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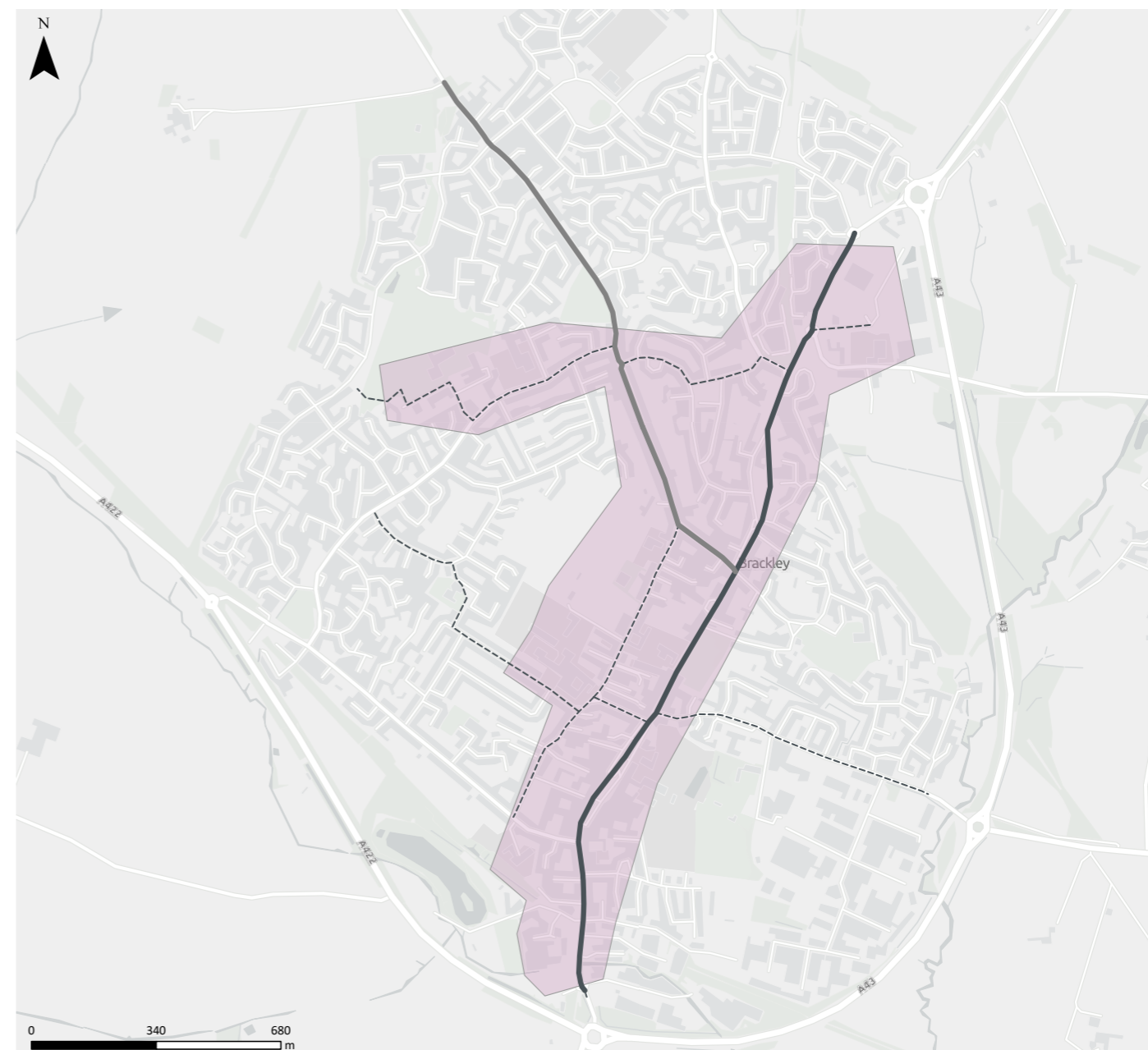
Brackley LCWIP
West Northamptonshire Council
Design recommendations
April 2022



General recommendations within the built-up area bounded by the bypass

The primary function of all roads and streets that sit within the bypass is to provide access to residents, employees and businesses. Measures that smooth the flow of traffic through the town are not required because that is the purpose of the bypass. Within the confines of the town centre the opportunities to create more space for walking and cycling can only be realised by reducing the space allocated to motor traffic. Removal of parking space is always contentious, even more so in the wake of the Covid19 lockdowns. However, there is other space within the carriageway that can be reduced to help to reallocate more of the space between buildings for pedestrians.

Walking and cycling should be the primary modes that are prioritised in highway design within the built-up area. Motor traffic is still able to access all areas, but accommodating traffic must not override the needs of walking and cycling. Simple changes to traffic circulation, the geometry of links and junctions can help to reduce traffic speeds and improve road safety without the need for special infrastructure such as signal controlled crossings and cycle tracks. These simple changes enable more highway space to be reallocated to pedestrians.



Manor Road - Summary of existing conditions

Manor Road is relatively narrow with on-street parking and narrow footways along much of its length. There are several schools located along Manor Road meaning it suffers from congestion at school drop off and pick up times. Parents were observed parking on double yellow lines and footways to drop children off, making it difficult for children to walk to school safely.

Winchester House School currently has a one-way system through the school site for parents to drop children off. Councillors have advised this was implemented at their request due to issues with parents parking on High Street. There is an informally signed one-way system on Manor Road asking parents to turn left though it was observed that not all parents complied. This location is very busy with children crossing. The gradient and visibility from the Winchester House School access means that drivers block the footway while waiting to turn out which puts children walking to school at risk.

Hill Street is a very narrow one-way street and is the preferred route for pupils to move between the two Magdalen school sites meaning it can get very busy with pedestrians. Narrow footways mean that pedestrians often need to walk in the road. The zebra crossings at the junction with Manor Road work well.

Parents were observed using the swimming pool car park as an informal “park and stride” for the various schools on Manor Road but due to the narrow footway on Manor Road there is congestion on footways and people are forced to walk in the road.

Manor Road has an existing 20mph speed limit. Site observations suggest the speed limit is observed by most drivers, with the on-street parking helping to narrow the carriageway and encourage slower speeds. Local councillors have advised there is an informal one-way system on Manor Road with residents generally only using Manor Road to travel southbound but this wasn't obvious from site observations with cars observed travelling in both directions.

Manor Road - Issues



Busy at school drop off and pick up times causing congestion and air pollution. Drivers generally observe an informal one-way system south-bound



Drivers maneuvering and dropping children off make it difficult for parents and children to cross



Parents stop on zig zags and close to crossings to drop children off

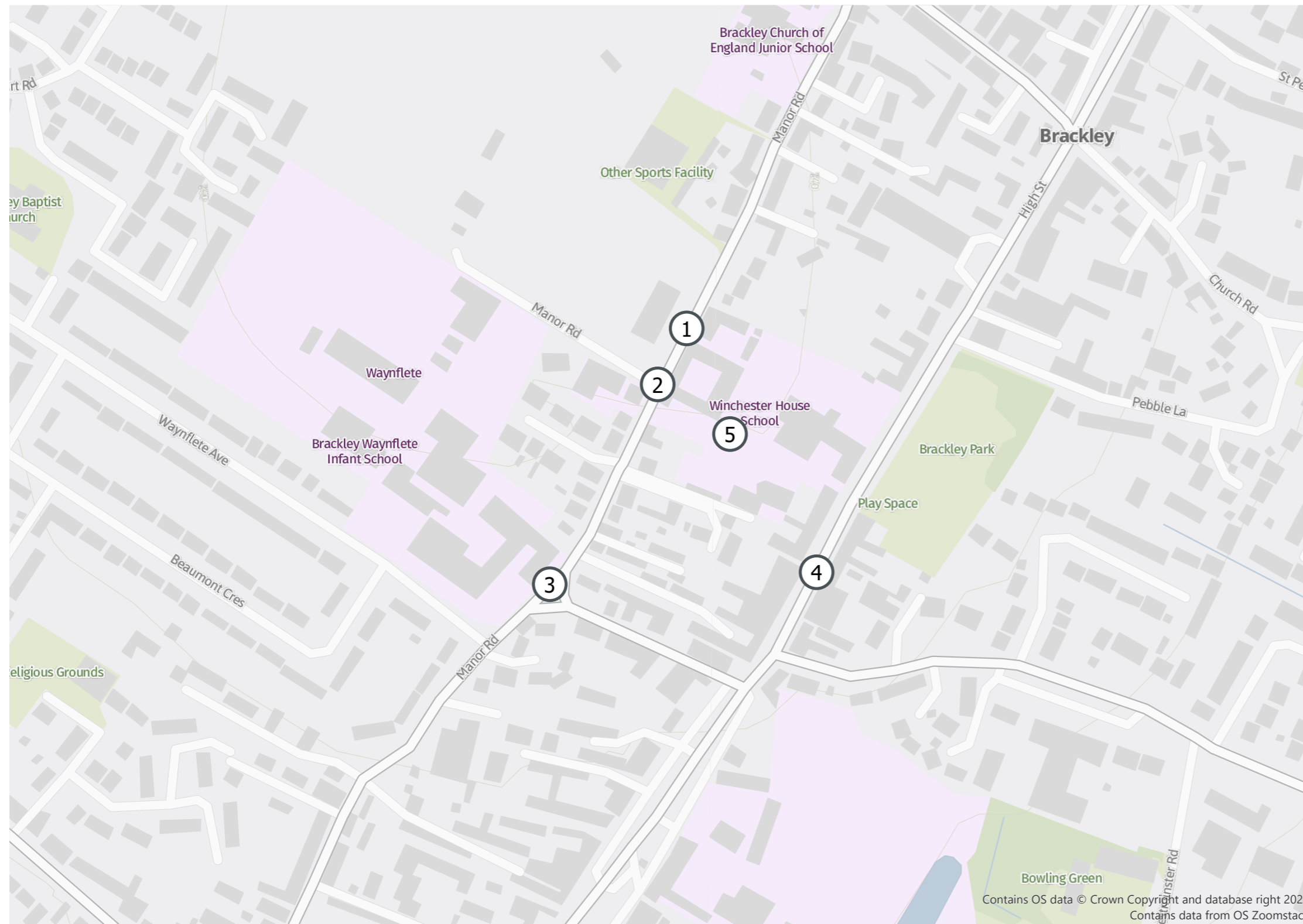


Footways on the western side are very narrow and cluttered on bin day making it difficult for pedestrians to navigate the road safely



Narrow footways on Hill Street means pupils often walk in the road at busy times to walk between the school sites

Manor Road - Design recommendations



Manor Road - Design recommendations

It is recommended that a one-way system (southbound) is introduced on Manor Road into order to manage congestion and enable wider footways and improved crossing points to be provided.

Key recommendations (reference previous map):

1. Formalise the existing informal one-way system on Manor Road between Halse Road and Waynflete Avenue to provide space to widen footways on the western side. Introduce build outs on the eastern side to provide crossing points, formalise on-street parking and potentially provide space for street trees or other greenery.
2. Introduce traffic-calming features such as flat-top speed tables at the crossing points to help enforce the existing 20mph limit. If the daily motor traffic flows can be reduced to circa 1000 vehicles per day, there is potential to introduce unsegregated contraflow cycling or a contraflow cycle lane if flows are higher than this.
3. Making Manor Road one-way would also enable the Hill Street/ Manor Road junction to be simplified to a simple priority junction, enabling a larger area of public realm to be created outside Magdalen College school. The central island at this junction is already large

to accommodate the flows of pupils from the school, so this idea would extend that safety feature as well as creating a more attractive environment.

4. Parking restrictions on High Street and Market Place could be reviewed to encourage parents to “park and stride” using existing car parks and on-street parking rather than dropping children off on Manor Road.
5. Winchester House School should be closed to through traffic and parents should be asked to use existing car parks and on-street parking instead. This would also reduce traffic volumes on Manor Road.

Manor Road - Precedent images



One-way street with marked on-street parking, 20mph speed limit and cycle contraflow (without a cycle lane) (Mold and Haye-on-Wye)



Build outs can serve a number of uses including formalising on-street parking and creating traffic calming effect by narrowing the carriageway. They can also provide opportunities for crossing points on raised tables.



One-way street with cycle contraflow (without a cycle lane) (Lancaster and London)



Banbury Road / Market Place junction - Summary of existing conditions

As the original main route between Towcester and towns to the south and west including Brackley, Banbury and Bicester, the High Street evolved over many decades to prioritise motor vehicles and improve capacity through Brackley. It runs through the heart of the town and, despite being bypassed in 1987, has been kept open to through traffic. Although no formal analysis was undertaken, it is likely that many people wishing to cross from one side of Brackley to the other will drive straight through the middle of town rather than around the bypass.

The layout of the highway within the town centre is still designed to accommodate high-volume traffic movement through the area with wide carriageways, central hatching, right turn pockets and pedestrian refuges. The dominance of carriageway space and the attendant signs and markings has a deleterious effect on the attractiveness of the historic market town.

Banbury Road/Market Place junction - Issues



Lack of pedestrian crossing facilities make this junction difficult for pedestrians to navigate and creates hostile conditions for cycling



Central hatching, deterrent paving and pedestrian refuges are a throw back to before the relief route was built when maximising traffic flows was the priority

The junction is designed to maximise traffic capacity rather than to enable pedestrians to cross

Banbury Road / Market Place junction - Design recommendations



Banbury Road / Market Place junction - Design recommendations

It is recommended that the right turn pockets are removed and the carriageway narrowed to discourage through traffic and create safer space for walking and cycling through low speeds and volumes of motor traffic. This approach will also provide an improved setting for the historic buildings in the town centre and a more appropriate balance of movement and place.

Key recommendations (reference previous map):

1. Remove right turn pockets and reduce the carriageway width by widening footways, reducing the flare and corner radii at the junction mouth. This will narrow crossing distances, improve road safety and help civilise the space.
2. Provide crossings on pedestrian desire lines
3. Remove pedestrian deterrent paving.
4. Consider opportunities to improve the public realm and provide areas of planting, seating and cycle parking where there is presently unused/ unusable road space or pedestrian deterrent paving etc.

Banbury Road/Market Place junction – precedent images



Design measures such as implied roundabouts and zebra crossings can help reduce traffic speeds and encourage drivers to give pedestrians priority (Birkenhead)



Tightening priority junctions reduces crossing distances and enables crossings to be provided on desire lines. It can also create space for street trees, cycle parking and other street furniture (London)



Overly wide carriageways can be put on 'road diets' to reduce traffic speeds and crossing distances. Space for parking can be provided in inset bays so that the carriageway can be kept a consistent width (Poynton)

High Street / Market place - Summary of existing conditions

Market Place is currently dominated by tarmac and cars with wide roads, on-street parking and a large car park occupying the historic Market Place in the heart of the town. Beyond the signed weight limit, there are few design cues from the road layout that this central area is an important destination for residents and visitors. Improving the design and layout of the High Street will be critical in the town's future to provide north-south links within the town for walking and cycling, but equally to provide a commercially attractive and vibrant environment that attracts people to use the local businesses.

High Street / Market place - issues



Wide carriageway incorporating parking bays makes it difficult for people to cross the road



Street clutter, pavement parking and wide junction radii create a poor pedestrian environment on the approach to Market Square



Narrow, cluttered footways and high traffic flows make it difficult to create a café culture in Market Square



Cycle parking is very limited and in poor condition making cycling an unattractive option

High Street / Market place - Design recommendations



High Street / Market place - Design recommendations

It is recommended that a “road diet” approach is taken on Market Place to reduce the width of the carriageway and give more space to pedestrians. This will help to discourage through traffic and make it easier for pedestrians to cross. Public realm improvements which allow for more flexible use of space such as inset parking bays which form part of the footway when not in use by cars should also be considered. Traffic management measures such as bus gates should also be considered to remove unnecessary through traffic from Market Place while retaining access for public transport, deliveries and people working in or visiting Market Place.

Key recommendations (refer to previous map):

1. Widen footways to narrow crossing distances. Provide inset parking bays within widened footways.
2. Provide additional crossing points to facilitate movement across Market Place.
3. Extend the public realm scheme outside town hall north to the car park create a more flexible space that can be used for markets, events, outside space for cafes etc
4. Replace damaged cycle parking and install attractive cycle parking in space reclaimed from the carriageway. Cycle parking should ideally be spread across the town centre to minimise walking distances to destinations. Some covered cycle parking should be provided for longer stay parking such as for people working in the town centre.
5. Consider traffic management measures at either end such as bus gates to make Market Place access only to reduce severance and provide a more pedestrianised environment.
6. Review parking quantum and charges to encourage more walking and cycling.

High Street / Market place - precedent images



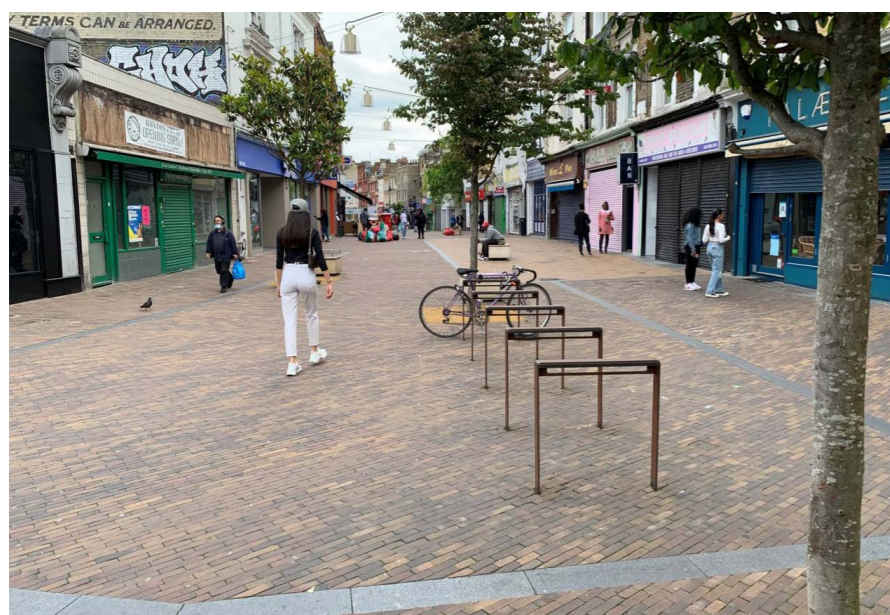
Inset parking bays provide wider footways when not in use (Altrincham)



Traffic management measures such as bus gates and centre line removal can reduce traffic volumes and speeds in town centres (Norwich)



Areas can be designed to be used flexibly e.g. car parking, markets, events (Beverley)



High quality cycle parking should be provided at various locations close to destinations to make cycling as easy as possible



Continuous footways provide priority for pedestrians over cars in areas of high footfall (Cardiff)



Central reservation and inset parking bays visually narrow the carriageway and encourage slower speeds (Poynton)

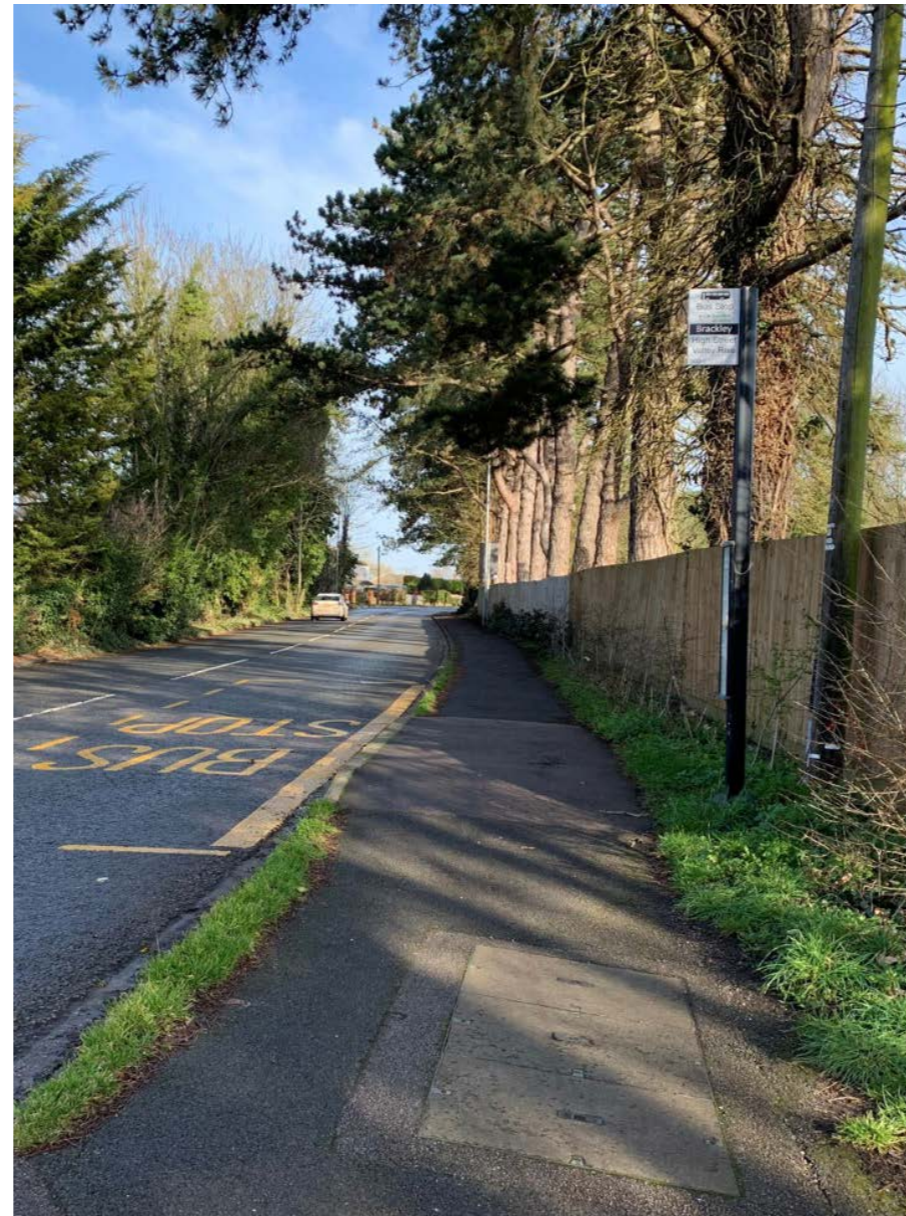
High Street / Northampton Road - Summary of existing conditions

The character of High Street/Northampton Road changes quite markedly north of St Peter's Road where there is less active frontage and the road design is a legacy of the former trunk road, with a wide straight carriageway, few pedestrian crossings and flared side road junctions that make conditions hazardous or unpleasant for pedestrians and cyclists.

High Street / Northampton Road - Issues



Very wide junction radii and steep gradient makes it very difficult for pedestrians to navigate along Northampton Road and creates a hooking risk for cyclists in the carriageway. The footway ends at Burwell Hill forcing pedestrians to cross the road with no facility or go an indirect route

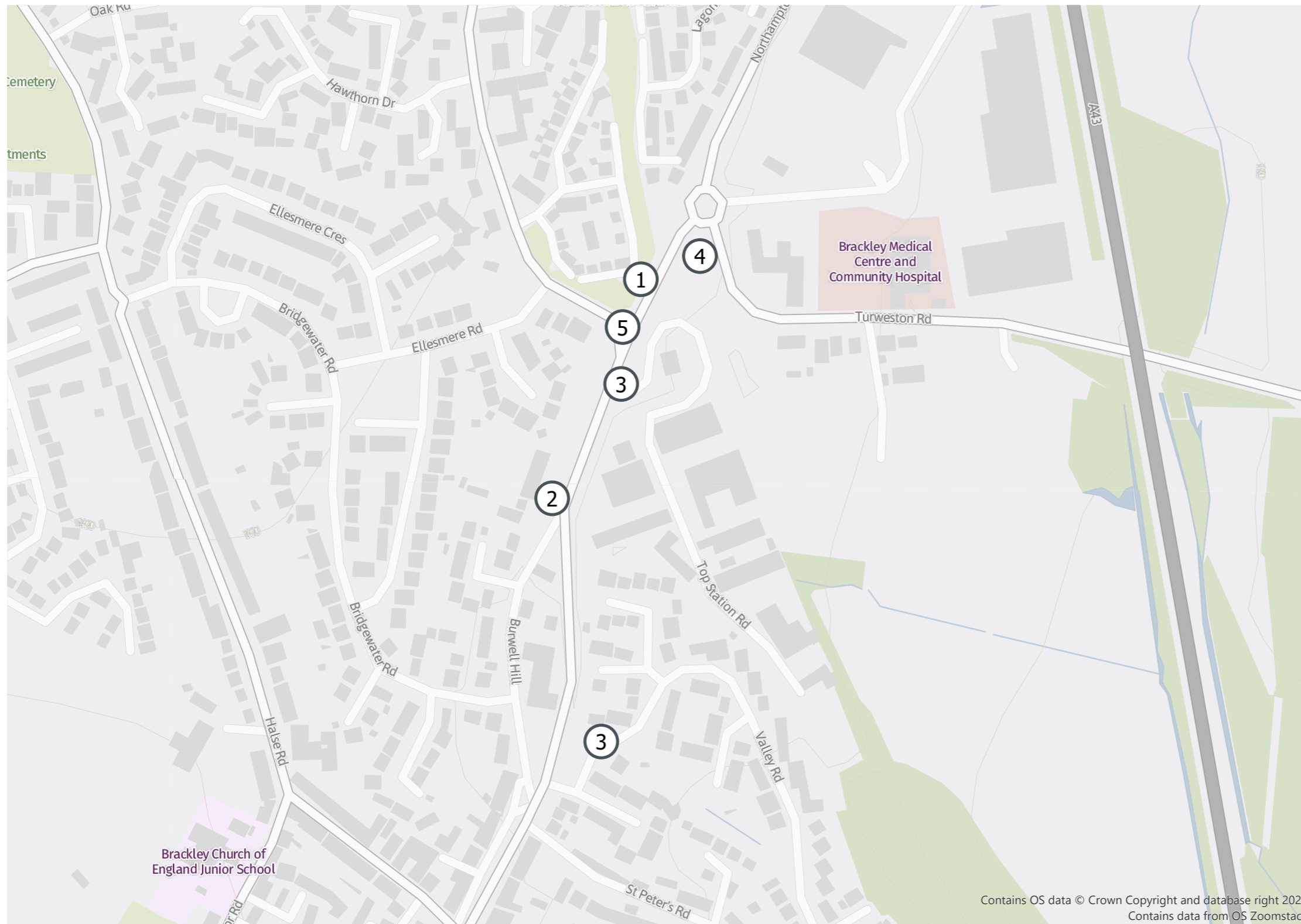


The bus stop lacks a natural surveillance. It is not on a natural desire line and is some distance from the uncontrolled crossing point



The desire line from the bus stop and Turweston is not currently catered for and crossing facilities at the roundabout near Sainbury's are not sufficient for the volume and speed of traffic

High Street / Northampton Street - Design recommendations



High Street / Northampton Street - Design recommendations

It is recommended that character of the corridor is changed to provide a better balance between the needs of users, reflecting the fact that the relief road accommodates through traffic and High Street/Northampton Road therefore does not need to prioritise traffic capacity and flows.

Key recommendations (refer to previous map):

1. Provide a shared use footway/cycleway along the north side of the corridor between BP garage and St Peter's Road. This will also have the positive effect of reducing the carriageway width to narrow crossing distances and reduce vehicle speeds.
2. Tighten radii of priority junctions along the corridor to slow turning vehicles and reduce crossing distances.
3. Provide crossings on key desire lines, e.g. to the bus stop near Valley Crescent and Brackley Central Café and improved crossings of the roundabouts, particularly the Sainsbury's roundabout to accommodate pedestrians and cyclists, e.g. Toucan crossings.
4. Extend the footpath on Turweston Road to link to Sainsbury's roundabout and improve crossing facilities at the roundabout to provide a strong link to the proposed inter-urban link to Helmdon using the disused railway.
5. There is already a proposal for a signalised junction including pedestrian crossings for Radstone Road/Northampton Road. This should be updated to reflect the above proposals including:
 - The footway facility on the northern side such be at least 2.5m (ideally 3m) to accommodate pedestrians and cyclists
 - The crossing facilities should be Toucans
 - We would still recommend provide a footpath linking from Turweston Road to the roundabout and consider improving crossing facilities at the roundabout, especially as this would link to the traffic-free route to Helmdon which will emerge at Northampton Road between the roundabout and Radstone Road
 - A direct path should be provided from the crossing to the café or people will walk and cycle across the grass.

High Street / Northampton Road - Precedent images



Tightening junctions and providing pedestrian and cycle priority – either by design or marked priority – provides a higher level of service for pedestrians and cyclists travelling along a main road



Tightening junctions makes it safer for pedestrians to cross by reducing crossing distances and can provide space for wider footways and for greening.



Shared use foot/cycleways can provide a good level of service for both pedestrians and cyclists on rural roads as well as some suburban roads which have few or no active frontages or driveways. A buffer should be provided between the road and the shared use facility on roads with speeds over 30mph.



Toucan crossings enable pedestrians and cyclists to cross busy roads and are most suitable where shared provision is provided either side of the crossing.

Brackley-wide improvements

- Plan of locations
- Images of issues, e.g. wide priority junctions, narrow footways, lack of signage, maintenance issues etc
- Precedent images



Brackley-wide issues



Barriers



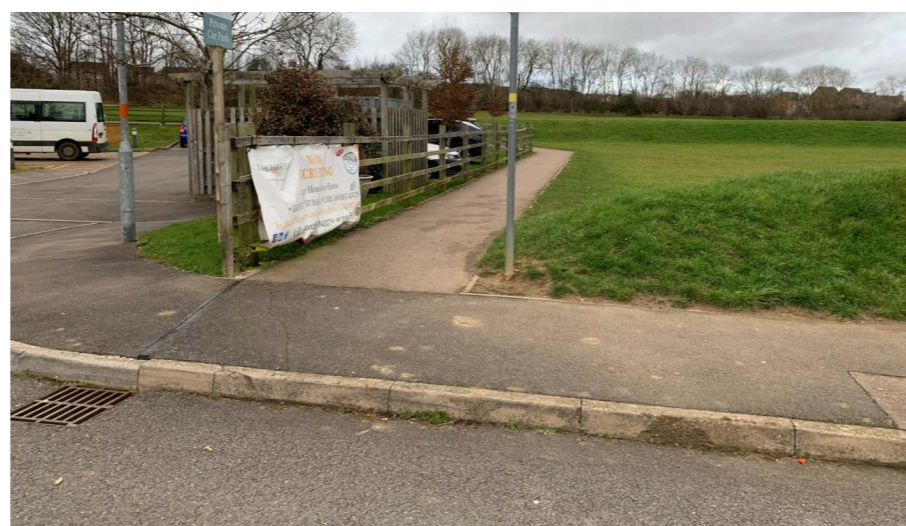
Lack of tactile paving at crossings



Damaged cycle stands and a lack of cycle parking across the town centre



Lack of dropped kerbs

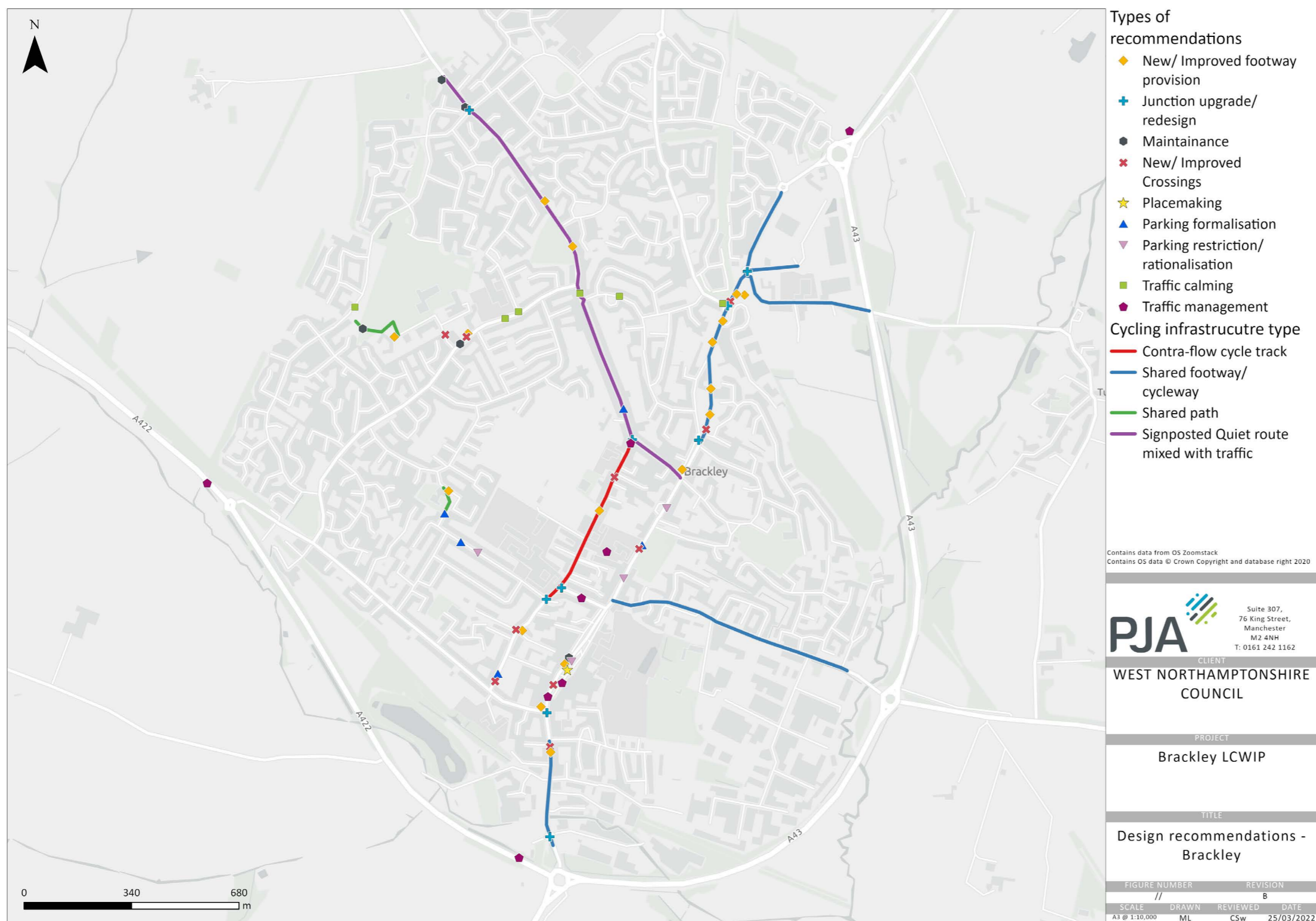


Wide priority junctions, often also lacking dropped kerbs and tactile paving



Anti-cycling signage and a lack of wayfinding

Brackley-wide design interventions



Brackley - Precedent images



High quality cycle parking for cycles of all shapes and sizes including some covered and secure cycle parking

A town-wide signage and wayfinding strategy

Civilised streets which encourage slower speeds and drivers to give pedestrians and cyclists priority



Inter-urban Routes

Syresham and Silverstone - Summary of existing conditions

There is currently no active travel route between Brackley, Syresham and Silverstone. Between the M40 and M1 the A43 is designated a trunk road. There are some painted cycle lanes and symbols along parts of the A43 but this is not compliant with modern cycling design standards (set out in CD195 of the Design Manual for Roads and Bridges).

The B4525 to Crowfield has high traffic volumes, including a high proportion of HGVs. There is an existing public right of way on foot to Whitfield via a subway but these are signed as closed where they cross farmland near Whitfield.

Syresham - Issues and opportunities



Cyclists and pedestrians are currently obliged to walk cycle in the unprotected hard strip alongside the A43



Cyclists and pedestrians are currently obliged to walk cycle in the unprotected hard strip alongside the A43



Point at which former A43 crosses B4525



Unsurfaced underbridge of A43 PROW link to Whitfield



Narrow B4525 is very hazardous for walking and cycling due to HGV traffic



Former A43 links to Syresham Pocket Park

Silverstone - Issues and opportunities



Entrance to Silverstone and link to local PROWs via private road



Bridleway links to north-west of circuit

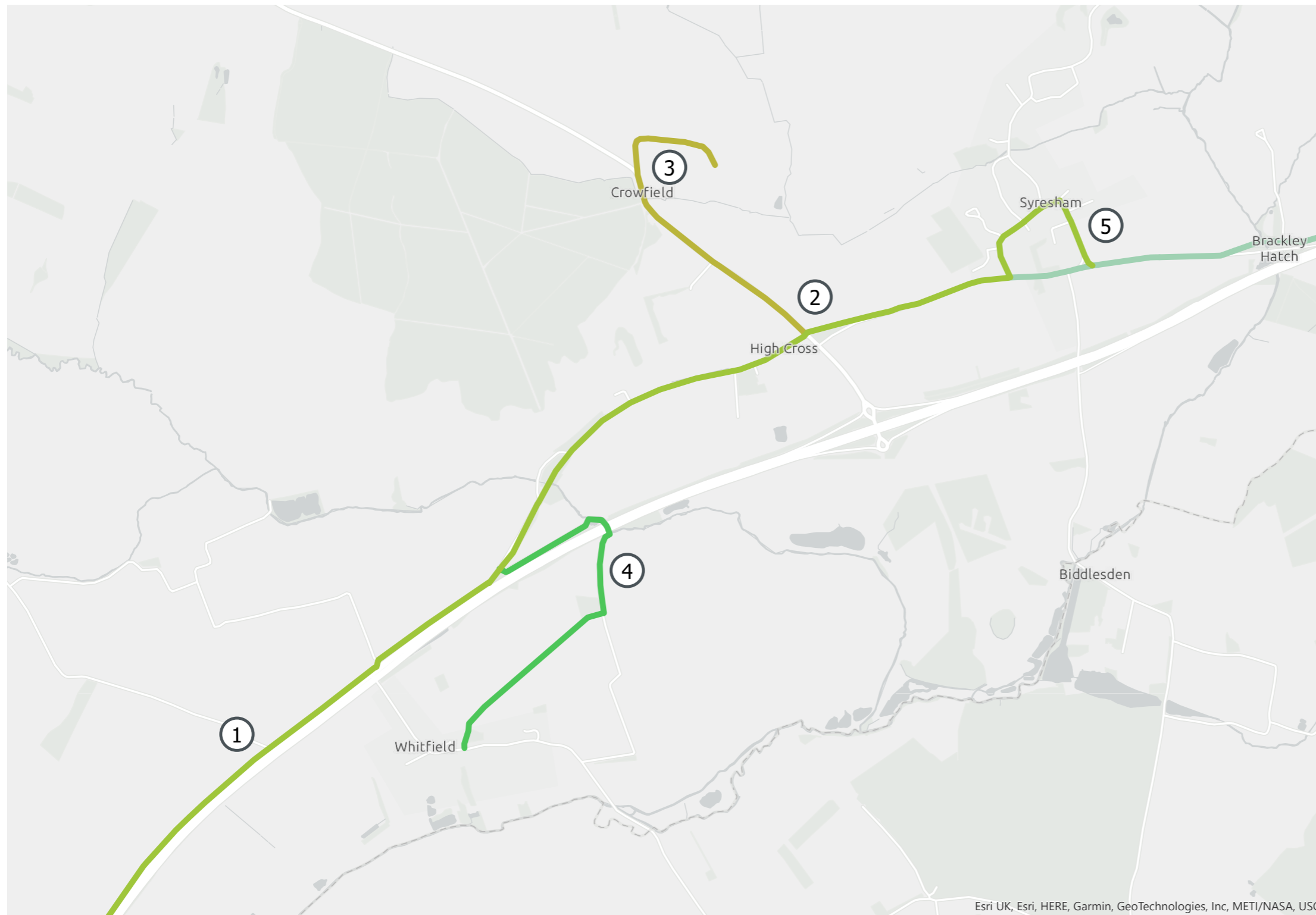


Grassed track requiring resurfacing



Bridleway to north-east of circuit

Syresham, Crowfield and Whitfield - Design interventions



Syresham, Crowfield and Whitfield - Design recommendations

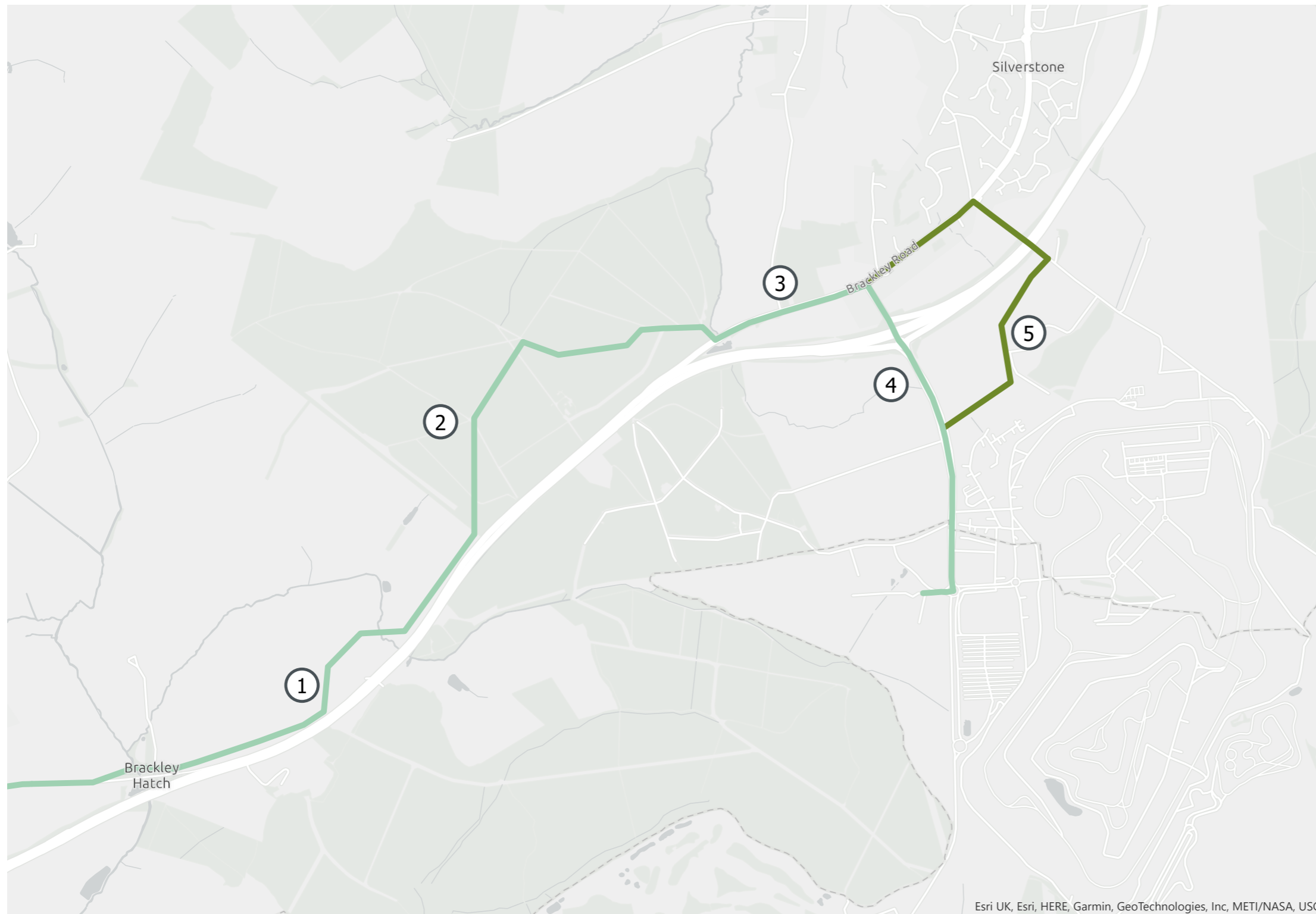
It is recommended that a shared use pedestrian and cycle route is provided between Brackley and Syresham and on to Silverstone. This should follow the alignment of the A43 on the north side and be buffered as much as possible, ideally with hedge and tree planting, using a mix of traffic-free sections on field edges and farm tracks and shared use footway/cycleway facilities alongside the carriageway. There are some existing PRow and tracks that could be incorporated into the route (which will need to be updated to bridleways) but it is likely that some land acquisition will also be required.

HS2 will run just to the north of the A43/Northampton Road roundabout to the north-east of Brackley. This will require the installation of a new overbridge for the A43 to pass over the HS2 line which will accommodate a 2.5m shared use pedestrian and cycle facility.

Key recommendations (refer to previous map):

1. Provide a new shared use pedestrian/cycle (and equestrian) facility on public rights of way/field edges/farm tracks and the north side of roads parallel to the A43 including a shared pedestrian/cycle facility on the new bridge being constructed to cross the HS2 railway.
2. Install a new signal-controlled crossing of the B4525 at High Cross.
3. Provide a new shared use pedestrian/cycle facility in verge or field edge between Main Road and Crowfield. Investigate reducing speed limit of the B4525 and installing an activated sign at Whistley Wood car park to help pedestrians, cyclists and equestrians cross.
4. Improve the route to Whitfield via the existing underpass and public right of way (which will require upgrading to a bridleway to accommodate cycles and equestrians). It is unlikely a signal controlled crossing of the A43 would be supported by National Highways in this location.
5. Provide traffic calming in Syresham itself to enable pedestrians and cyclists to reach the pedestrian/cycle facility.

Silverstone - Design interventions



Silverstone - Design recommendations

It is recommended that a shared use pedestrian and cycle route is provided between Brackley and Syresham and on to Silverstone. This should follow the alignment of the A43 on the north side and be buffered as much as possible, ideally with hedge and tree planting, using a mix of traffic-free sections on field edges and farm tracks and shared use footway/cycleway facilities alongside the carriageway. There are some existing PRow and tracks that could be incorporated into the route (which will need to be updated to bridleways) but it is likely that some land acquisition will also be required.

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Key recommendations (Syresham - Silverstone) (see previous maps):

1. New shared use pedestrian/cycle facility on north side of Main Road and a new crossing at Syresham Pocket Park.
2. Upgrade the surface on the existing track through Hazelborough Wood.
3. Provide a new shared use pedestrian/cycle facility on north side of Brackley Road.
4. Improve existing shared used pedestrian/cycle facility on Dadford Road including priority junction treatments.
5. Explore potential for a future leisure route via the parallel private road to the north.

Turweston - Summary of existing conditions

Turweston is within both walking and cycling distance of Brackley and is already a popular route both for everyday journeys and leisure walks. There are two possible routes between Brackley and Turweston, both of which would benefit from improvements for pedestrians and cyclists.

The traffic-free route via the A43 underpass appears to be the most popular route at present and provides a good link to the historic centre of Brackley. This route was extremely muddy at the time of the site visit and the gradients at the Brackley end are likely to be challenging for some people. The underpass itself is currently unwelcoming with litter and graffiti. There are several footpaths at the Brackley end of the route which could provide an alternative route for people walking but are unlikely to be suitable for cycling due to width constraints.

The on-road route via Turweston provides a direct link between Turweston and new amenities at the northern end of Brackley such as the large Sainsbury's. It also provides a strong link to the disused railway line which provides a strong link to new residential areas in the north of Brackley and potentially to Helmdon in the future. Traffic flows are currently very low on Turweston Road but the 60mph speed limit means it is not particularly comfortable for walking or cycling at present. With more developed planned on the eastern edge of Brackley, it is likely traffic volumes will increase in future.

Turweston via A43 underpass - Issues and opportunities

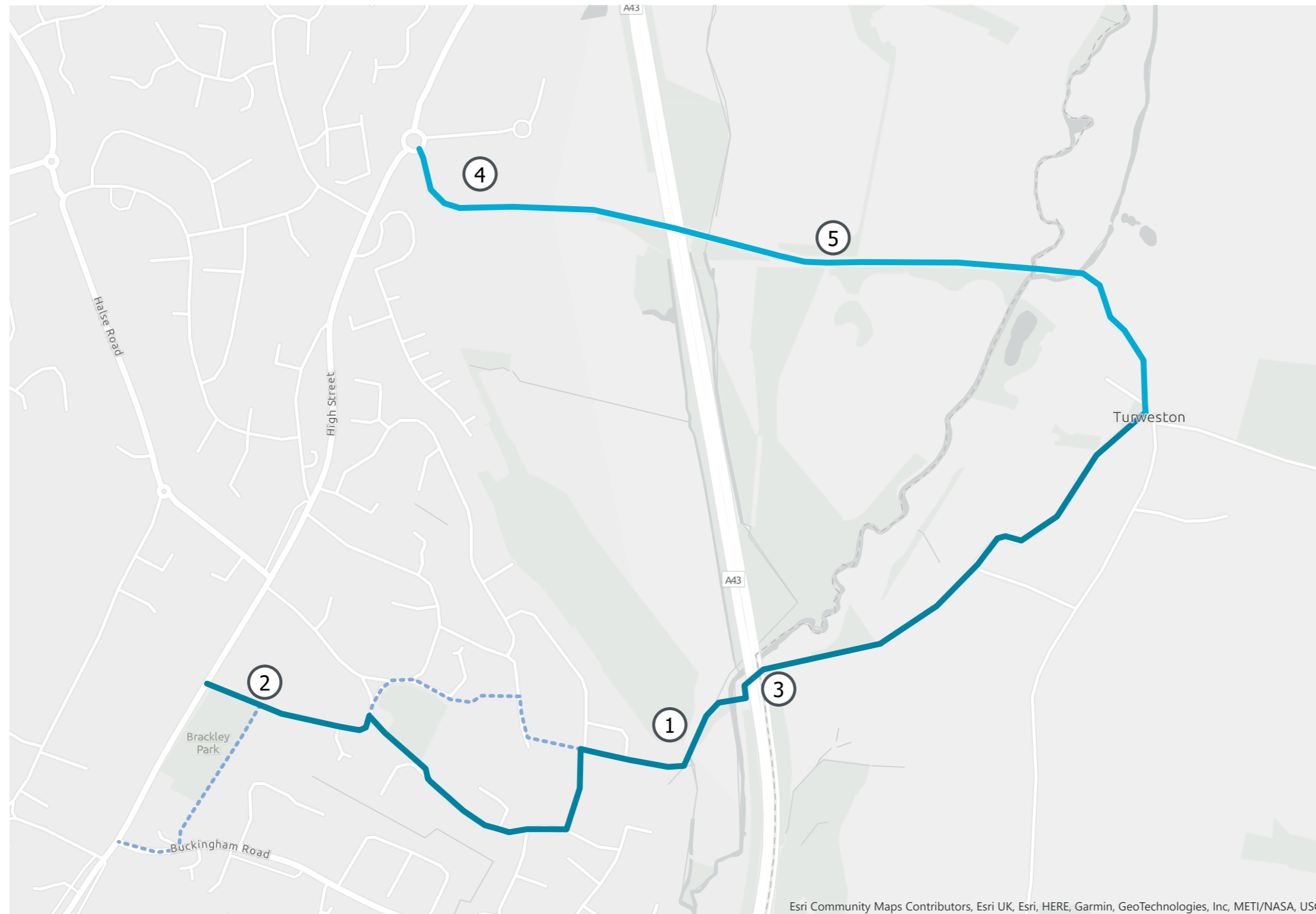


Streets between old main road and the traffic-free route to Turweston area already low traffic and suitable for walking and cycling. There is an existing cycle path linking Pebble Lane to Watery Lane

Barriers should be removed to make the route accessible for all in line with most other pedestrian and cycle routes in Brackley that use simple bollards to prevent access by motor vehicles

The existing traffic-free route is already well used but is unsurfaced making it very muddy. A sealed surface would ensure it can be used all year-round. The path at the A43 underbridge should be widened to make it more comfortable. Community artwork protected with an anti-graffiti coating could be commissioned to deter anti-social behaviour

Turweston - Design interventions



Turweston - Design interventions

Given Turweston's proximity to Brackley and likely demand, there is value in improving both routes though these could be done independently as funding becomes available. There may be scope to secure development contributions through new development proposed on the eastern edge of Brackley.

Key recommendations (via A43 underpass) (refer to previous map):

1. Widen and resurface the existing traffic-free route to create a minimum 3 metre wide shared used path with a smooth, bound, all-weather surface. Consider installing environmentally sensitive lighting such as street lights with motion sensors to ensure the route can be used year round. Remove the chicane barriers to ensure the route is accessible for wheelchairs, mobility scooters and non-standard cycles in line with the Equality Act.
2. Provide signage and wayfinding including signs directing people to the alternative route along Turweston Road to avoid steep gradients.

3. Widen the path through the underpass to at least 4 metres wide and review/upgrade lighting. Consider working with a local artist, schools and community groups on artwork protected by an anti-graffiti coating to increase sense of ownership and discourage anti-social behaviour.

Key recommendations (via Turweston Road) (refer to previous map):

4. Provide a shared use footway/cycleway from the crossing of Northampton Road at Sainsbury's Roundabout to link to the traffic-free route to Helmdon (see design recommendations for High Street/Northampton Road).
5. Reduce speed limit from 60mph to 30mph on Turweston Road and provide additional traffic calming or shared footway/cycleway on the south side of the road.

Croughton, Hinton and Evenly - Summary of existing conditions

Existing conditions for walking and cycling vary considerably across the various routes audited including:

- A narrow but usable existing shared use footway/cycleway along the A43 to Evenley and controlled crossing at the roundabout
- Very quiet rural single track lanes between Brackley and Hinton-in-the-Hedges and between Hinton and Croughton where considerable levels of walking, cycling and horse riding are already taking place. A lack of passing places on these lanes sometimes leads to drivers driving on and damaging verges rather than reversing to passing places.
- Higher traffic speeds and volumes on Charlton Road which is currently very hostile for walking and cycling.
- Severance created by very high traffic speeds and volumes and lack of crossings on the A422 and A43.

Croughton, Hinton and Evenly - Issues and opportunities



Existing attractive wayfinding



Wide priority junctions without protection or priority for pedestrians and cyclists



Gateway signage for Hinton in the Hedges



Existing walking and cycling signage

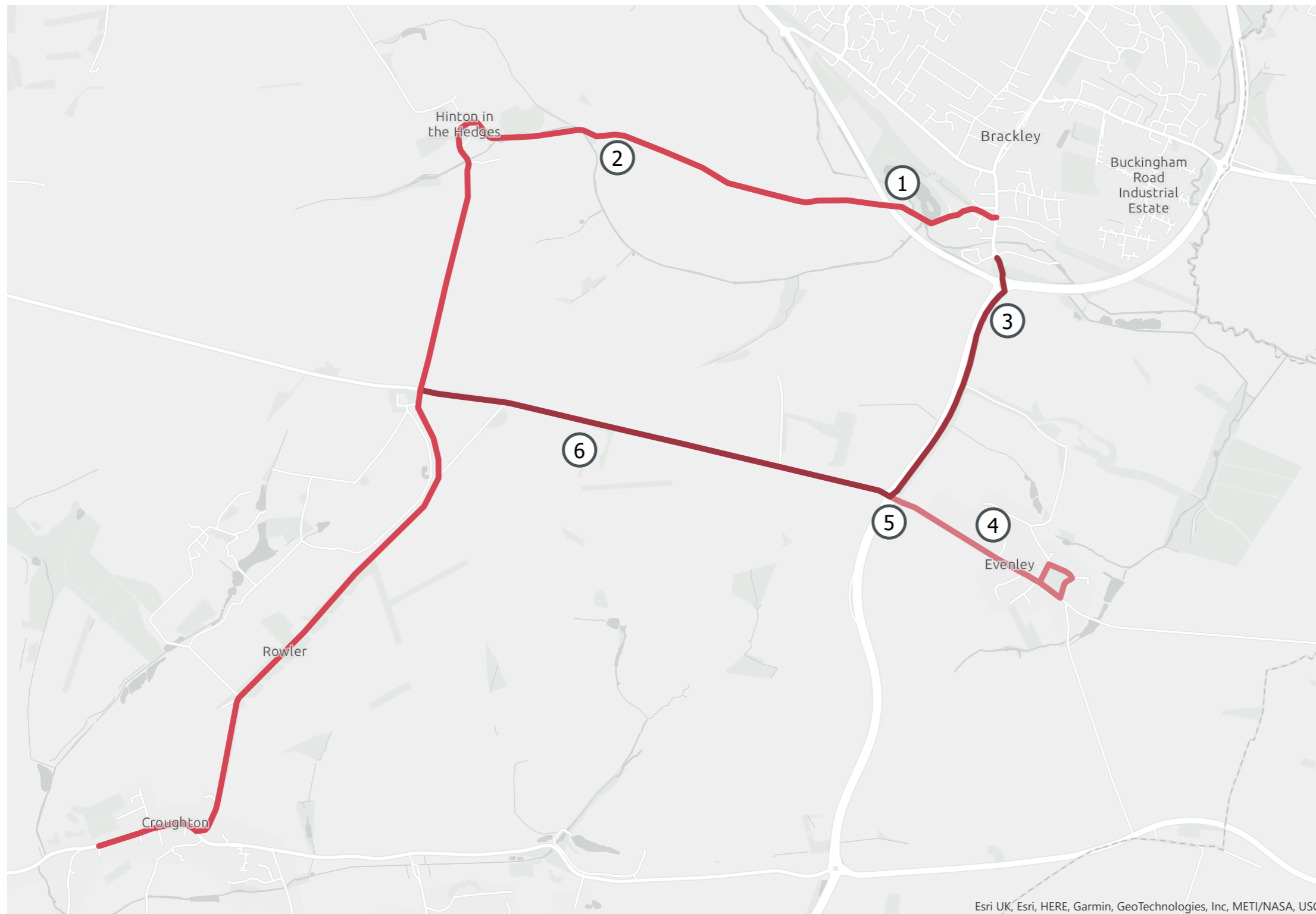


Crossing point not currently provided for over the A422



Existing modal filtered path from the A422 requires resurfacing

Croughton, Hinton and Evenly - Design interventions



Croughton, Hinton and Evenly - Design interventions

As a result of the very different road conditions listed above, the design recommendations vary across the different routes identified from controlled crossings and protected facilities to traffic calming and signage schemes.

Key recommendations (Brackley to Croughton via Hinton-in-the-Hedges) (refer to previous map):

1. A new signal-controlled crossing is required on the A422 to link the existing traffic-free route past St James Link via Hinton Road to the unnamed road to Hinton-in-the-Hedges. It is recommended to install a Pegasus crossing which can be used by pedestrians, cyclists and equestrians. A reduction in the speed limit will be required along the A422 (between Banbury Road and Oxford Road) to facilitate the installation of the signal-controlled crossing.
2. Traffic speeds and volumes are already very low between the A422 and Hinton-in-the-Hedges and it is already well-used by walkers, cyclists and runners including the people working for Mercedes. These could be further strengthened with rural traffic calming and potentially a

Quiet Lane designation. Additional passing places and verge protection using timber bollards could be used to prevent damage to verges by vehicles. The placement of bollards should consider the needs of equestrians who use the verges to safely distance themselves from traffic.

Key recommendations (Brackley to Evenley via A43) (refer to previous map):

3. There is an existing signalised crossing of the A422 on the eastern arm linking to a shared use pedestrian/cycle facility on the A43 which may require some minor improvement works such as widening/cutting back vegetation.
4. On Broad Lane to the existing shared pedestrian/cycle facility transitions to an on-carriageway route on Broad Lane to Evenley. This is already traffic calmed and traffic volumes are relatively low. However it may benefit from minor additional improvements such as a protected transition or additional traffic calming.

Croughton, Hinton and Evenly - Design interventions

Key recommendations (Charlton Road):

5. A new signalised crossing is required at the Charlton Road/A43/Broad Lane roundabout.
6. Wide advisory cycle lanes combined with centre line removal would provide a cost effective approach to providing cycling infrastructure while providing a traffic calming effect on Charlton Road. These may require additional traffic calming to slow traffic down sufficiently. Alternatively, a shared use footway/cycleway on one side of the road would provide a higher level of service for cyclists as well as providing a facility for pedestrians.

Westbury - Issues and opportunities



Gates on the route which reduce accessibility

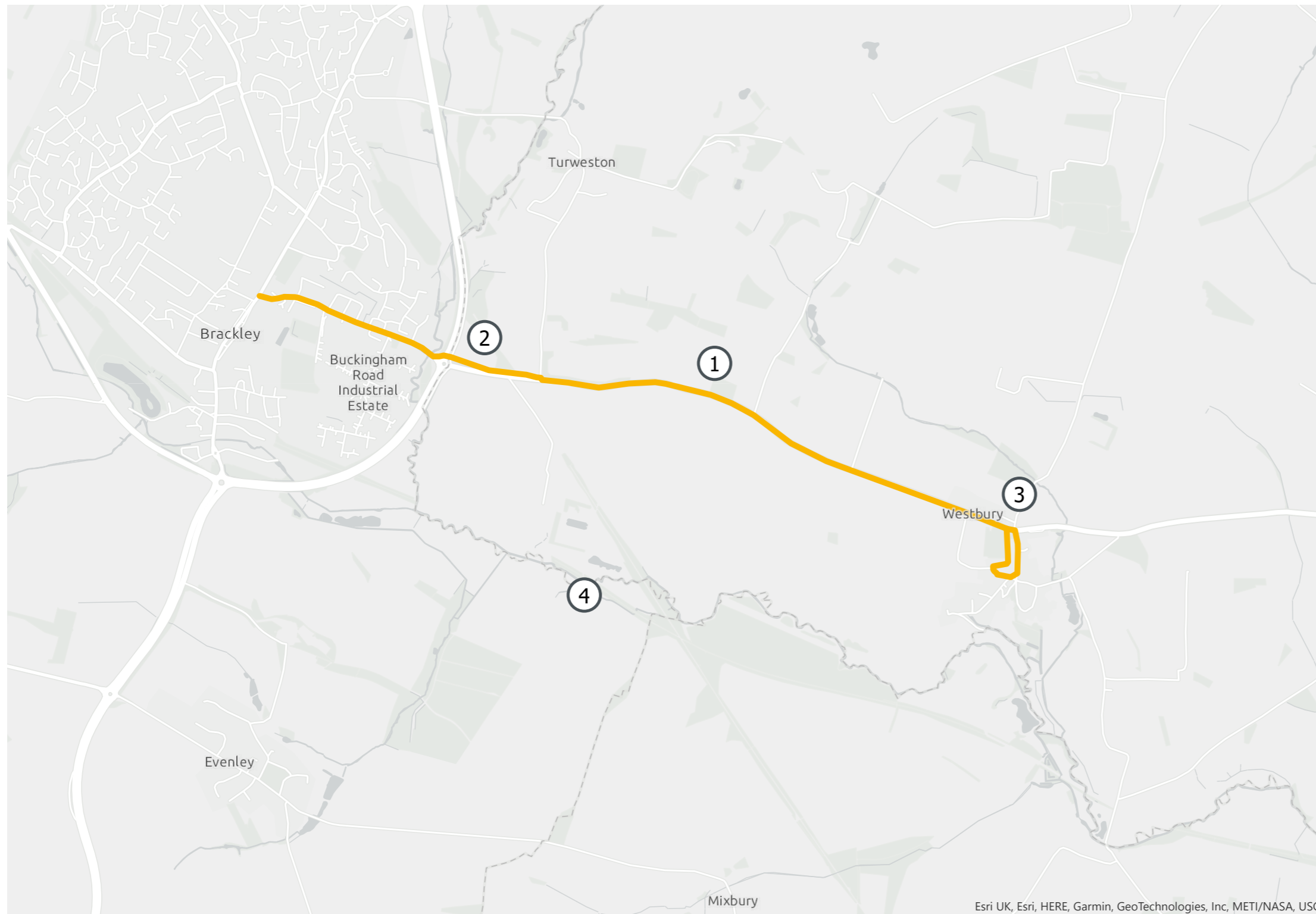


Grassed route requires resurfacing



Waterlogged route

Westbury - Design interventions



Westbury - Design interventions

Given traffic speeds and volumes, a protected facility is required between Brackley and Westbury.

Key recommendations (refer to previous map):

1. Provide a shared use footway/cycleway on the northern side of Buckingham Road and the A43 between High Street in Brackley and Westbury.
2. Provide a new signalised crossing (such as a Toucan or Pegasus crossing) on the northern arm of the A43/A422 roundabout linking the existing traffic-free route.
3. Provide a new signalised crossing on the A422 at Westbury.
4. A future link could be created to Evenley via an existing PROW and farm track.

Radstone and Helmdon - Summary of existing conditions

Traffic volumes and speeds on Radstone Road combined with the lack of footways or cycling facilities make it unsuitable for pedestrians and cyclists.

The disused railway line provides the potential to provide a direct, traffic-free route linking Radstone and Helmdon all the way to Northampton Road in Brackley.

The alignment and structures along it are intact so it should be relatively straightforward in technical terms to provide a traffic-free route along the disused railway and there are many successful examples of this across the country. The route is not currently a public right of way so permission would be required from landowners or a creation order made.

The site is also designated as a Site of Special Scientific Interest (SSSI) for its calcareous grassland and several butterfly species. Natural England has advised that it is necessary to graze the site with sheep. It has therefore advised that providing access along the route for people – and particularly dogs – would be detrimental to managing the grazing regime and would put the site's recovery at risk. Natural England has therefore advised it is unlikely to support a walking and cycling route along the disused railway.

Radstone and Helmdon - Issues and opportunities



An existing farm track could provide easy and direct access to the route from Radstone

Traffic calming through Radstone would help pedestrians and cyclists reach the new route



The Brackley end of the route is already in place with a high quality path overlooked by new housing and a play area. A raised table and crossing facility at Poppyfields Way and improvements at Northampton Road would tie the route into other walking and cycling routes in Brackley including the link to Turweston to maximise the value of the route

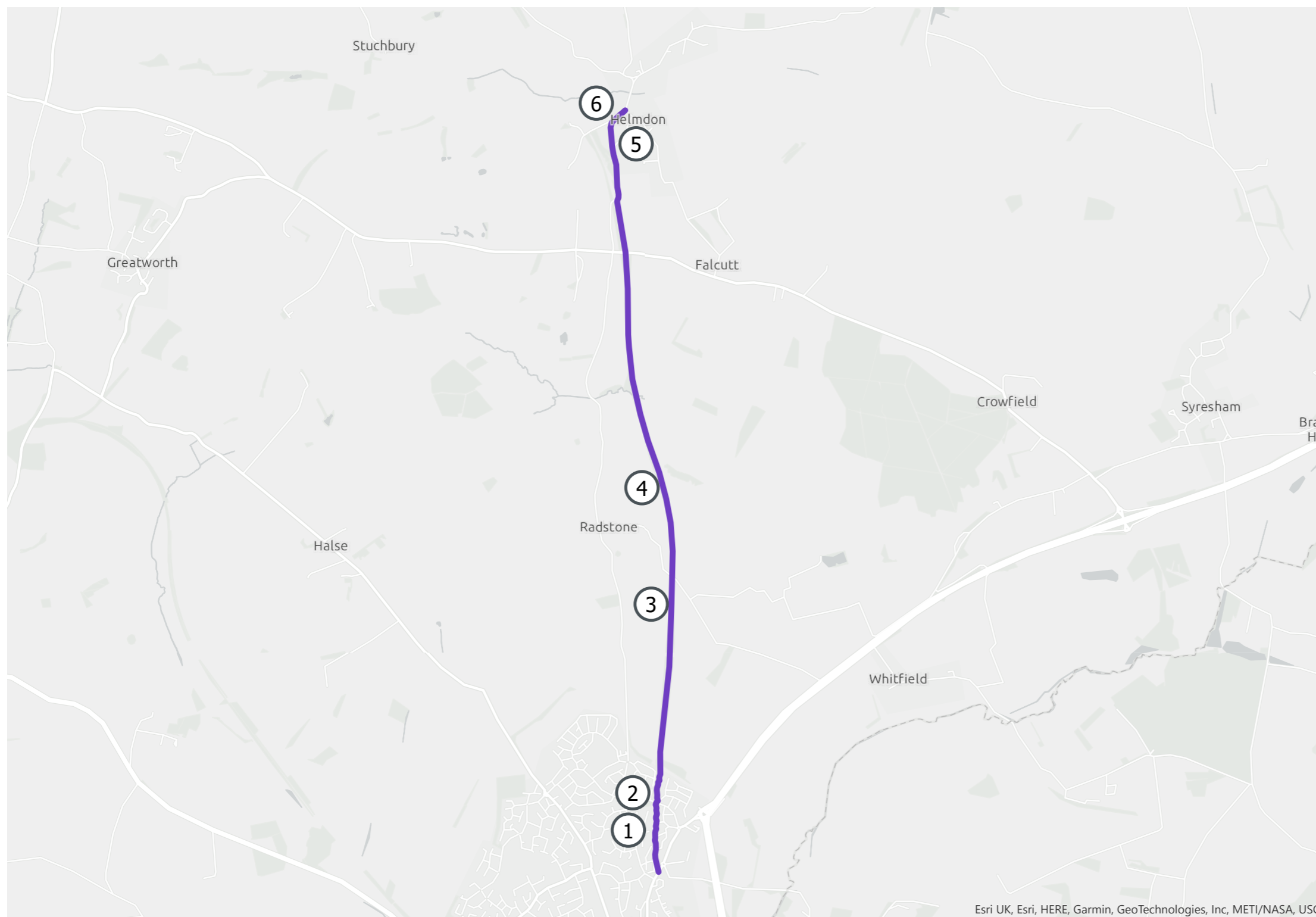


The disused railway line provides a direct, traffic-free route from Brackley to Helmdon



There is existing traffic calming and crossings in Helmdon. Additional traffic calming is needed between the disused railway line and Helmdon.

Radstone and Helmdon - Design interventions



Radstone and Helmdon - Design interventions

Given the issues noted above, it is important that a feasibility study is undertaken to understand whether the issues raised by Natural England can be mitigated, such as livestock fencing on either side of the route which enables grazing by sheep. The following design recommendations assume the issue can be resolved.

Key recommendations (refer to previous map):

1. Widen the existing footpath between Northampton Road and the top end of Brackley to 3 metres and provide street lighting.
2. Provide a crossing of Poppyfields Way on a raised table.
3. Provide a shared use traffic-free route on the disused railway between Brackley and Helmdon. The route should be 3m wide with a smooth, all weather surface. Environmentally-friendly motion sensor street lighting should be considered. As noted above, mitigation such as livestock fencing may be required to enable sheep grazing.
4. Create a link to Radstone along the existing farm track.
5. Improve the existing ramp from the disused railway line to Station Road at Helmdon.
6. Introduce traffic calming in Helmdon and Radstone to enable on-carriageway cycling.

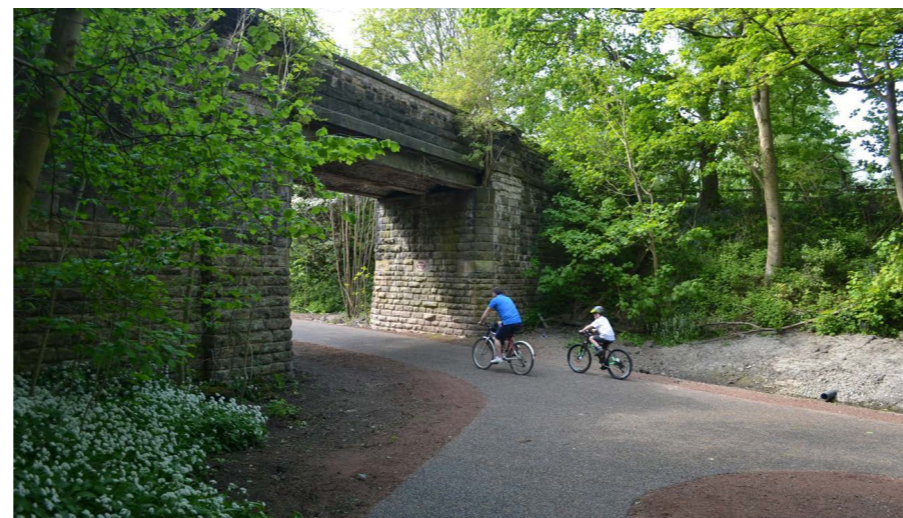
Precedent imagery for traffic-free routes



Where possible, shared use routes should be away from roads either on public rights of way or parallel to a road, such as behind a hedge. Signage can be used to encourage considerate use and mitigate against conflict between different users.



High quality fingerpost signs can help people discover new routes (Roe Green Loopline, Salford)



High quality traffic free routes can provide value for everyday trips and leisure (Tyldesley Loopline, Salford)

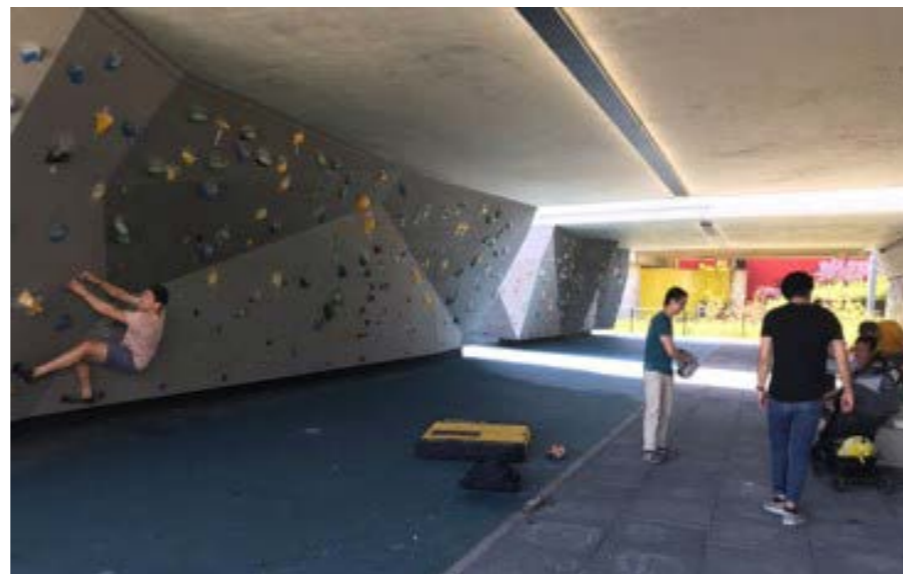


Accessible entrances encourage use by legitimate users including people with wheelchairs, mobility scooters, prams and non-standard cycles (Port Salford Greenway, Salford)

Precedent imagery for traffic-free routes



Community artwork protected with anti-graffiti coating can improve sense of ownership and deter graffiti and anti-social behaviour (Port Salford Greenway, Salford)



Traffic-free routes and underpasses can be used creatively to provide space to people to play and dwell (Shiedam Climbing wall)



Providing lighting and a suitable width through underpasses is important to improve feelings of personal security (Tyldesley Loopline, Salford)

Precedent imagery for busier roads



Centre line removal and wide advisory cycle lanes can reduce speeds on rural roads where there is insufficient space for cycle tracks or protected infrastructure. This approach is common in the Netherlands (right image) but is also pictured above in Wales (left image)



Shared use foot/cycleways can provide a good level of service for both pedestrians and cyclists on rural roads as well as some suburban roads which have few or no active frontages or driveways. A buffer should be provided between the road and the shared use facility on roads with speeds over 30mph.

Precedent imagery for rural traffic calming



Build outs can provide a sense of arrival and space for planting while having a traffic calming affect



Quiet Lane designations combined with rural traffic calming can encourage slower speeds and courteous behaviour on quiet rural lanes where pedestrians, cyclists and horse riders need to share the space with vehicles



Quiet Lane designations combined with rural traffic calming can encourage slower speeds and courteous behaviour on quiet rural lanes where pedestrians, cyclists and horse riders need to share the space with vehicles



Raised tables and coloured surfacing can act as a gateway feature to slow traffic

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