Daventry Local Cycling and Walking Infrastructure Plan (LCWIP)

Summary

Draft for consultation

January 2024

Have your say

We are inviting your comments and views on the draft Daventry Local Cycling and Walking Infrastructure Plan (LCWIP).

The draft Daventry LCWIP sets out a prioritised list of schemes for delivery over the next ten years to make it safer and easier for people to walk, wheel, cycle or scoot for shorter journeys.

The consultation will run for six weeks between **15 January 2024 and 25 February 2024**.

Your feedback will be used to finalise the document before the Daventry LCWIP is adopted by the Council.

The following documents are being consulted on:

- Daventry LCWIP – technical report
- Walking and cycling network maps
- Design recommendations booklets

The documents can be found here.

The technical report which supports the draft Daventry LCWIP is a large and complex document. To help people to respond the consultation, we have created this document which summarises the key points and outlines the key design proposals.

To comment on the Daventry LCWIP please provide your comments here or scan the QR code below.

Alternatively, you can email:

LTP@westnorthants.gov.uk

Or write to us at:

Highways and Transport—Transport Planning
One Angel Square
Angel Street
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Introduction

We all need to be able to get around easily to get to work or school, to meet friends or family, to go shopping, to visit the doctors or to simply go out and enjoy sport, social and leisure activities.

Nowadays, many of these journeys are made by car which may seem the easiest way and sometimes this is the only option. However, in towns across West Northamptonshire, the high number of car journeys is causing congestion, resulting in journey delays, poor air quality in some areas and contributing to the climate emergency. With the higher fuel prices many people are also struggling more than ever with the cost of everyday travel by car.

We need to make it easier for people to be able to choose other ways of getting around safely and conveniently, especially for the short, everyday journeys to places of work, to education facilities and areas of retail and leisure.

From surveys we know more people would like to walk and cycle but many are concerned about mixing with traffic on busier roads and would only cycle, or let their children cycle, if there were safer routes. Providing separate infrastructure for those who wish to walk or cycle also benefits those who need to drive as it improves road safety.

At West Northamptonshire Council we are developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for Brackley, Daventry, Northampton and Towcester. The ten-year plans set out how we are going to make it safer and easier for people to walk, wheel, cycle or scoot for shorter journeys.

The draft Daventry LCWIP is a large and complex document. To help people to respond the consultation, we have created this summary document which summarises the key points and outlines the key proposals.

If you want to read and comment on the draft Daventry LCWIP technical report, it can be found on our website.

Please share this summary version with your friends, colleagues and neighbours and encourage them to give their views on the draft proposals.

LCWIPs are the first step in identifying a pipeline of investment, so that over time, a complete cycling and walking network is delivered. The proposals in the LCWIP are high level and indicative of what can be delivered. The next stage will be to undertake feasibility design on the corridors to understand what is possible in a particular area. As part of developing schemes up in more detail, further stakeholder and public consultation would be undertaken.

What is an LCWIP and why is it important?

Local Cycling and Walking Infrastructure Plans (LCWIPs) identify proposals to enhance local cycling and walking networks, usually over a ten-year period.

LCWIPs consider where people live and work now and how towns will grow in the future and look at what improvements are needed so that everyone feels confident and safe to walk, cycle or scoot for shorter journeys. A prioritised list of improvements is then drawn up.

By having a LCWIP for Daventry we will be in the best position to secure more funding for walking and cycling schemes and make sure our projects provide the best value for money by focussing on those areas likely to have the biggest increases in walking and cycling. Having a LCWIP will also help us work proactively with other partners such as National Highways, Network Rail and other stakeholders with access to other sources of funding as well as developers.

The LCWIP will help the Council to meet its corporate ambition for West Northamptonshire to become net zero by 2045 and support improved air quality, reduce emissions, improve public health outcomes, and increase access to education and employment.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised list of infrastructure improvements for future investment (subject to funding)
- A report which sets out the underlying analysis carried out and sets out the reasons for the identified improvements and network

How are LCWIPs developed?

The Department for Transport has set out how authorities should develop LCWIPs, which breaks down the process into six steps.

LCWIP stage	Name	Description
1	Determining scope	Establish the geographic area of the LCWIP, and how the plan is going to be prepared.
2	Gathering information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review any transport and planning policy documents.
3	Network planning for cycling	Identify where people will want to cycle from and to and what the levels of cycling might be. Use this to identify a network of routes that are audited and identify the type of improvements required.
4	Network planning for walking	Identify where people want to walk to (key trip generators), where the main focus for walking is (the core walking zone) and routes. Undertake site audits to see what is currently in place and identify the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Table 1 – Six stages of developing a Local Cycling and Walking Plan

LCWIPs need to reflect the priorities of the local community. We therefore have worked closely with key stakeholders such as Daventry Town Council, the Ramblers, the British Horse Society and other representatives in developing the LCWIP.

What area does the Daventry LCWIP cover?

Daventry is a compact town. It is approximately 2 miles east to west and less than 3 miles from north to south, with most facilities concentrated within the town centre. This means that for most people living in Daventry walking and cycling is possible if there were safe and attractive routes.

People living in the villages around Daventry told us that they would like to be able to visit Daventry for shopping, leisure, education and healthcare without having to rely on their car.

Figure 1 shows the areas around Daventry that could be reached within a 30-minute cycle if there was safe and attractive infrastructure.

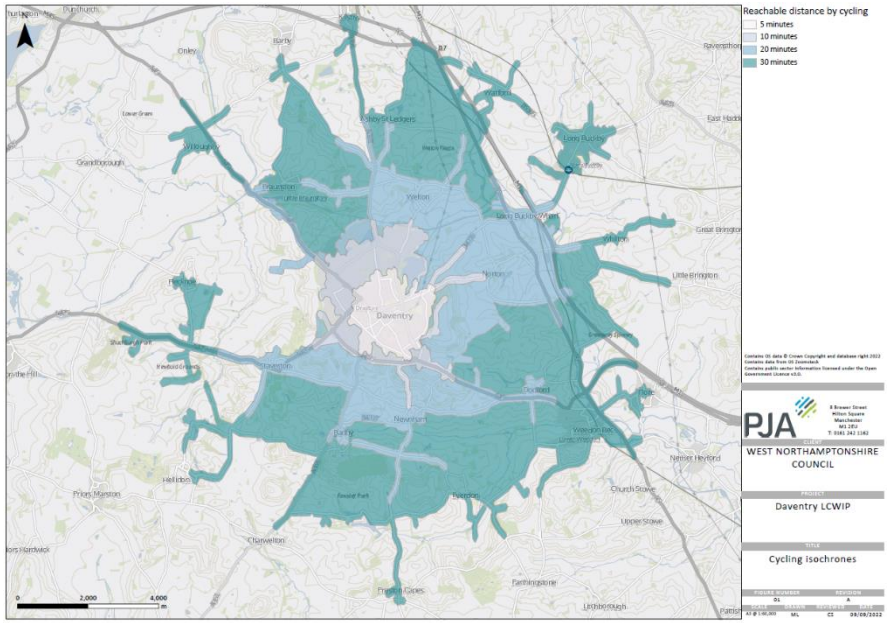

Figure 1 – 30-minute cycling catchment from Daventry town centre

What data was used?

The ultimate goal of a LCWIP is to increase the number of people walking and cycling. This means that we need to look at where people currently live, where they want to get to and where people will live and work in the future.

To build up a better picture we use several sources of information.

Traffic data

We use traffic counts to understand how busy roads are and which roads are used the most. Although Daventry is a relatively small town, we found that many of the residential streets have traffic flows of over 5,000 vehicles a day. There are several residential roads in the town such where there are higher than would be expected traffic flows.

Census data

Census data gives us information how many people live in Daventry and the surrounding villages, how many cars people own and how many people use their car to commute to work. In Daventry, car ownership is high and the travel to work data showed that there are more than 3,500 car trips within Daventry each day just to get to work.

Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a model that shows where rates of cycling are most likely to increase if there were better infrastructure. The PCT is used to help highlight which routes should be invested in.

Pupil postcode data

Recent pupil postcode data was plotted against the school locations to show which routes are most used by school children in Daventry.

Everyday trips analysis

The PCT model does not model short 'everyday' trips like going shopping, visiting friends, going to the doctors that make up around two thirds of the short journeys made, as it is based on travel to work data. To fill this gap, further analysis was undertaken to capture these.

Walking and cycling catchments

Core Walking Zones (CWZs) are areas like town centres or local centres which have the highest footfall. 20 minutes is about the distance people are prepared to walk (around 2km). Roads within a 20-minute walk of the town centre were mapped. Similarly, areas within a 30-minute cycle of the town centre were mapped.

Stakeholder input and site visits

Stakeholders from organisations with a specific interest in walking and cycling and other relevant interest groups, as well as local representatives were engaged through the LCWIP process to sense check the desk-top data to make sure nothing had been missed and to agree the routes to be audited. Each route was then audited by bicycle or on foot.

Key town walking and cycling routes

Daventry Core Walking Zone and key walking and cycling routes

The Core Walking Zone for Daventry covers the area shaded pale yellow in Figure 2 and the key walking links are represented by the brown dashed lines.

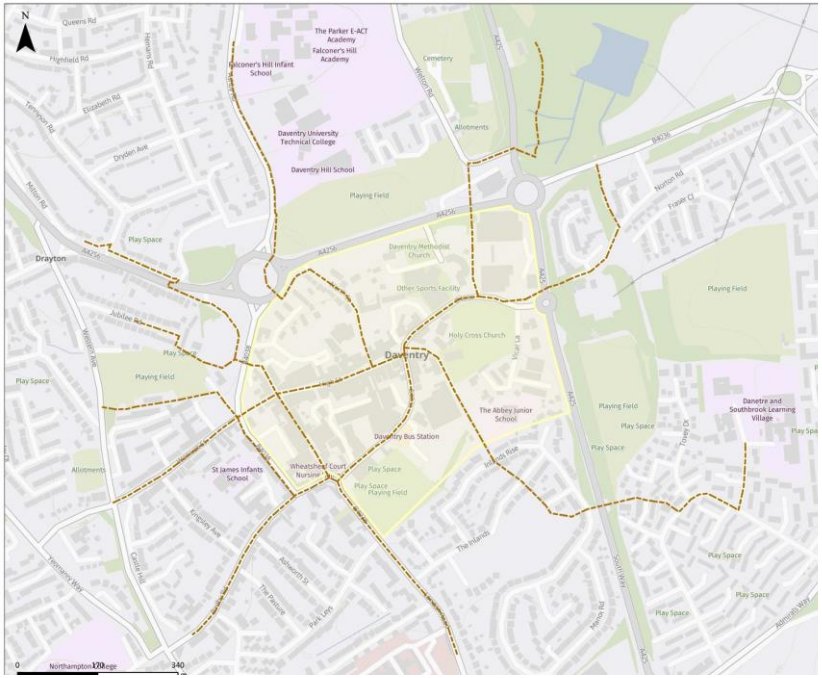

Figure 2 – Core walking zone and key walking links

The prioritised cycle routes within the town are shown in Figure 3 represented by both the red and black lines.

Figure 3 - Prioritised cycle routes within Daventry

The Core Walking Zone and a number of the identified walking and cycling routes were audited by bicycle or on foot.

The audits identified four different types of cycle route across Daventry:

- Routes along main roads
- Routes along industrial roads
- Quietways
- Traffic-free routes

For each cycle route type, a number of routes have been identified with a set of design recommendations proposed for at least one of each type, along with a number of key walking design recommendations.

The recommendations for walking are detailed from page 11 and those for cycling from page 13.

Prioritisation of routes and delivery plan

The LCWIP guidance includes a suggested approach for prioritising routes for improvement but also emphasises that the methodology should be tailored to the local context.

At this stage, prioritisation of specific routes has not been undertaken as further work is needed to apply the cycle route type design recommendations to the whole network, however the LCWIP recommends a number of options for the delivery of improvements.

The short-term delivery plan should focus on quick wins and the development of feasibility studies on some of the higher priority routes. Quick wins could also include strengthening existing routes and there should be a focus on Daventry town centre where decluttering of footways and improvement of pedestrianised areas is prioritised. In addition, the improvement of cycle parking and wayfinding Daventry-wide would be relatively easy and low-cost to deliver.

Medium-term improvements should then focus on securing funding to deliver the prioritised cycle routes following completion of feasibility studies and also on the town-wide improvement of road crossings for walking and cycling.

Longer-term work should focus on the continuous development of the identified cycle routes through the undertaking of feasibility studies to create a pipeline of schemes to assist with securing funding for construction.

Cycle routes to surrounding locations

Key inter-urban routes

Based on the data and stakeholder input, the following locations were identified as key locations for investigating the potential for improving cycle routes into Daventry:

- Staverton
- Braunston
- Weedon Bec
- Long Buckby

Proposed routes were identified and discussed with stakesholders to identify preferred alignments to audit, comprising a mix of busy roads, minor roads, public rights of way, disused railway lines, farm tracks and towpaths.

All the inter-urban routes identified were cycled and a series of design recommendations have been developed. These recommendations are detailed from page 19.

Delivery of inter-urban route improvements

Whilst some of the links to key locations are quite long routes, the identified improvements could potentially be delivered in small sections as localised schemes, should opportunities arise such as during planned maintenance of routes or junctions, or to inform discussions about developer contributions during the planning process. Alternatively, whole routes could be delivered if funding opportunities allow.

Design recommendations for walking within Daventry

Key barriers to walking
The following barriers were identified on site for those trying to make a journey on foot or by wheelchair.

- Higher traffic speeds and volumes observed, making it difficult to cross the road.
- Crossing points not on desire lines or too infrequent.
- Wide junctions encourage faster driving speeds and creating wide crossing distances.
- Street furniture clutter.
- Large areas of car parking which take away positive pedestrian space.
- Poor signage/wayfinding to key destinations.
- Narrow or uneven footways.
- Lack of dropped kerbs and tactile paving or dropped kerbs blocked by parked cars.
- Vegetation encroaching onto footways.
- Footway parking.
- Guard rail reducing effective footway width and encouraging less cautious behaviour by drivers.
- Lack of priority at side roads leading to excessive waiting time.
- Access control barriers such as bollards and gates create inaccessible routes for those in wheelchairs or with buggies.

Some traffic-free links are narrow with poor natural surveillance and a lack of lighting which means they are often not suitable all year round due to perceptions of safety

Parked cars encroach onto the footway despite parking bays, made worse by use of the footway as spill out space by the local shop. Echelon parking does not work effectively here

Footway parking was observed in numerous locations across Daventry, reducing the effective width of the footway to an inaccessible level in some cases

Wide priority junctions put pedestrians in potential conflict with fast turning vehicles and create long crossing distances. They are often excessive for the amount and size of vehicles

Wide roads with informal street parking arrangements and infrequent crossing points re difficult for pedestrians to cross due to widths and poor visibility

Recommended improvements for walking

The adjacent map and list below highlights some important designs interventions which should be made to improve walking within Daventry. The suggested improvements are only shown for some example locations but can be applied at a Daventry-wide scale (numbers refer to the locations shown on Figure 4).

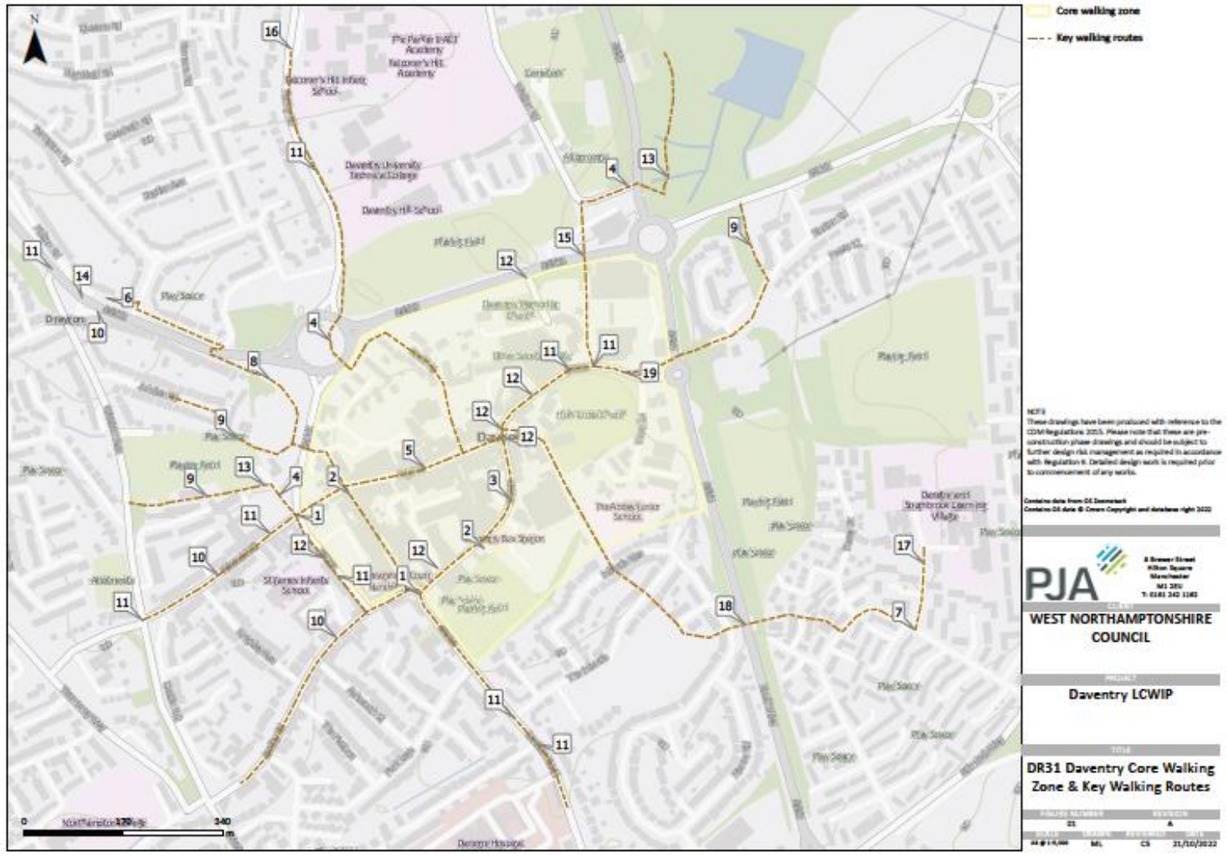

Figure 4 – Walking proposals in Daventry

Proposals

1. Zebra crossings on arms of mini roundabout at London Road/Tavern Lane – as has been done effectively at the Tavern Lane/St James roundabout.

2. New/improved street furniture and greenery and relocation of some existing – considering clutter and introducing more accessible seating designs. This should include convenient and overlooked cycle parking to improve the last legs of a trip made on foot.

3. Bus gate on New Street (as per cycle recommendations) or a one-way arrangement.

4. Better wayfinding through signage, art, materials and furniture.

5. Make access-only permanent on the High Street.

6. Double yellow line and enforcement of no parking at dropped kerbs. Build-outs might be used to further discourage parking.

7. Raised tables at junctions to calm traffic and create flushed crossing points.

8. Widen footways into parking bays where there is overprovision or parking dominates pedestrian space (for example on Brook Street adjacent to an already-large car park). This creates an opportunity for planting too.

9. Path and footway widening/resurfacing and vegetation clearance.

10. Formalise some on street parking to keep vehicles off footways and to traffic calm.

11. Tighten priority junctions and provide dropped kerbs and tactile paving.

12. Pedestrian priority at side roads on key routes (for example near schools) using continuous footways or raised tables.

13. Remove inappropriate access control barriers and guard railing.

14. New and improved signalised crossing points.

15. Vehicle speed reduction on key routes. This can be reinforced with physical measures such as changes to road surface and/or traffic calming.

16. Implied footways through car park using coloured surfacing and bollards to create safe walking spaces and visually narrow the remaining space for drivers to encourage more careful behaviour. Painted zebras might be used.

17. Dropped kerbs and tactile paving.

18. Improved lighting and artwork in underpass.

19. Widen footway into carriageway

Design recommendations for cycling within Daventry

Route categories
Following site audits, four cycle route types were identified across Daventry with routes sharing similar characteristics. Figure 5 shows a plan of the locations of these different route types.

The four categories of route types are:

- Routes along main roads (red)
- Routes along industrial roads (purple)
- Quietways (green)
- Traffic-free routes (orange)

It should be noted that Daventry was built in accordance with Dutch cycling infrastructure standards of the time, similarly to Milton Keynes and Stevenage. This means that the majority of the cycle routes are away from the road network or, at the very least, separated by wide verges. The above categories should therefore be seen as a starting point to understand the broad categories of routes to help inform investment priorities.

At this stage, high-level design recommendations have been identified for one or two routes per category, rather than for the full network. These examples are shown over the following pages and can be used to broadly guide development of the other key routes across Daventry.

Figure 5 - Cycle route categories in Daventry

Routes along main roads – Drayton Way example

Issues

Traffic speeds and volumes too high to accommodate safe cycling in the carriageway. Any existing cycling infrastructure is inconsistent and not designed to current standards. Wide junctions prioritise high vehicle turning speeds and poor protection for those crossing risks conflict with walkers and cyclists. Poor transitions between different cycling facilities.

Some sections of the shared facility are narrow and bumpy due to tree roots.

Excessively wide priority junction radii along the route make it hazardous for pedestrians and cyclists.

The lack of controlled crossings at the western end of the route limits its utility value, particularly the lack of crossing over the southern arm would enable a strong connection through to Riley Close and the Royal Oak Industrial Estate.

Proposals

Key recommendations are outlined below (numbers refer to the locations shown on Figure 6):

1. Provide controlled crossings such as Toucan or Pegasus crossings on the southern arms of roundabouts along Drayton Way.

2. Tighten priority junctions and provide marked priority for cyclists across side road entrances.

3. Relocate existing yellow bollards to grass verges.

4. Provide a controlled crossing close to Brunel Close and Drayton Park junctions.

5. Widen and resurface the existing shared use facility to provide a bi-directional cycle track of least 3m.

6. Widen and improve wayfinding on existing links between the shared use facility on Drayton Way and surrounding streets including to Gainsborough Way, Dale Close (connecting to the former railway line) and Riley Close.

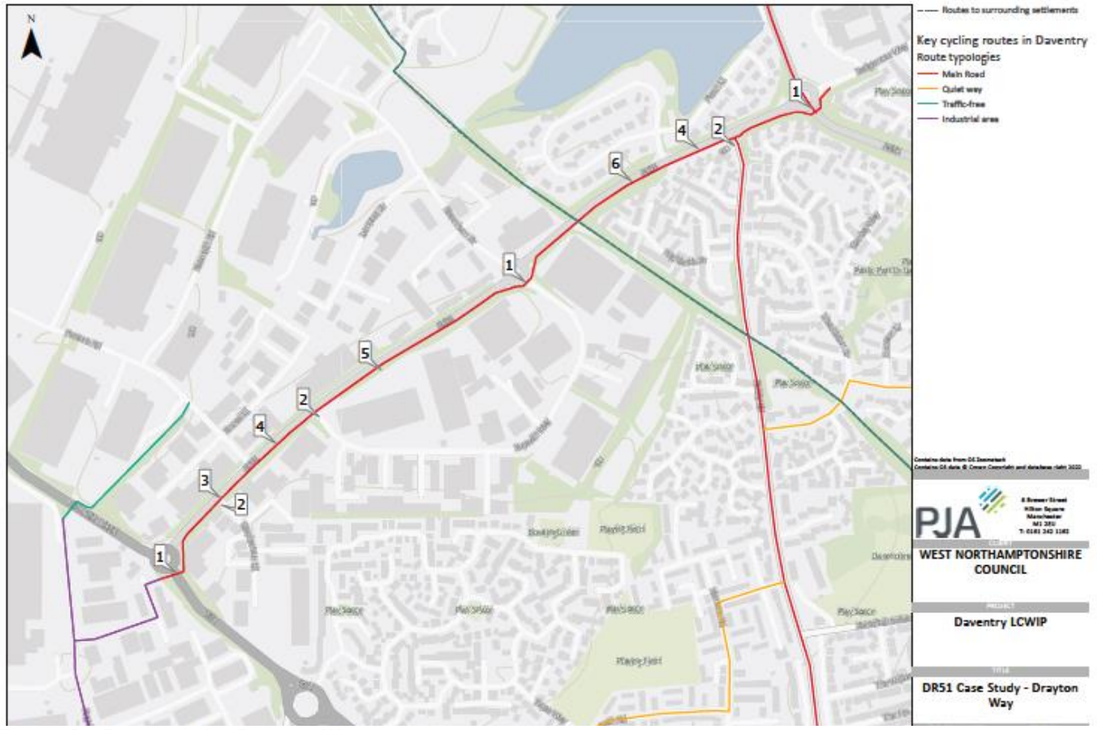

Figure 6 – Proposals for Drayton Way

West Northamptonshire Council

Routes along main roads – Ashby Road example

Issues

No existing dedicated cycling infrastructure despite being key north-south route with several schools. Wide junctions with motor-vehicle priority and little protection for cycling. Whilst most of the route is wide enough to incorporate improved cycling infrastructure, the bridge over the former railway line presents a significant narrowing of available space.

Although there is lots of space and few active frontages along the majority of Ashby Road, the existing footway is narrow with street lighting columns just beyond the back of footway.

Many of the priority junctions along Ashby Road are very wide with no tactile paving.

There is a pinch point where Ashby Road crosses over the disused railway line where the total width is less than 8m.

Proposals

Key recommendations are outlined below and shown in Figure 7:

1. Allow cycling through the subway on the northeast of the Ashby Road/Eastern Way roundabout and provide flush kerbs and wayfinding to facilitate this.

2. Provide a 2.5m bi-directional cycle track along the eastern side of Ashby Road. On sections with high expected pedestrian flows such as around the schools, a minimum 2m footway should be provided. Further north, a cycle track that pedestrians can walk in may be sufficient.

3. Upgrade the zebra crossings along Ashby Road to parallel crossings to enable pedestrians and cyclists to cross.

4. Tighten priority junctions along Ashby Road to slow turning vehicles, particularly Shackleton Drive which provides a link to the route along the disused railway and Burns Road which provides a quiet route westward to the employment area of Braunston Road.

5. At the bridge over the disused railway line transition cyclists to carriageway and provide a priority pinch point/shuttle working or remove the centre line and introduce wide advisory cycle lanes over the bridge.

6. Transition cyclists back to a cycle track on the eastern side of Ashby Road north of the former railway line.

7. Tighten the junction with Drayton Way

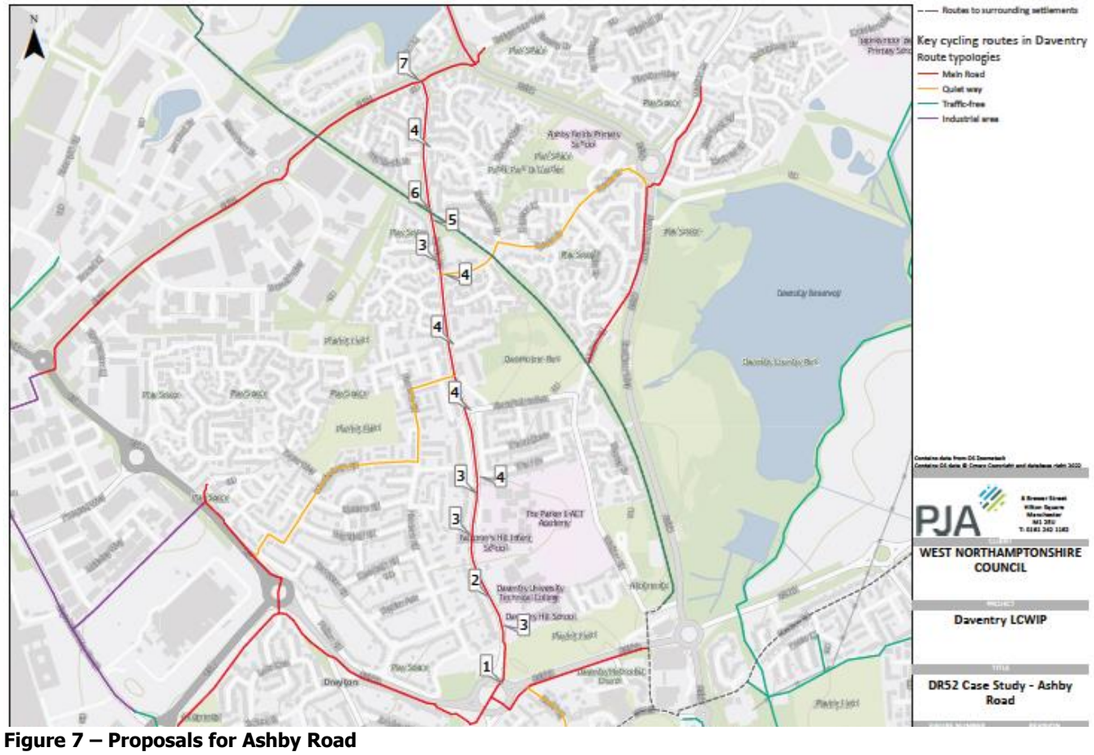

Figure 7 – Proposals for Ashby Road

West Northamptonshire Council

Routes along industrial roads – Long March example

Issues

Traffic speeds and volumes are generally too high to accommodate safe cycling in the carriageway, with particularly high numbers of HGVs. Inconsistent or non-existent protected cycling infrastructure. Wide junctions facilitate high vehicle turning speeds which risk conflict with cyclists. Lack of controlled crossing points for pedestrian and cyclists and poor priority over side roads. Informal/inconsiderate parking reducing visibility and blocking routes.

Wide carriageway experiencing higher traffic volumes at peak times. Long, straight geometry facilitates speeding

Wide sweeping bends at side roads

Poor transition between existing facility on the footway and the shared use path under the roundabout via a subway. Inaccessible clearance width between bollards

Proposals

Key recommendations are outlined below and shown in Figure 8:

1. Create a shared use facility on the northern side of Long March as a minimum, providing a smooth transition from proposed protected facility on London Road. Ideally, pedestrians and cyclists would be fully separated, but flows of both are likely to be low and so conflicts kept to a minimum. The shared facility should have consistent priority over side roads, unless further traffic studies indicate otherwise. Consistency will be key here to ensure all road users know what is required of them to keep everyone safe.

2. Provide a formalised crossing point to connect those using the protected facilities to links on the southern side. The type of crossing required is set out in LTN1/20 based on traffic speeds and volumes.

3. Improve the transition from the protected facility on Long March to the shared footway/cycleway which connects to Napier Close via a subway.

4. Explore continuation of a protected facility along Broad March given HGV flows.

5. Speed limits should be reduced to 20mph, with traffic calming if required

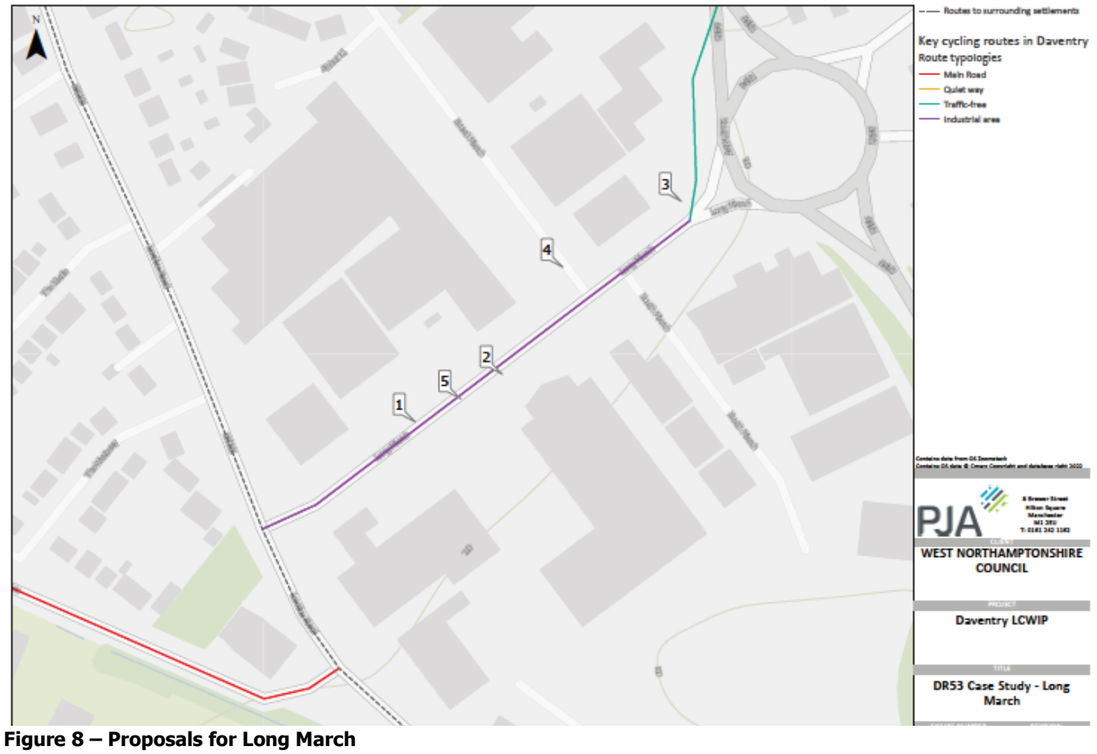

Figure 8 – Proposals for Long March

Quietways – Shackleton Drive and Speke Drive example

Opportunities and issues

Quietways offer a minimal-infrastructure approach to creating a cycle network. Where sufficiently low traffic speeds and volumes can be achieved it is suitable for cyclists to share the carriageway with vehicles. These types of routes are particularly suited to quieter residential streets, where they can help to connect more major routes which require infrastructure. There are a number of roads within Daventry where these conditions already exist, but require improvement, and some where these conditions could be created with minimal intervention.

Narrow painted cycle lanes put cyclists in danger of close passes.

Narrow cycle lanes (in poor condition) and relatively high traffic volumes on Speke Drive create hostile conditions for cycling.

Side road entry treatments help slow turning vehicles and facilitate transitions from the carriageway to shared use facilities

Proposals

Key recommendations are outlined below and shown in Figure 9:

1. Install a bus gate at the junction of Speke Drive and Shackleton Drive to prevent through traffic between Northern Way and Ashby Road and introduce a 20mph limit on Speke Drive and Shackleton Drive.

2. Tighten the Shackleton Drive and Ashby Road priority junction.

3. Remove the existing substandard cycle lanes on Shackleton Drive and replace with 2m wide advisory cycle lanes and remove the centre line to create a central driving lane of approximately 3.3m. To pass each other, drivers will need to momentarily pull into their respective near-side advisory cycle lanes, with drivers having first checked to see the lanes are clear of cyclists.

4. Remove the existing substandard cycle lanes on Speke Drive and introduce cycle-friendly traffic calming measures such as cycling friendly speed humps or visually narrowing the carriageway with surface treatments such as block paving to keep speeds low.

5. Improve the link to the route along the former railway, by providing clearer design priority or a controlled crossing such as a parallel crossing and clear transitions from Shackleton Drive to the crossing.

6. Review the existing sections of shared use along Shackleton Drive and Speke Drive and revert to footway (assuming proposals above have been delivered).

7. Widen the shared use facility at the Northern Way end of Speke Drive before the roundabout and provide a clear transition from the carriageway.

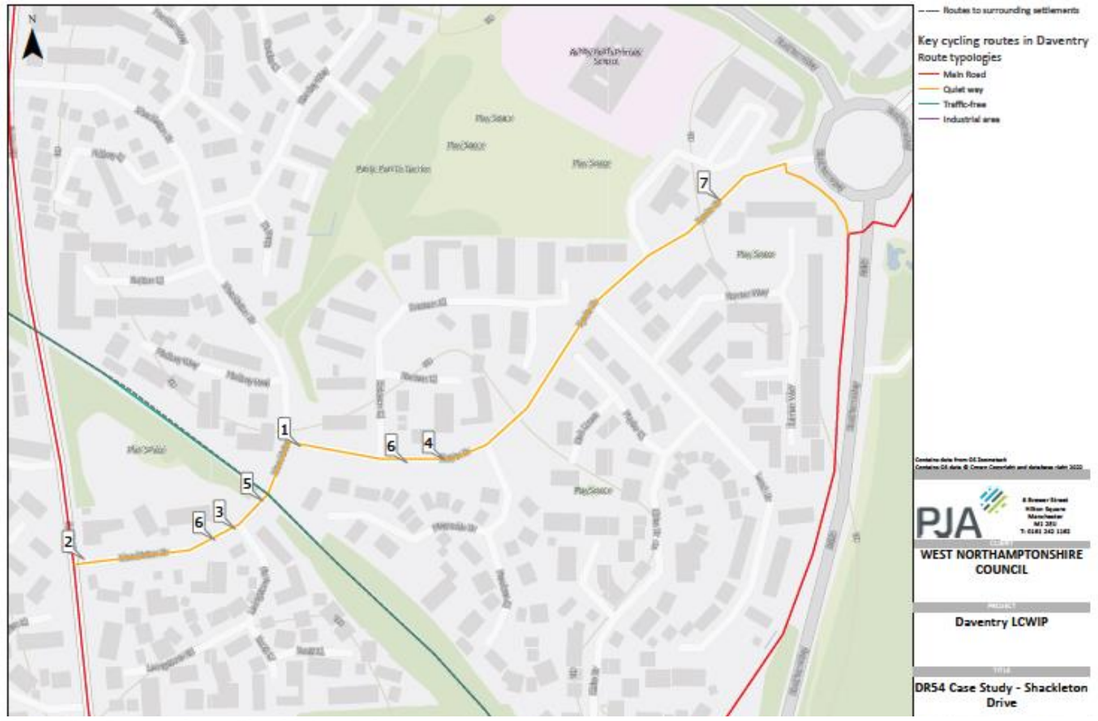

Figure 9 – Proposals on Shackleton Drive

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Traffic-free routes

Opportunities and issues

Daventry benefits from a network of shared use traffic-free routes in residential areas, plus traffic-free routes along the former railway line and through Daventry Country Park. While the network is generally comprehensive, well used and in good condition, there are a small number of issues, including poor and damaged surfaces, some narrow links with poor transitions onto other cycle infrastructure and poor natural surveillance on some routes. A lack of lighting and poor wayfinding signage also limits the attractiveness of some routes for utility cycling.

Some paths are in poor condition and require resurfacing.

Some routes are relatively narrow for shared use and lack dropped kerbs and double yellow lines on desire lines which weakens connectivity into the wider street network.

A minority of traffic-free links suffer from lack of natural surveillance and maintenance such as this route east of the A425

Traffic-free routes that are more leisure-focused such as this route in Daventry Country Park lack lighting and bound surfaces which limits their attractiveness as utility routes.

Proposals

Key recommendations are outlined below. The location of the proposed traffic free routes are shown in Figure 10:

1. Resurface paths in poor condition.

2. Move existing yellow bollards to path edges to remove obstruction and reduce potential conflict between users.

3. Provide dropped kerbs and parking restrictions where the traffic-free network links to residential streets.

4. Cut back vegetation and sweep paths.

5. Install street lighting.

6. Improve signage and wayfinding.

Figure 10 – Location of traffic free routes

West Northamptonshire Council

Design recommendations on routes to surrounding locations

Figure 11 shows each of the routes from Daventry to surrounding locations audited as part of the LCWIP. The following pages detail the design recommendations for each of these in turn.

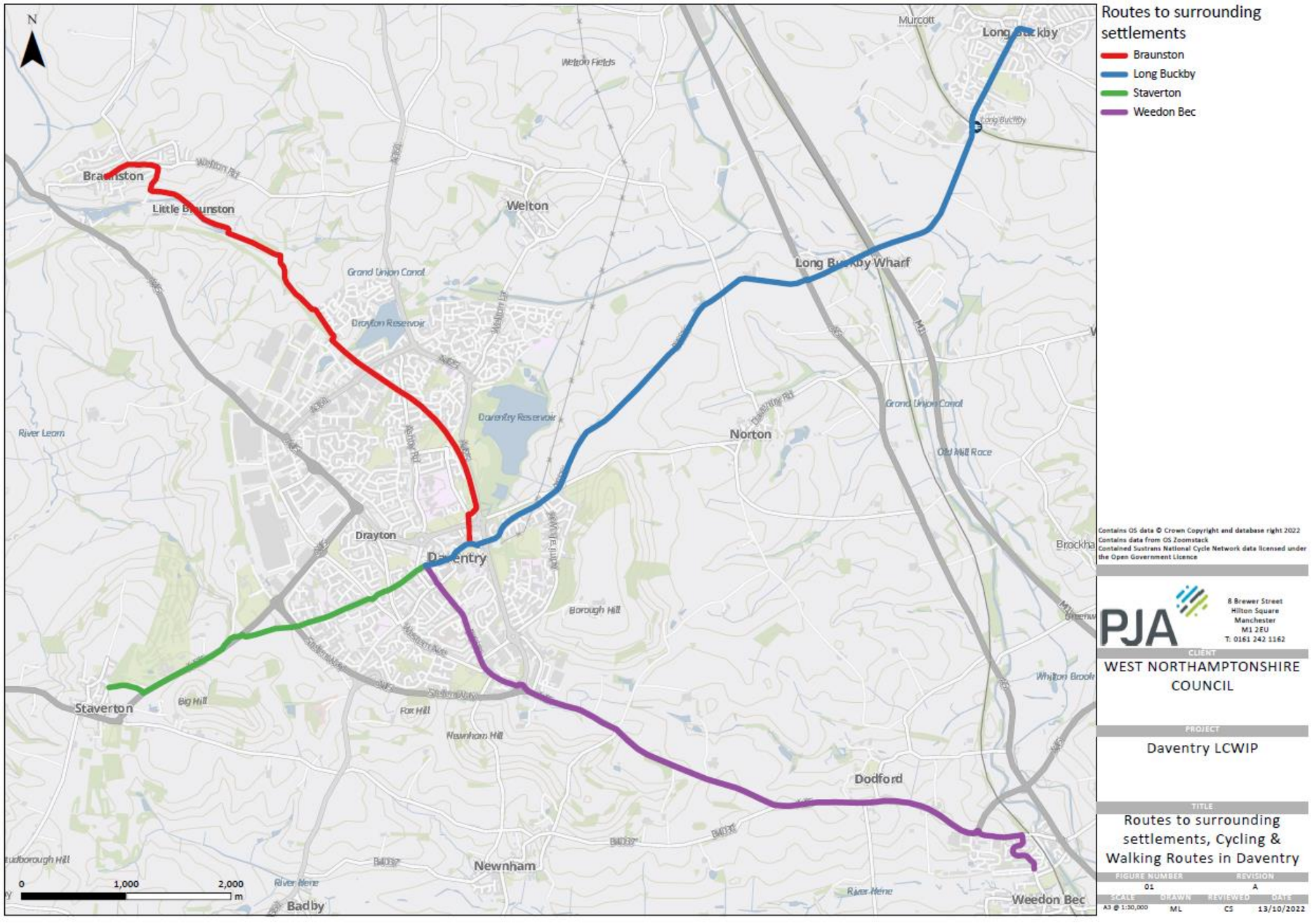

Figure 11 Routes from Daventry to surrounding locations

Braunston

Issues

From Daventry, an existing route follows the disused railway to link with the recently completed phase 1 of the Daventry to Braunston Cycle Track. The link between here and Top Lock near Braunston is not currently navigable by bike due to a steep gradient and steps and a narrow towpath. Beyond Top Lock, the route follows bridleways and quiet lanes until it reaches the village centre.

Proposals

Key recommendations are outlined below and shown in Figure 12:

1. Improve the signage and wayfinding between the subway under Eastern Way and the route along the disused railway. Consider providing a more formal crossing point to further strengthen the connection.

2. Review the condition of the surface along the disused railway line and undertake localised repairs where the surface is cracked or damaged by tree routes.

3. Review bollards and barriers along the disused railway and remove or re-site any that prevent access by all types of cycles and add reflectors to any remaining bollards.

4. Review the branding and wayfinding along the disused rail line including to help promote it.

5. Improve the at-grade crossing over Shackleton Drive, to give priority for cyclists, for example by installing a parallel zebra to provide marked priority to pedestrians and cyclists.

6. Remove the bollards at the end of the disused railway line route and improve the link to existing Braunston Cycle track.

7. Consider improving the bridleway at the end of the Braunston Cycle Track in future to strengthen the leisure route along the canal eastwards for walkers and cyclists.

8. Improve the route adjacent to the canal towpath between the end of the Phase 1 Braunston Cycle Track and Top Lock in line with emerging proposals detailed in a feasibility study by the Canal and River Trust.

9. Resolve the right of way issue between Top Lock and the start of the bridleway on Dark Lane.

10. Consider upgrading surface in future to make it accessible for all uses including wheelchair, mobility scooters and non-standard cycles.

11. Tighten the junction of Dark Lane and Welton Road and provide wayfinding.

12. Tighten the priority junction of High Street and Cross Lane and create a build out to formalise the on-street parking while potentially provide widened footways and more outside space for the butchers and café.

The canal towpath is currently very narrow and unsurfaced with vegetation and overhanging trees further reducing the usable width. It is not currently suitable for cycling.

Between Top Lock and the Admiral Nelson pub, Dark Lane is a bridleway with a stone surface which is suitable for walking and horse riding and some cycles but not accessible for all users

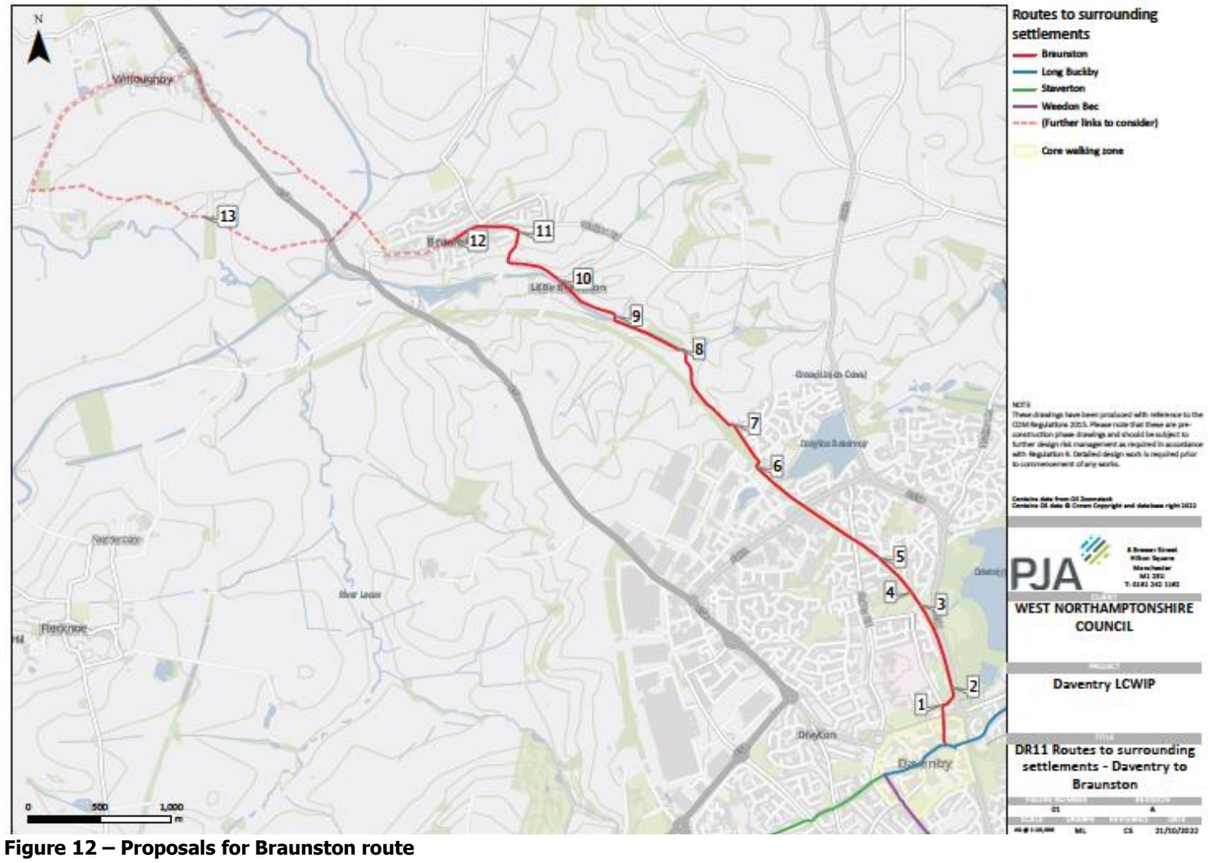

Figure 12 – Proposals for Braunston route

13. Once the link to Braunston is delivered, extending the route to Willoughby should be considered, to cater for leisure cycling.

Staverton

Issues

From the town centre there is a relatively direct route for pedestrians and cyclists within Daventry, although improvements are needed to make the route safer due to high levels of traffic and poor road crossings. Outside of Daventry, the route to Staverton is currently very hostile for walking and cycling.

The junction radii at the junctions of Warwick Street and Staverton Road with Western Avenue encourage high traffic speeds and create hostile conditions for cycling in the carriageway.

There is an existing Puffin crossing on Western Avenue which takes pedestrians away from the desire line and does not cater for cyclists.

The junction of Staverton Road and Thames Road is excessively wide even with painted hatching to visually narrow the junction. This is likely to encourage higher vehicle speeds and make it difficult for people walking and cycling to cross the road to the bridge.

The pedestrian and cycle bridge over Stefen Way is of adequate width for the expected pedestrian and cycle flows and the ramps are of a gentle gradient though the parapets are likely to below the required height. The bridge is fairly well maintained.

There is no crossing point on the A425 or dropped kerb on the desire line for pedestrians and cyclists.

The speed limit on the A425 varies between 50mph and the National Speed Limit. There is no verge between the footway and the carriageway and the footway is in very poor condition in places.

Proposals

Key recommendations (numbers refer to the locations shown on Figure 13 on the following page):

1. Add zebra crossings to more arms to further slow traffic at the roundabout.

2. Consider either providing a 3m bi-directional cycle track on Warwick Street and Staverton Road between St James Street and Yeomanry Way (with some loss of on-street car parking on one side of the road) or installing bus gates (e.g. at the junctions of Western Avenue) to provide a low traffic walking and cycling route into the town centre, with through-traffic diverted to Leamington Way and Badby Road.

3. Tighten up the priority junctions of Warwick St/Western Ave and Staverton Rd/Western Ave. and relocate the existing signalised crossing to be directly on the desire line if feasible and upgrade for use by cyclists as well as pedestrians.

4. Tighten the priority junction of Staverton Rd/Yeomanry Way and install a crossing so pedestrians and cyclists can avoid using the subway. Consider infilling the subway so that the crossing can be provided on the desire line. Provide a raised table on Staverton Road to allow cyclists to transition to and from the carriageway. Relocate this away from bend.

5. Install additional traffic calming and extend the 20mph zone.

6. Consider introducing a point closure on Staverton Road outside The Grange School to minimise traffic flows along Staverton Road and in the vicinity of the school.

7. Tighten the junction of Staverton Rd/Tyne Road by building out the kerb line and provide a raised table to slow turning vehicles.

8. Install a bus gate on Tyne Road immediately to the east of Staverton Road to reduce traffic on Grange Estate and make it easier for pedestrians and cyclists to access bridge.

9. The Malabar Farm development under construction immediately south of Stefen Way will deliver improvements to the existing pedestrian/cycle bridge as well as a new signalised crossing of Stefen Way a little further east. It is recommended that the landing point on Tyne Road is improved by widening the footway, providing a flush ramp and tactile paving at the uncontrolled crossing. It is recommended that a shared-use footway/cycleway is provided between the proposed signalised crossing and Staverton Road to ensure the route to Staverton is as direct as possible.

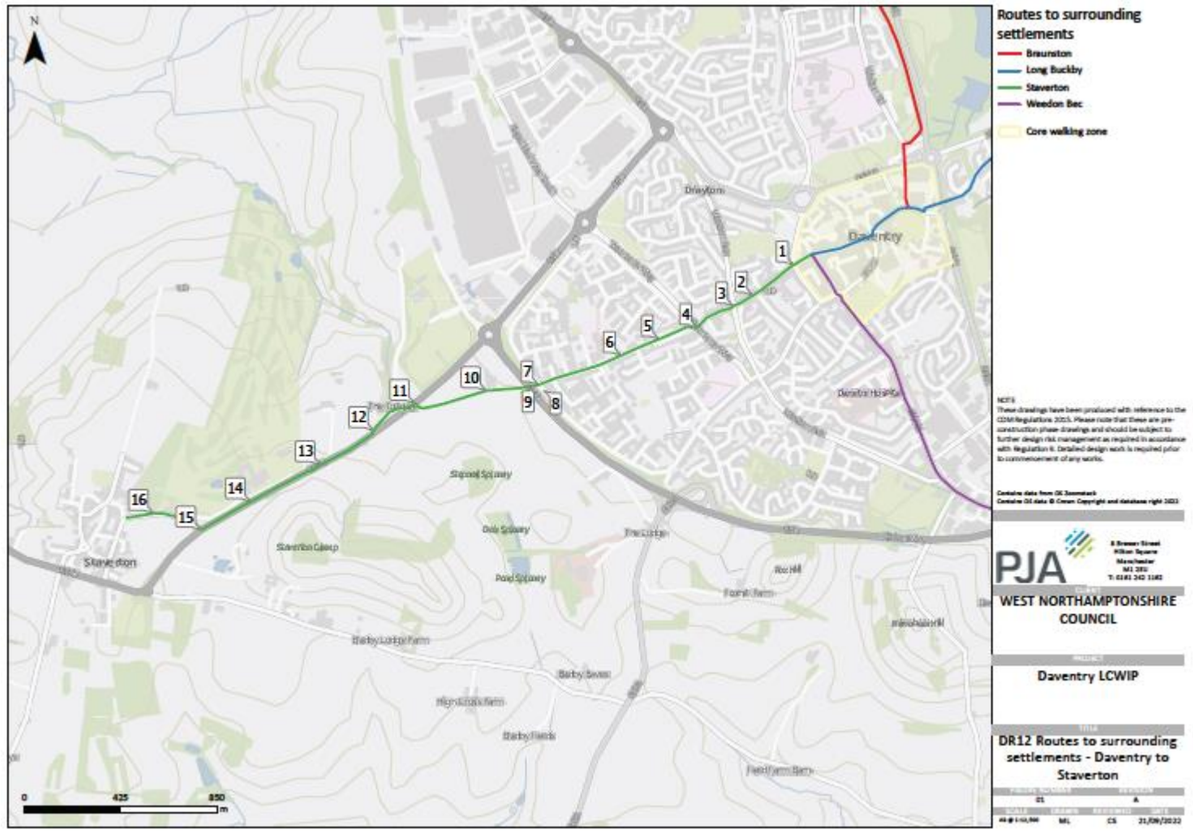

Figure 13 – Proposals for Staverton route

10. Resurface the section of Staverton Road to the west of the bridge once the development construction is complete.

11. Provide a signalised crossing on the A425, ideally on the desire line between the two sections of Staverton Road to the north of the new roundabout. The crossing should be linked to the carriageway on Staverton Road on both sides via a section of shared-use footway/cycleway and a flush kerb.

12. Provide a flush kerb on the pedestrian and cycle desire line from Staverton Road to the footway on the northwest side of the A425.

13. Resurface and widen the footway along the A425 between the proposed crossing immediately south of the A425/Stefen Way Roundabout and Daventry Road in Staverton to a minimum of 2.5m to create a 2m bi-directional cycle track with a 0.5m buffer to the carriageway. This should be designed to meet the needs of cycle traffic while also catering for low numbers of pedestrians and horse riders who should be allowed to use the cycle track. Cut back vegetation and crown lift trees along the route to give clearance for horse riders and ensure all users enjoy the full width.

14. Tighten the access into Staverton Park Hotel & Golf Club in line with the reduced speed limit of 40mph so that the cycle track can have priority. It is recommended this is provided as a full set back with marked priority using give way markings, a raised table and coloured surfacing to highlight the crossing and slow vehicles as much as possible.

15. Widen and resurface the existing path that cuts the corner between the A425 and Daventry Road and provide a flush kerb to enable cyclists and horse riders to transition to and from the carriageway.

16. Introduce a 20mph speed limit on Daventry Road in Staverton to enable cyclists (and horse riders) to safely share the carriageway with motor vehicles.

Long Buckby

Issues

Whilst Long Buckby Station is approximately 4.7 miles from Daventry town centre (and Long Buckby itself, 5.4 miles), it is the closest train station to Daventry so it is considered an important link to consider improving for cycling. There is currently no cycling infrastructure along the most direct route, which is along roads that are currently hostile for cycling due to high vehicle speeds, relatively narrow carriageways without footways and the need to cross the A5 trunk road.

Long Buckby Road is currently National Speed Limit and has no footways or cycling infrastructure.

The junction of Long Buckby Road, the A5 and Three Bridges Road is currently very hostile with no crossing facilities for pedestrians and cyclists.

The existing pinch point west of Long Buckby Wharf acts as an effective gateway feature to slow traffic on the approach to the village.

The road and footways are very narrow through Long Buckby Wharf

The railway bridge creates a pinch point which narrows the road down to one lane through the bridge.

The three Surney bridges on Three Bridges Road create pinch points where there is insufficient space to provide protected space for cycling immediately adjacent to the carriageway.

Proposals

Key recommendations (numbers refer to the locations shown on Figure 14 on the following page):

1. Close High Street to through traffic and allow access for loading only between certain times (and potentially a small amount of blue badge parking). Allow two-way cycling.

2. Introduce a bus gate on New Street close to Market Square to ensure through-traffic uses the A425 and Eastern Way and reduce traffic flows on Abbey Street. Remove the substandard cycle lanes on Abbey Street and replace with cycle symbols placed centrally on the carriageway to act as wayfinding and remind drivers to look out for cyclists.

3. Add central cycle symbols on the carriageway along Norton Road, remove the chicane barrier and provide a controlled crossing such as a parallel crossing on Admirals Way.

4. Review and potentially widen the cycle track along the B4036 to tie into the new infrastructure proposals as part of the Daventry North East development.

5. Ensure LTN1/20 compliant cycling infrastructure is delivered through the Daventry North East development to help deliver a high quality, direct route to Daventry town centre and Long Buckby as well as supporting short walking and cycling journeys within Daventry North East.

6. Install a signalised crossing across the A5 at the proposed roundabout as part of the new development to accommodate all users, i.e. pedestrians, cyclists and horse riders and should be factored into the roundabout design and speed limit on the A5 which is currently 50mph at this location. The illustrative masterplan currently shows the crossing on the southern side of the roundabout but a crossing on the northern side may be more appropriate based on the feasibility of providing a cycle route on Three Bridges Road.

7. Create a bi-directional cycle track on the north side of Three Bridges Road from the new crossing on the roundabout to the existing priority pinch point. The cycle track should be at least 2.5m with a 0.5m buffer to the road. This should be designed to meet the needs of cycle traffic while also catering for low numbers of pedestrians and horse riders who should be allowed to use the cycle track. Cut back vegetation and crown lift trees along the route to give clearance for horse riders and ensure all users enjoy the full effective width.

8. Transition cyclists to the carriageway at the existing priority pinch point west of Long Buckby Wharf. Introduce a 'Traffic in Villages' scheme in the village including reducing the speed limit to 20mph and introducing traffic calming and placemaking measures to slow traffic through the village to enable cyclists to share the carriageway with traffic.

9. Replace the priority pinch point with traffic signals at the railway and motorway bridge to enable shuttle working.

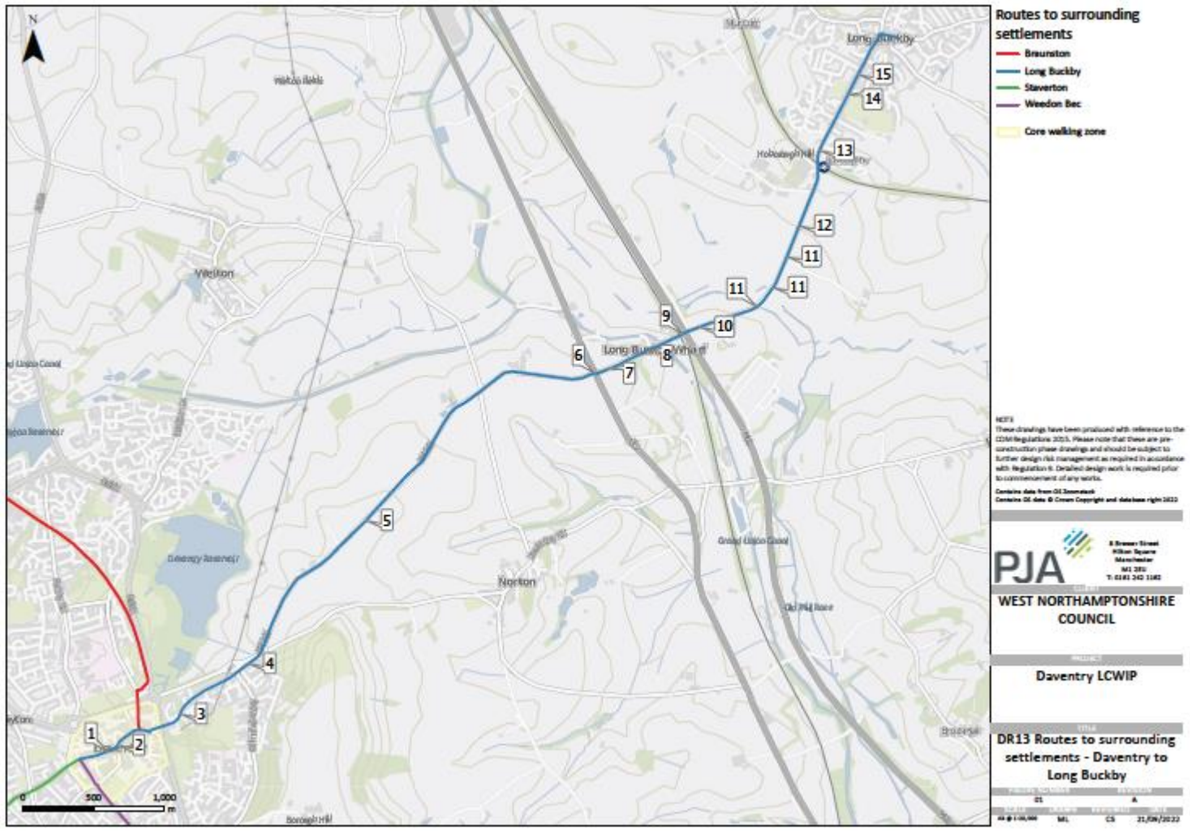

Figure 14 – Proposals for Long Bucky route

10. East of the motorway bridge, transition cyclists to a 2.5m bi-directional cycle track with a 0.5m buffer to the road on the southern side of Three Bridges Road and reduce the speed limit from National Speed Limit to 40mph.

11. Install structures adjacent to the three Surney Bridges to continue the cycle track along the route of Three Bridge Road beyond the existing parapets. This is likely to require land acquisition and significant structural work to stabilise embankments.

12. Continue the 2.5m bi-directional cycle track on the southeast side of the carriageway to Long Buckby Station. A priority pinch point may be required at the railway bridge at Long Buckby Station to enable the existing footway to be widened.

13. Improve and extend the existing shared use footway/cycleway on the eastern side of Station Road between Long Buckby Station and the zebra crossing south of South Close by providing priority over side roads and improving signage. Convert the parking outside Long Buckby Rugby Club and Scout Hut to parallel bays to improve road safety and provide the space for a cycle track.

14. Upgrade the zebra crossing to a parallel crossing and transition cyclists to the carriageway.

15. Reduce the speed limit to 20mph and mark cycle symbols centrally in the carriageway. Tighten priority junction radii and consider providing cycle-friendly traffic calming to reinforce the 20mph limit.

Weedon Bec

Issues

The A45 between Daventry and Weedon is a relatively heavily trafficked route with speed limits between 40 and 60mph, and the need to cross two large roundabouts with no existing facilities for cycling. There is a narrow footway on the north side of the A45 with a poor-quality surface for pedestrians.

Proposals

Key recommendations (numbers refer to the locations shown on Figure 15):

1. Declutter the bottom end of Sheaf Street so that cyclists can use the brick-paved section, keeping the edges clear for pedestrians.

2. Install a continuous footway across Sheaf Street at the junction with Oxford Street to give priority for pedestrians and slow vehicles turning in and out of Sheaf Street.

3. Provide zebra crossings on all arms of the Oxford Street/New Street/London Road roundabout to prioritise pedestrians and slow vehicles in the town centre.

4. Consider installing a bus gate near the junction of Park Leys to reduce traffic flows on this key cycle route and ensure through-traffic uses the A425 or Western Avenue (London Road is too narrow for protected cycling infrastructure). Implement a 20mph speed limit and remove the substandard painted cycle lanes and install build outs. Tighten up junctions along the route and provide cycle symbols centrally on the carriageway to act as wayfinding and remind drivers to look out for cyclists.

5. Transition cyclists from carriageway and provide a bidirectional cycle track on the north side of the road to the north of Western Avenue. The cycle track should be at least 2.5m with a 0.5m buffer to the road. This should be designed to meet the needs of cycle traffic while also catering for low numbers of pedestrians and horse riders who should be allowed to use the cycle track. Cut back vegetation and crown-lift trees.

6. Install a signalised crossing (Sparrow, Toucan or Pegasus) on the northern arm of the A425/B4028 London Road/A45 Stefen Way roundabout.

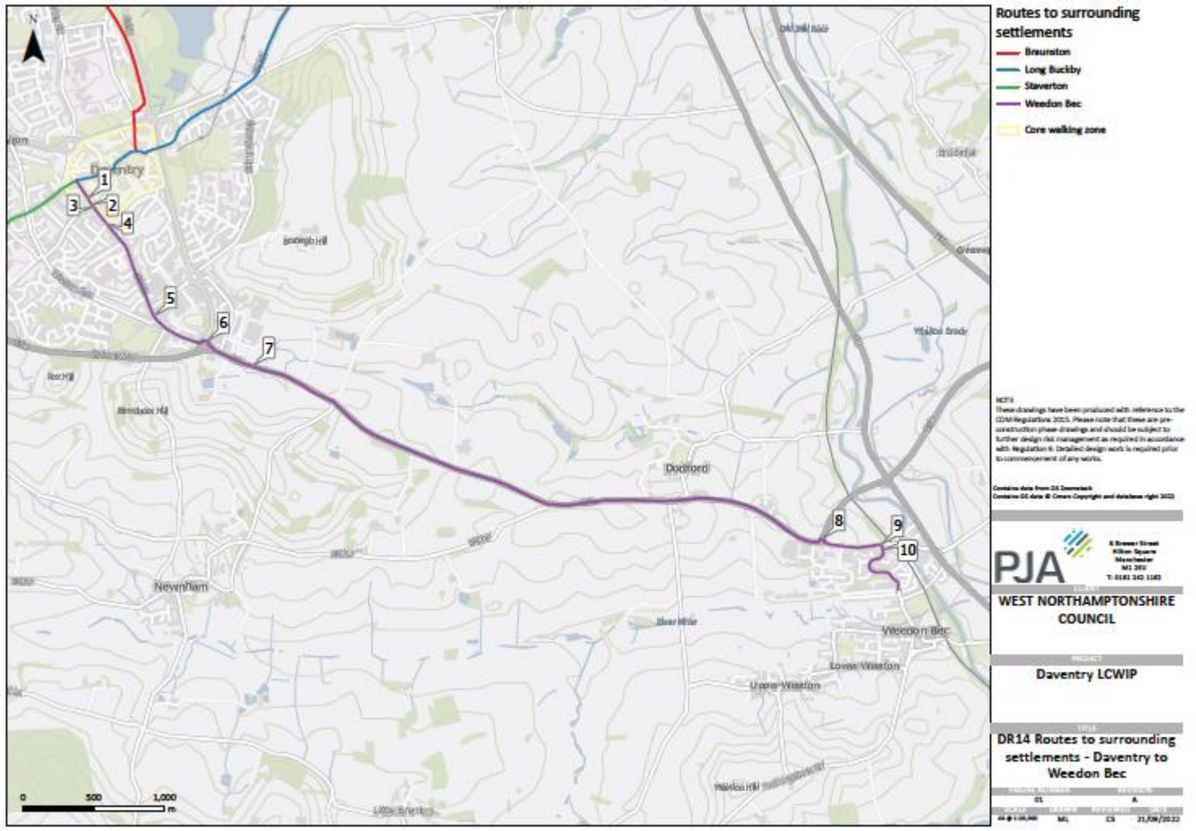

Figure 15 – Proposals for Weedon Bec route

7. Continue the bi-directional cycle track along the north side of London Road to Grand Union Way in Weedon Bec. Beyond High March flows of pedestrians, cyclists and horse riders will be lower and it may be appropriate to reduce the width of the cycle track to 2m with a 0.5 buffer to the carriageway (if the speed limit can be reduced from 60mph to 40mph). Again, this should be designed to meet the needs of cycle traffic while also catering for low numbers of pedestrians and horse riders. If the National Speed Limit is retained on the A45 between Daventry and Weedon Bec, an extra 1.5m buffer will be required, meaning that the overall minimum width required to create a safe route is 4m. The cycle route should not have priority of side roads for safety reasons.

8. Install a signalised crossing (Sparrow, Toucan or Pegasus) on the northern arm of the A45/High Street roundabout.

9. Consider installing a bus gate or similar measure on High Street at the junction of Harmans Way to ensure through-traffic uses the bypass and to reduce traffic flows on High Street (this could also help deliver a future link to Flore). Provide a controlled crossing, e.g. parallel or Sparrow crossing close to the junction of High Street and Harmans Way and a short section of cycle track or shared use footway/cycleway to link to Windsor Close to enable cyclists to transition to the carriageway.

10. Reduce the speed limit to 20mph and consider providing cycle symbols centrally on the carriageway to act as wayfinding and remind drivers to look out for cyclists.