Jersey)



Extract from Traffic in Villages showing key design principles



Speed calming measures can serve as gateway features as part of a Traffic in Villages approach (Goring)

4. Best Practice: Shared use footways/cycleways



Shared use footways/cycleways should have a buffer to the carriageway where possible, especially on faster roads (Cambridge)



A dashed centre line on a shared footway/cycleway can help remind users to keep to the left to minimise conflict (Netherlands)

Best Practice: Protected infrastructure on main roads



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



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



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



SuDS and green infrastructure should be delivered alongside active travel infrastructure wherever possible (Greater Manchester)

4. Best Practice: Cycle Parking



Cycle parking should be provided along greenways to allow people to stop and rest, play or take picnics (Taff Trail, Cardiff)



Cycle parking located next to bus stops can make public transport more accessible for people living in rural areas who may not live within walking distance of public transport (Jersey)

Best Practice: Signage & Wayfinding



Signage and information boards can help add value and interest to greenways (RHS Bridgewater greenway)



Signage can be used to encourage considerate use by different users



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



Community artwork can help foster a sense of pride and ownership in greenways and reduce incidents of antisocial behaviour (Port Salford Greenway, Greater Manchester)

5. Summary

King's Cliffe to Elton (route 7), King's Cliffe to Warmington (route 19) and Market Harborough to Peterborough (route FR) have all been identified within the North Northants Greenway Strategy as routes that need to be delivered based on the evidence gathered within the Strategy.

This document has been produced solely to instigate engagement and conversation with various interested parties.

No decision at all has been made and it is purely to show what options we know of at this time, and if other routes are identified then they too will be illustrated as part of the ongoing engagement and consultation.

In order to deliver the route, we need to engage with as many local people, landowners, statutory bodies and other stakeholders as widely as possible.

All images are from Google Earth and Phil Jones Associates Limited.

The North Northants Greenway Strategy can be found at www.northnorthants.gov.uk/greenway and provides all the background information and evidence as to how these routes have been identified as a priority.

