



Daventry LCWIP

Cycle route design recommendations

West Northamptonshire Council - December 2022

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1 ROUTE CATEGORIES

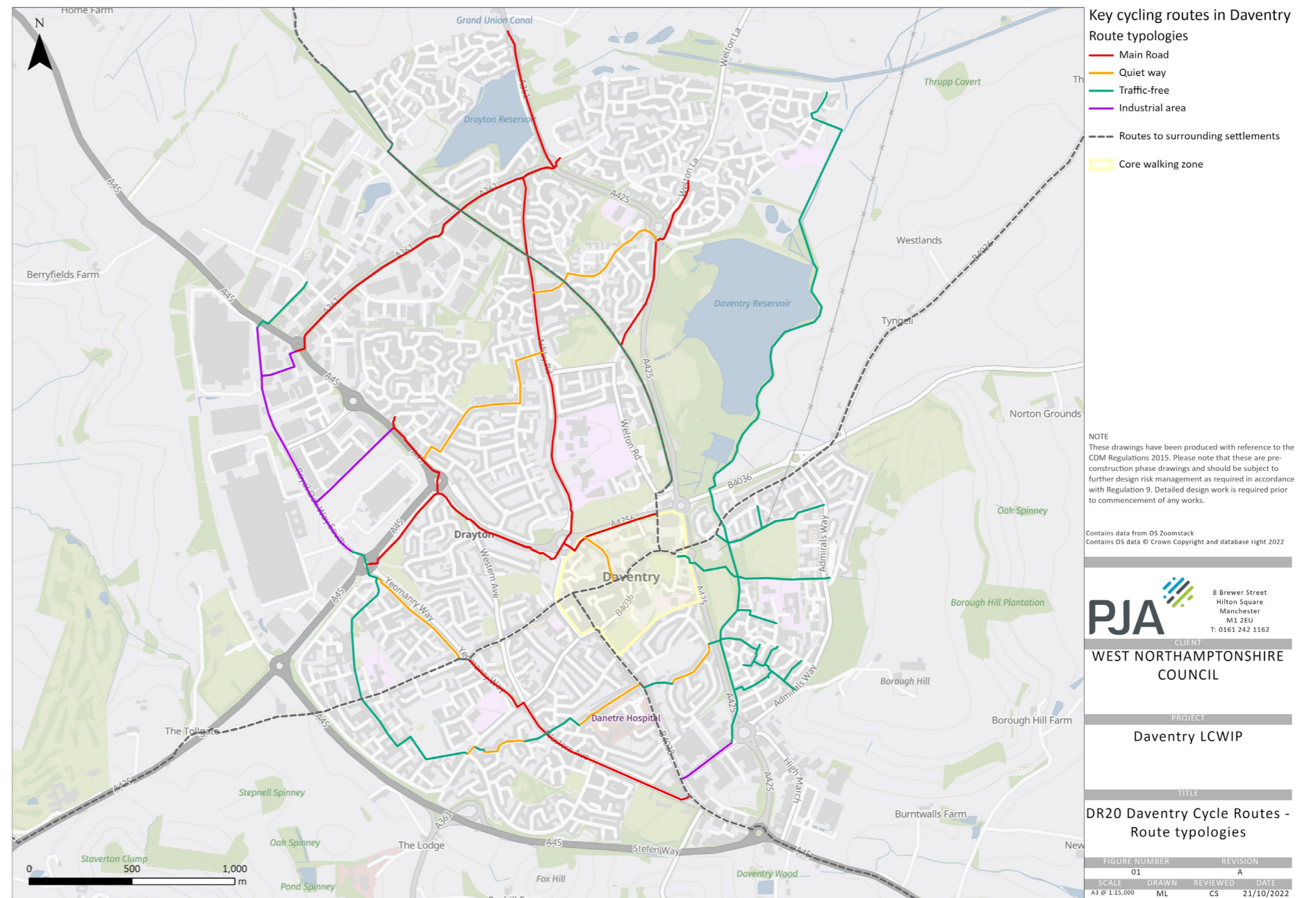
This booklet sets out high level design recommendations for cycle routes within Daventry. A number of priority cycle routes have been identified across Daventry based on analysis of where there is likely to be the most demand for cycling based on trip attractors such as schools, employment, community facilities and shops.

Following site audits, four route typologies have been identified across Daventry with routes sharing similar characteristics:

1. Routes along main roads
2. Routes along industrial roads
3. Quietways
4. Traffic-free routes

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 "unravell'd" from the road network or, at the very least, separated by wide verges. The above typologies 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 designing up the full network. These examples can be used to broadly guide development of the other key routes across Daventry.



2 ROUTES ON MAIN ROADS

SUMMARY OF CURRENT CONDITIONS FOR CYCLING

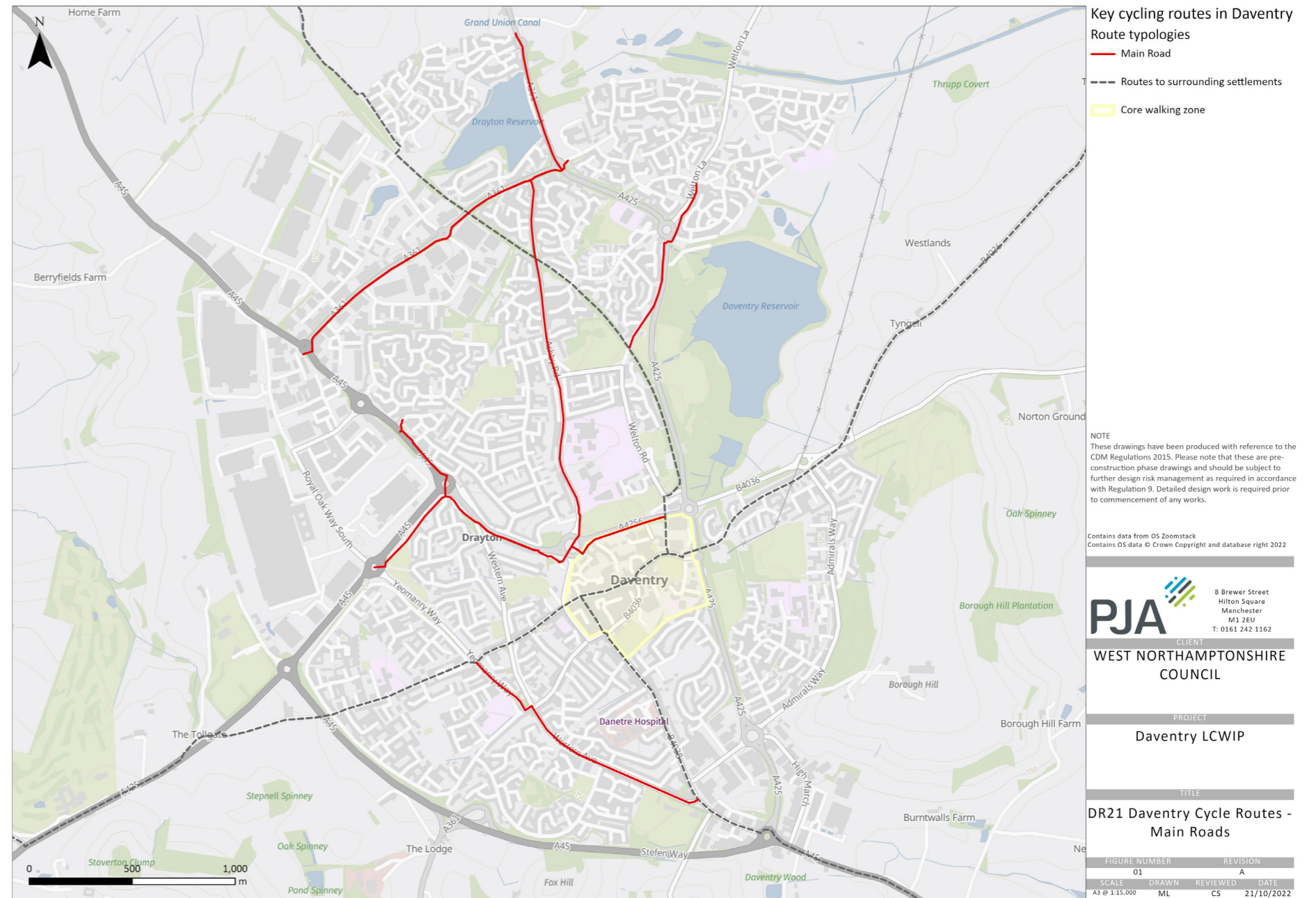
Examples of these kinds of routes include:

- Ashby Road
- Braunston Road
- Eastern Way
- Drayton Way
- Northern Way

A number of routes on main roads are also picked up as part of the routes out to surrounding settlements.

The key issues identified for routes on main roads in Daventry are as follows:

- Traffic speeds and volumes which are too high to accommodate safe cycling in the carriageway.
- Inconsistent or non-existent protected cycling infrastructure despite high traffic volumes/speeds.
- Wide junction radii facilitate high vehicle turning speeds which risk conflict with cyclists
- Lack of controlled crossing points
- Poor transitions between different facilities
- Poor priority over side roads
- Poor protection through larger junctions



CASE STUDY: DRAYTON WAY (A361) – CURRENT CONDITIONS

Drayton Way provides a key east west connection between Braunston Road and Ashby Road, linking the residential and industrial areas of Daventry.

It is a wide A road with high traffic speeds and volumes which benefits from existing shared use walking and cycling infrastructure which was built at the same time as the road. Recent improvements to sections of the route including widening and resurfacing of the shared use path plus a new Toucan crossing at the roundabout with Northern Way which have improved conditions for both pedestrians and cyclists.

While the cycling infrastructure along most of the route does not meet current guidance, there is significant scope to improve the route cost effectively with the potential to phase improvements if required, focusing on elements that would have the most benefit such as improving junctions.

The majority of proposals for improving Drayton Way apply to the other main roads in Daventry which have existing shared use facilities along them.



There are a number of good existing links from Drayton Way into residential streets which would benefit from stronger wayfinding.



Sections of the shared use facility have been widened and resurfaced, providing a good level of service for cyclists and pedestrians.



The (staggered) Toucan crossing at the roundabout with Northern Way helps link Drayton Way with new development to the north.



The junction of Ashby Road and Drayton Way is currently a wide priority junction which is hazardous for pedestrians and cyclists.

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



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



This link to the cycle route along the former rail via Dale Close could be strengthened through signage and wayfinding.



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

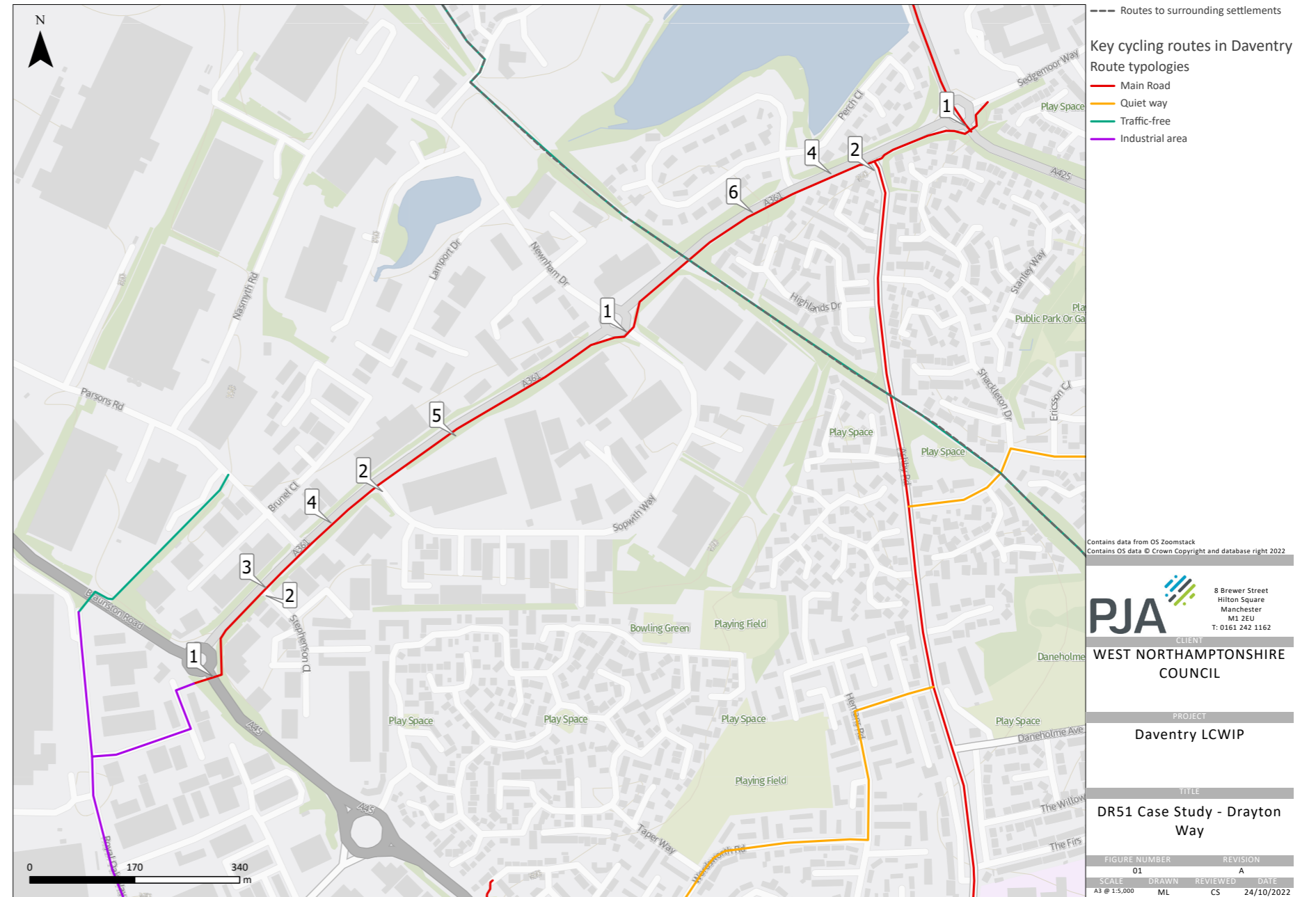


The lack of controlled crossings at the western end of the route limits its utility value, particularly the lack of crossing over the southern arm would enable a strong connection through to Riley Close and the Royal Oak Industrial Estate.

2 ROUTES ON MAIN ROADS

CASE STUDY: DRAYTON WAY (A361) – DESIGN RECOMMENDATIONS

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 yellow wands 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.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Staggered Toucan crossings are acceptable for locations with low flows of pedestrians and cyclists. However, where there is potential for higher flows, pedestrians and cyclists should be separated at crossings, with a straight across for cyclists at least



Marked cycle priority should be provided across side roads where possible using give way markings. Bi-directional cycle tracks should be fully or partially set back from the main road and the junction should be tightened as much as possible to slow turning vehicles.



High quality signage and wayfinding helps cyclists navigate around the network and can help educate non-cyclists about how quick short cycle journeys are.



Even where shared with low numbers of pedestrians, it is important to design facilities to meet the needs of cycle traffic. Providing a centre line helps remind pedestrians and drivers to expect cyclists and encourages pedestrians to walk on the left.

CASE STUDY: ASHBY ROAD- CURRENT CONDITIONS

Unusually for Daventry, Ashby Road does not benefit from existing shared use cycling facilities. This is despite it being a key north-south route within Daventry with analysis such as the Propensity to Cycle Tool and pupil postcode analysis demonstrating high demand for both walking and cycling due to the large cluster of schools and other community uses at the town centre end including Daventry Hill School, The Parker E-ACT, Dolphin Day Nursery, Falconer's Hill Academy, Daventry Phoenix Sports Academy and Daventry Community Centre.

The majority of the eastern side of Ashby Road benefits from wide verges and few frontages. At the southern end there are several access points and other wide priority junctions that would need to be addressed but providing cycling infrastructure would be relatively straightforward. However, where Ashby Road crosses the former railway route, there is a significant pinch point where the total width between the parapets is approximately 8 metres which is not wide enough to provide cycling infrastructure.

Ashby Road currently has a 30mph speed limit and estimated daily traffic flows of 3,000-5,000 with the section that crosses the former railway line benefiting from the lowest traffic volumes. It is likely that Northern Way which runs parallel to Ashby Road takes the majority of through and strategic traffic. It is therefore recommended that the cycle route transitions to the carriageway at the bridge with traffic calming and a priority pinch point, shuttle working or centre line removal with wide advisory cycle lanes provided over the bridge.



The subway on the north east side of the Eastern Way/Ashby Road roundabout currently only caters for pedestrians and lacks wayfinding.



There is plenty of space and good sightlines to the subway on the eastern side of Ashby Road north of the roundabout.



There are existing zebra crossings on Ashby Road but no crossing facilities for cyclists.



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

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



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.



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



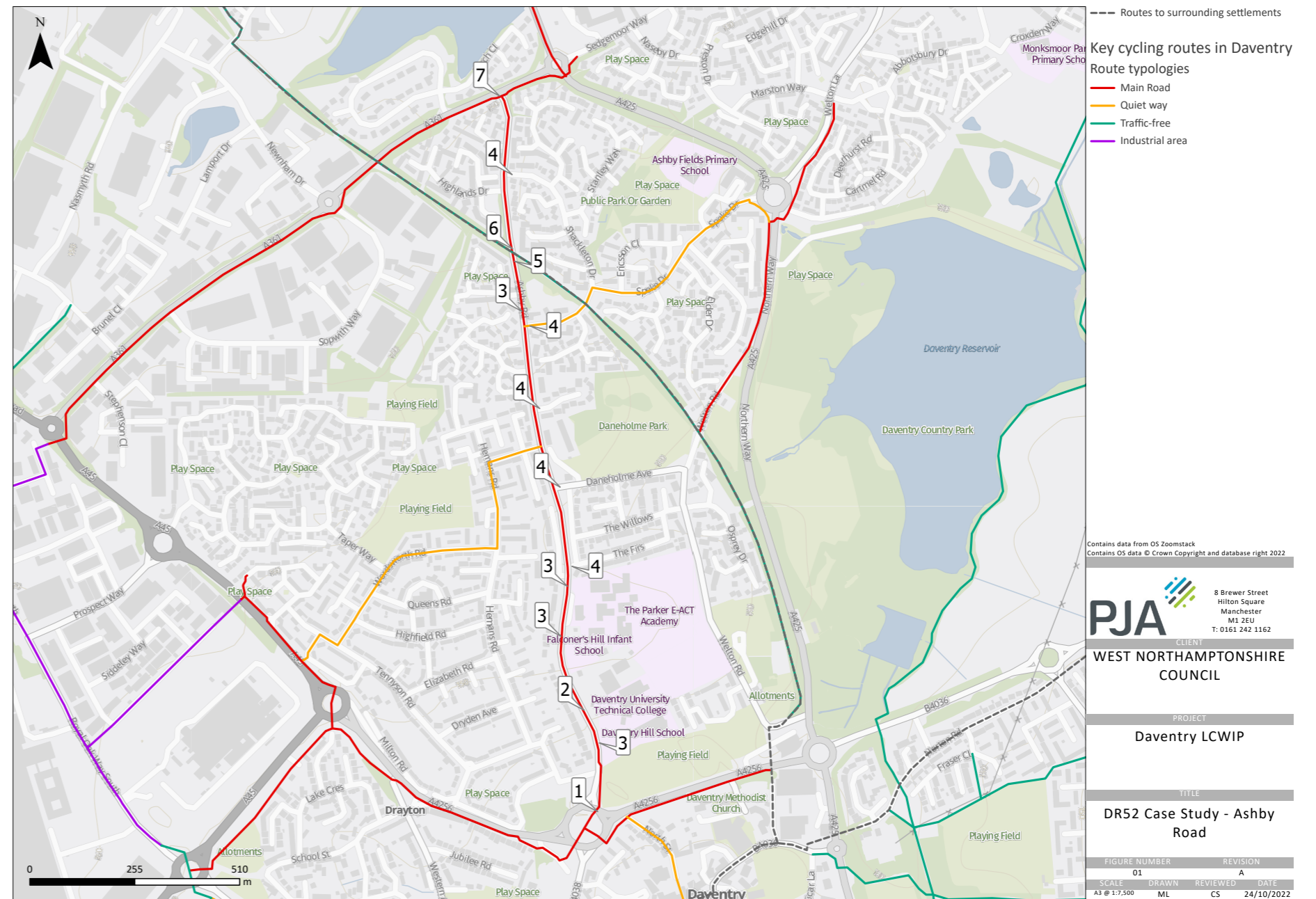
There are some significant defects including cracking in the footway towards the northern end of Ashby Road



The junction of Ashby Road and Drayton Way is currently a wide priority junction which is hazardous for pedestrians and cyclists.

CASE STUDY: ASHBY ROAD- DESIGN RECOMMENDATIONS

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 westwards 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.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Controlled crossing points give pedestrians and cyclists priority over motor vehicles and can help with wayfinding.



Narrowing priority junctions and overly wide carriageways can help calm traffic as well as providing space for wider footways and greening.



On roads with few active frontages and where roads where pedestrian and/or cycle flows are low, it is often appropriate to provide a two-way cycle track on one side of the road that pedestrians are allowed to use. Priority over side roads should normally be provided.



Narrowing priority junctions can include making side roads entry/exit-only, creating short distances for pedestrians to cross and requiring drivers to turn carefully



Centre line removal and wide advisory cycle lanes can be a good way of providing cycling infrastructure on more constrained routes where traffic volumes are under 4,000 a day.



Priority pinch points can slow vehicle speeds and discourage unnecessary through traffic on routes. They can be particularly effective when they include a cycle bypass.

3 ROUTES ALONG INDUSTRIAL ROADS

SUMMARY OF CURRENT CONDITIONS FOR CYCLING

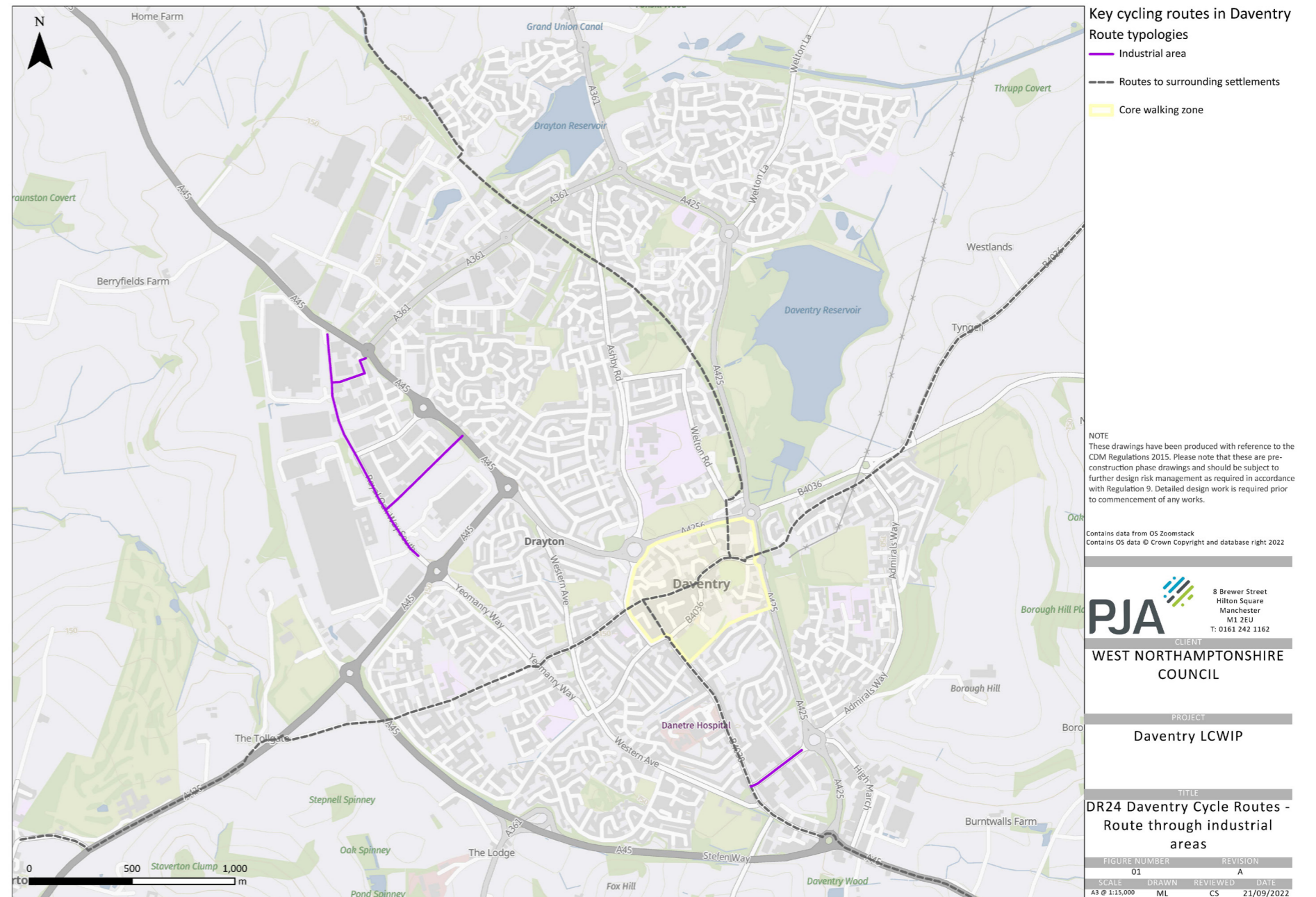
The data identifies two key routes on industrial roads; Royal Oak Way North and South and Long March.

Both roads currently lack any cycling infrastructure despite being wide, fast roads. The presence of large numbers of HGVs plus wide junction radii to enable turning movements make these roads particularly hazardous for pedestrians and cyclists.

The key issues identified for routes along industrial roads in Daventry are as follows:

- Traffic speeds and volumes which are too high to accommodate safe cycling in the carriageway., in particular high flows of HGVs
- Inconsistent or non-existent protected cycling infrastructure despite high traffic volumes/speeds.
- Wide junction radii facilitate high vehicle turning speeds which risk conflict with cyclists
- Lack of controlled crossing points
- Poor transitions between different facilities
- Poor priority over side roads
- Poor protection through larger junctions
- Informal/inconsiderate parking reducing visibility and blocking routes

Walking and cycling are likely particularly important for accessing jobs in industrial areas due to shift patterns meaning public transport is not always a viable option.



CASE STUDY: LONG MARCH - CURRENT CONDITIONS

Long March provides a direct link between the B4038 and the A425, which would form a useful link for cyclists if brought up to suitable standards. A number of businesses are accessed from Long March, which was observed to experience a relatively high number of HGVs.

The images adjacent and overleaf set out some of the key issues observed for the route, followed by recommendations for how to address them.



Existing wide footway which could provide a shared use path of widened/resurfaced



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



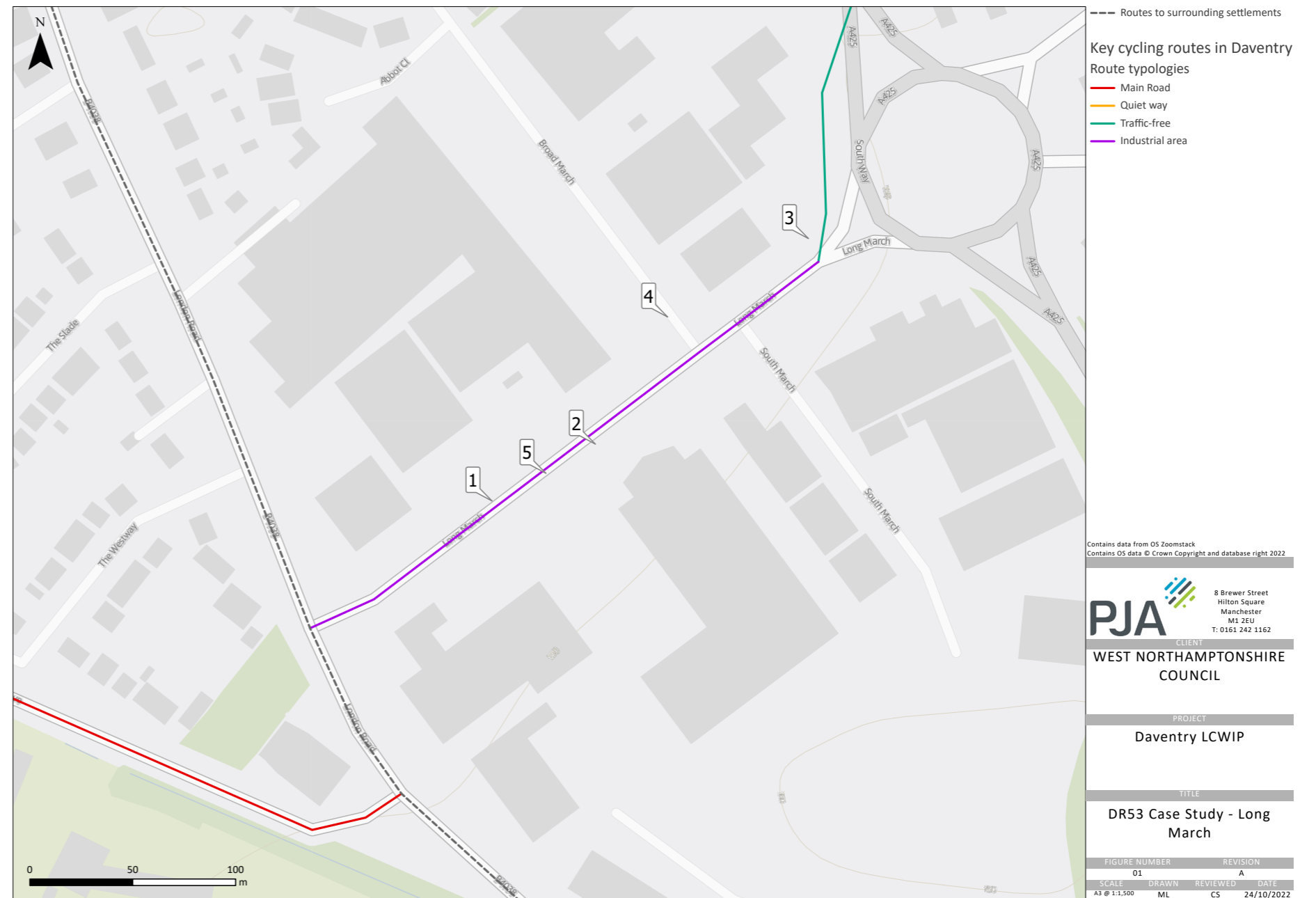
Route ends at roundabout where cyclists are kept on a shared path away from the carriageway



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

CASE STUDY: LONG MARCH - DESIGN RECOMMENDATIONS

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



CASE STUDY: ROYAL OAK WAY NORTH AND SOUTH – CURRENT CONDITIONS

Royal Oak way South and North provides a spine road through the Royal Oak Industrial Estate, providing a through-link between the A45 Lemington Way and the A45 Braunston Road for pedestrians and cyclists only. It does not provide a through link for vehicles.

The route is characterised by higher HGV flows, a wide carriageway with hatching and wide sweeping priority junctions. Pedestrian and cycle flows are expected to be low, but the level of HGVs mean separation from traffic is necessary in line with LTN1/20, with consideration for pedestrians and cyclists at side roads.



Wide sweeping bends at side roads



Wide carriageway with hatching, but decent footway provision in terms of width



No dropped kerb to access the traffic-free link between Royal Oak Way North and the A45



No crossing point over the A45 where the speed limit is currently 60mph

CASE STUDY: ROYAL OAK WAY NORTH AND SOUTH - DESIGN RECOMMENDATIONS

1. Create a shared use facility on the western side as a minimum, but there is likely to be sufficient space to provide a facility on both sides where the road becomes wider further to the north. Pedestrian and cyclist flows are expected to be sufficiently low for shared facilities to be suitable.
2. Upgrade the existing refuge to a toucan crossing to safely connect cyclists from the subway to the proposed shared use facility.
3. Given the expected HGV flows, it is recommended that pedestrians and cyclists are required to give way at side roads. Consistency is key here, so that all users know how to navigate around each other safely. Coloured surfacing and carriageway symbols can be used here to alert HGV drivers to the presence of cyclists. Where feasible, the shared use track might be set back at side roads to reduce the crossing distance and improve visibility.
4. At the northern end, there was evidence on site of footway parking. Parking could be formalised within the carriageway to address this.
5. The traffic free link connecting Royal Oak Way to the A45 requires widening and resurfacing with some vegetation clearance. Additional lighting should also be provided. Provide a dropped kerb.
6. This stretch of the A45 is currently 60mph. This increase in speed limit should be moved further north and the speed limit kept at 40mph where this route crosses the A45. A toucan crossing or sparrow crossing should be provided.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



If shared use is opted for, provision should be wide enough to achieve good levels of pedestrian comfort and reduce conflicts. Priority at side roads requires careful consideration



Priority at side roads can be successfully created using continuous markings in visible colours. Setting the crossing back over side roads can also help to improve visibility



Transitions from the protected facility on Long March to the off-road shared path needs to be smooth and obvious. Bollard spaces should be 1.5m minimum to ensure access for all



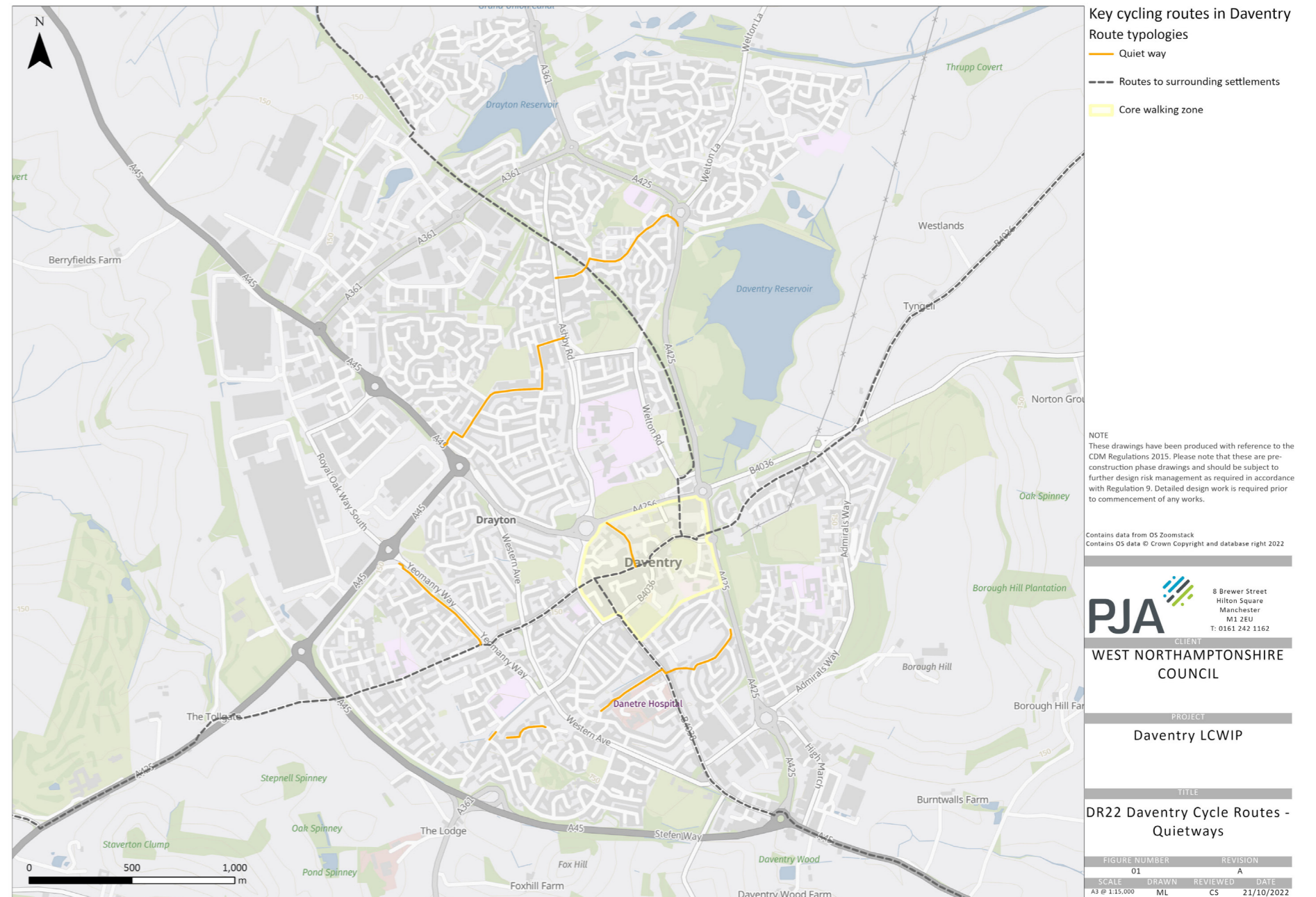
Where signalised crossings are provided, pedestrians and cyclists should ideally be separated to minimise conflict, but toucans may be suitable if shared paths are provided

4 QUIET WAYS

SUMMARY OF CURRENT CONDITIONS FOR CYCLING

Quietways offer a minimal-infrastructure approach to creating a cycle network. Where sufficiently low traffic speeds and volumes can be achieved, as set out in LTN1/20, it is suitable for cyclists to share the carriageway with vehicles, thus avoiding requirements for separated cycling infrastructure, and creating a pleasant environment for local trips. These types of routes are particularly suited to smaller 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, and some where these conditions could be created with minimal intervention. Sometimes traffic reduction and calming methods, such as pinch points or modal filters, are required to ensure traffic speeds and volumes stay low, particularly on residential streets which are subject to rat running.



CASE STUDY: SHACKLETON DRIVE AND SPEKE DRIVE - CURRENT CONDITIONS

The analysis highlights that Shackleton Drive and Speke Drive are important for cycling, particularly for pupils walking or cycling to school. However, it also highlights that both roads experience high levels of through traffic and higher than expected traffic volumes of over 5,000-7,000 vehicles per day.

Both roads currently benefit from cycle lanes though they are only approximately 1m or less wide. This is substandard according to current cycling infrastructure design guidance which requires cycle lanes to be 2m wide (or an absolute minimum of 1.5m at constraints). In addition cycle lanes are not suitable for all people, particularly with the level of traffic currently using Shackleton Drive and Speke Drive.



Wide junction radii and inappropriate cycle lanes and the junction of Shackleton Drive and Ashby Road put cyclists in danger of being hooked.



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



The paved crossing highlights the link to the route along the disused railway though the transition could be stronger.



A section of shared use between the railway route and Speke Drive provides a dual network which, combined with confusing signage, weakens the on-carriageway routes and makes it unclear where cyclists should be.

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



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



Zebra crossings are placed on desire lines such as between Ashby Fields Primary School and the play area on Roman Way



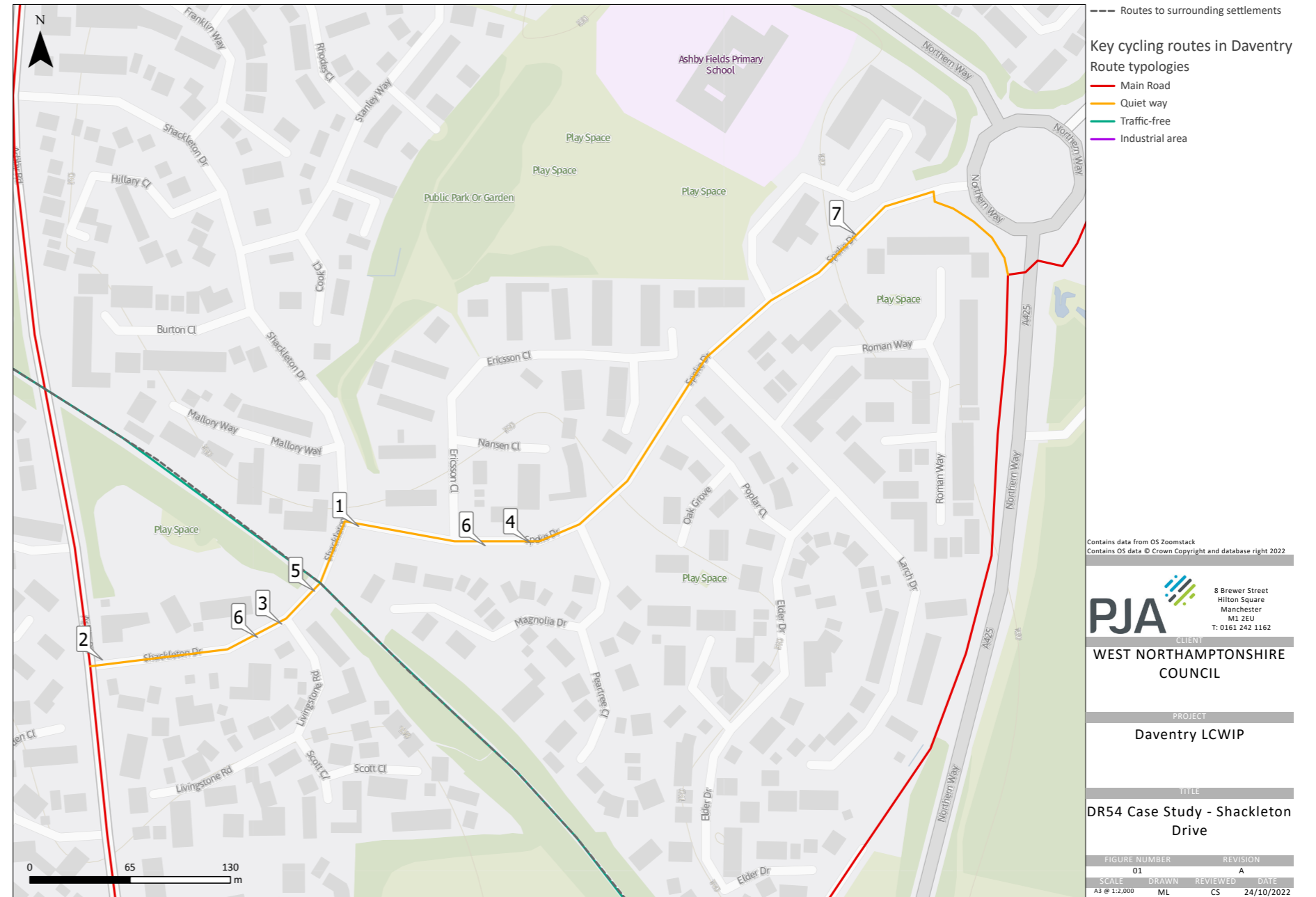
Side road entry treatments help slow turning vehicles and facilitate transitions from the carriageway to shared use facilities



A shared use facility links the end of Speke Drive to the network of shared use paths on Welton Road and Northern Way though signage, transitions and signage is poor.

CASE STUDY: SHACKLETON DRIVE AND SPEKE DRIVE - DESIGN RECOMMENDATIONS

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 sinusoidal speed humps or visually narrowing the carriageway with surface treatments such as block paving or setts as 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 zebra 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.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Bus gates are a good way to prevent rat running to reduce traffic flows and enable cycling in mixed traffic streets while maintaining bus routes and access to homes.



Tightening up priority junctions reduces crossing distances for pedestrians and slows turning vehicles. It can also provide space for greening, where needed.



Where key cycle routes cross roads, clear design and/or marked priority is important.



Wide advisory cycle lanes and centre line removal can reduce traffic speeds and provide a good level of service where narrow carriageway widths would not otherwise enable the introduction of cycle lanes.



Where there is insufficient space for cycle lanes, traffic calming and visually narrowing can provide a high level of service where traffic speeds and flows are low.



Clear transitions should be provided where cyclists need to leave or join the carriageway, for example to reach a crossing or transition to a cycle track or shared use facility.

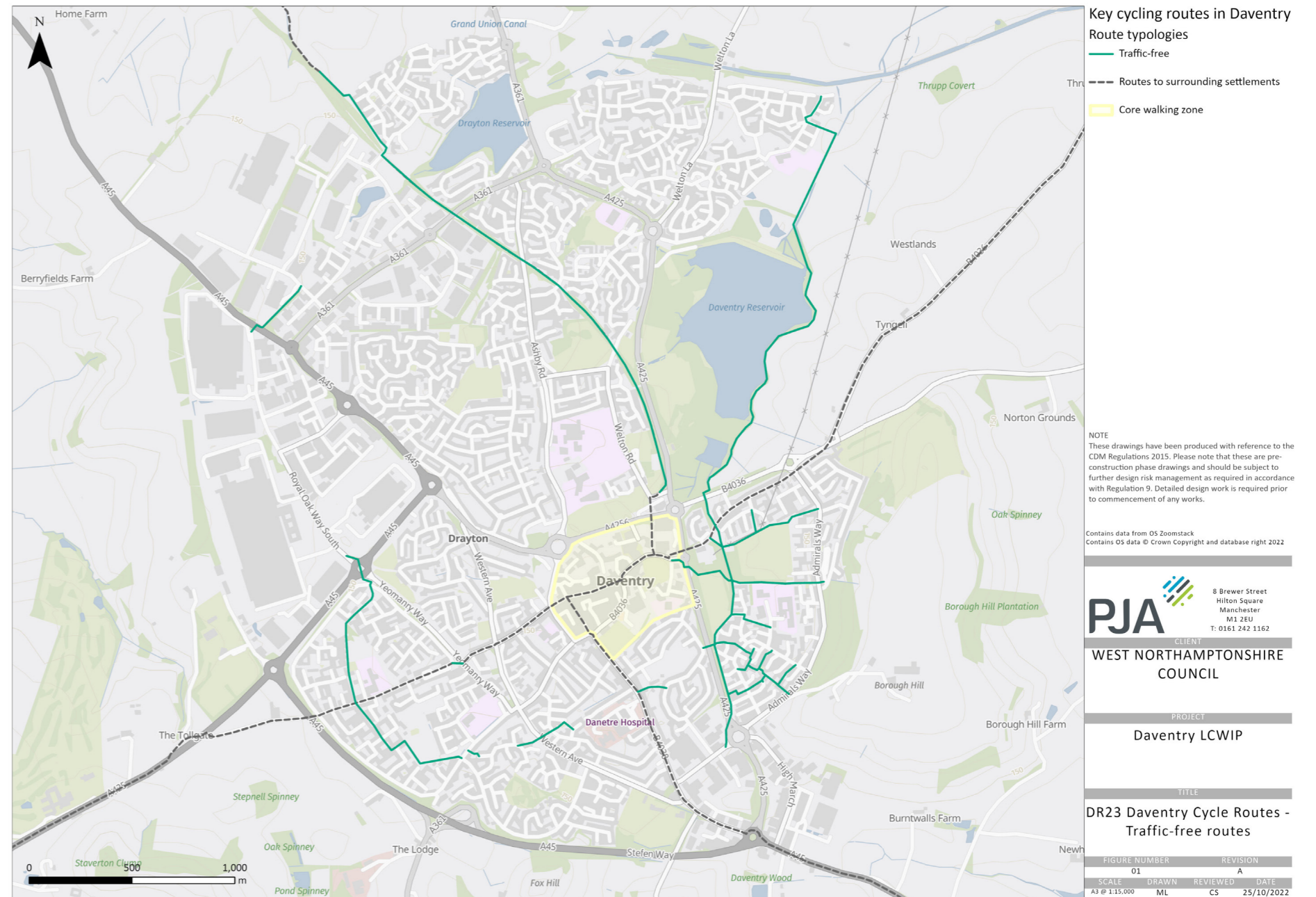
5 TRAFFIC-FREE ROUTES

SUMMARY OF CURRENT CONDITIONS FOR CYCLING

Daventry benefits from an extensive network of shared use traffic-free routes in residential areas which combine with quiet streets and shared use facilities along main roads plus the traffic-free routes along the former railway line and through Daventry Country Park to contribute to a comprehensive network of routes across the town.

Daventry's traffic-free network was largely planned and built alongside the residential development with houses orientated to provide natural surveillance and street lighting provided. As used elsewhere on Daventry's cycle network, yellow wands are provided to highlight that routes are for walking and cycling.

While the network is generally very comprehensive, well used and in good condition, a small number of issues were identified during the site audit which are likely to apply to other traffic routes across Daventry which were not reviewed as part of the audit. A number of examples of these are shown on the following pages.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Many traffic-free paths across Daventry are designed with street lighting and houses facing on to them, ensuring good levels of natural surveillance.



The network across Daventry is extensive with many paths linking to quiet residential streets.



Yellow wands provide good wayfinding and help people identify walking and cycling routes though some are placed where they could cause an obstruction.



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

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



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.



The route along the former railway line provides a high quality traffic-route which has street lighting and a bound surface. It would further benefit from better wayfinding and signage of links and minor improvements to surfacing and barriers.

TRAFFIC-FREE ROUTES - DESIGN RECOMMENDATIONS

1. Resurface paths in poor condition.
2. Move yellow wands 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 path.
5. Install street lighting
6. Improve signage and wayfinding

Precedent images for delivering successful traffic-free links are provided adjacent, with further details provided in the design recommendations booklet for routes to surrounding settlements.



Modal filter should be placed to provide a 1.5m clearance. This will allow access by different types of cycle and ensure accessibility for wheelchair users, those with mobility scooters and those with buggies



Natural play equipment such as large boulders next to traffic free routes can add interest for children and provide resting places.



A strong and consistent wayfinding strategy can help give people the confidence to explore the network.



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

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Where there are higher flows of pedestrians and/or cyclists and where space allows providing separate facilities for pedestrians and cyclists can reduce conflict and increase the sense of comfort.



Adding street lighting and opening up views as much as possible can improve personal safety and ensure year-round use of traffic-free routes.



A strong and consistent wayfinding strategy can help give people the confidence to explore the network.

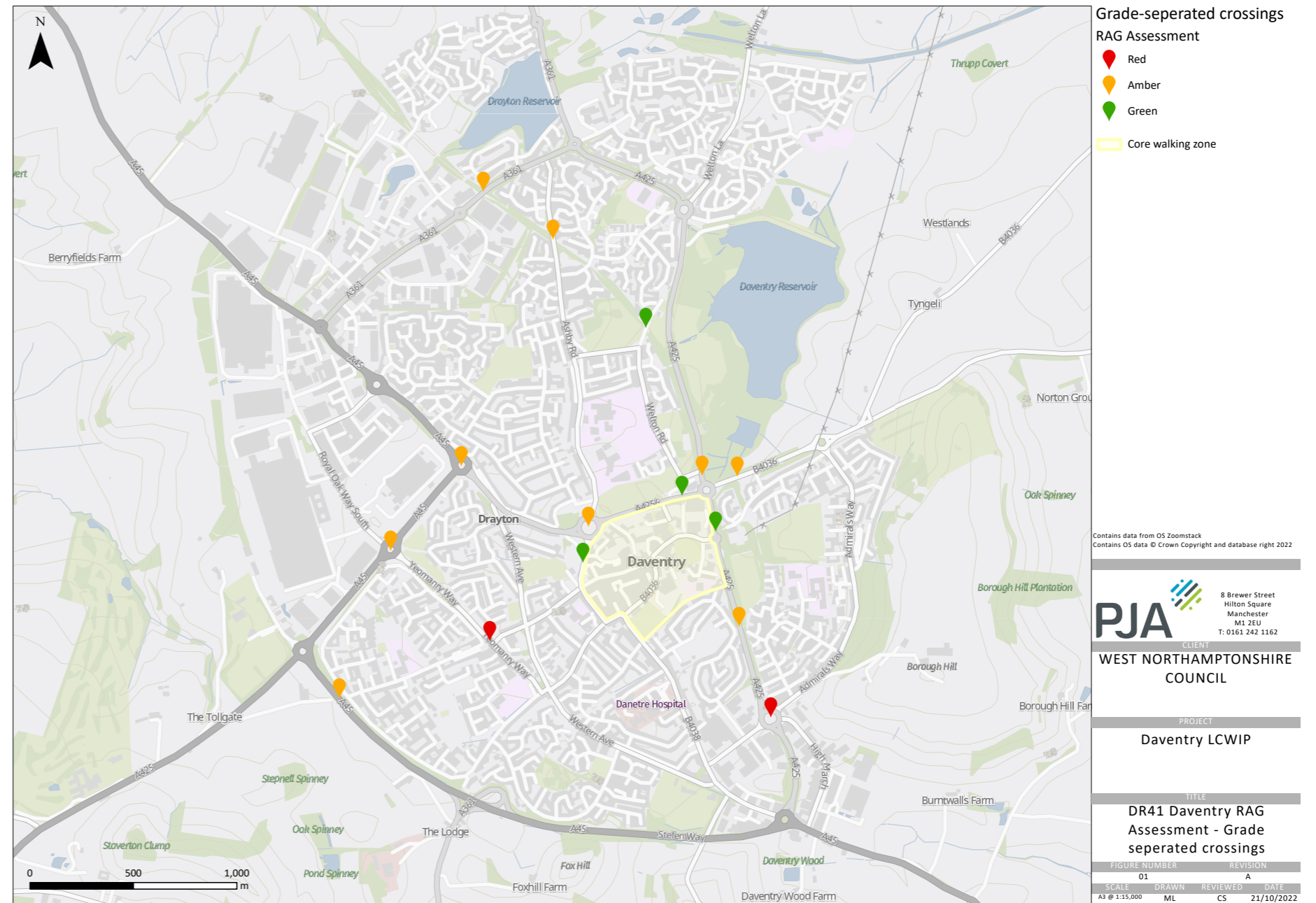


Cycle parking should be provided along traffic-free routes where people might want to stop such as Sheffield stands near play areas and sports pitches.

6 CROSSINGS

GRADE SEPARATED CROSSINGS: CURRENT CONDITIONS

RAG rating	Existing conditions	Recommendation
Green	<p>Good sightlines</p> <p>Good links into wider network, e.g. links to traffic-free routes or quiet roads on both sides</p> <p>Gentle gradients</p> <p>Good signage and wayfinding</p> <p>Lighting in good condition</p> <p>Paintwork/ community artwork in good condition</p> <p>Well maintained, e.g. no graffiti, evidence of regular cleaning and cutting back vegetation</p> <p>On a strong desire line with good levels of use during the day.</p> <p>No evidence of antisocial behaviour</p>	NA
Amber	<p>Reasonable sightlines</p> <p>Links to wider network exist but need improvement</p> <p>Reasonable gradients</p> <p>Some signage and wayfinding missing or confusing</p> <p>Lighting in reasonable condition</p> <p>Paintwork/ community artwork in reasonable condition</p> <p>Reasonably well maintained but some issues, e.g. weeds, litter, small amounts of graffiti</p> <p>Reasonably well used</p> <p>Some evidence of antisocial behaviour, e.g. litter, graffiti</p>	Undertake condition survey in line with issues highlighted with existing conditions and implement improvements.
Red	<p>Poor sightlines</p> <p>Poor links to wider network, e.g. ends at busy road with no onward connection</p> <p>Steep gradients or steps</p> <p>Signage and wayfinding missing or confusing</p> <p>No lighting or lighting vandalised</p> <p>Peeling paint or walls covered in graffiti</p> <p>Poorly maintained but some issues, e.g. potholes, weeds, litter, graffiti</p> <p>Not on strong desire line, little apparent use</p> <p>Evidence of antisocial behaviour, e.g. litter, graffiti, fires, broken glass</p>	Fill subway and replace with at-grade crossing on desire line



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



The lack of cycling infrastructure on this wide industrial road or an appropriate transition from the subway to the carriageway means few cyclists are likely to use it (Royal Oak Way South).



Poor sight lines negatively impact on the feeling of personal safety and encourage people to crossing the road rather than use the subway (Yeomanry Way/Staverton Road).



Weeds growing on cycle track surface suggest a lack of maintenance while concrete bollards with no reflectors are a hazard to cyclists at night (Long March/A425 roundabout).



Traffic calming on this quiet town centre street reinforces its function as a pedestrian and cycle route to the Icon Innovation Centre and the start of the disused railway. The photo captures a large group of young people walking towards the subway (Welton Road south of Eastern Way).

6 CROSSINGS



Bollards to the north of the subway ensure motor vehicles are prevented from access the traffic free route while a raised table and continuous footway emphasise that pedestrians and cyclists have priority over drivers accessing the Icon car park (Welton Road, north of Eastern Way).



The subway is wide, well-lit, has welcoming artwork and separate space for pedestrians and cyclists, ensuring the subway feels safe to use. A nearby Toucan crossing provides an alternative route to the Icon Innovation Centre (Eastern Way).

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



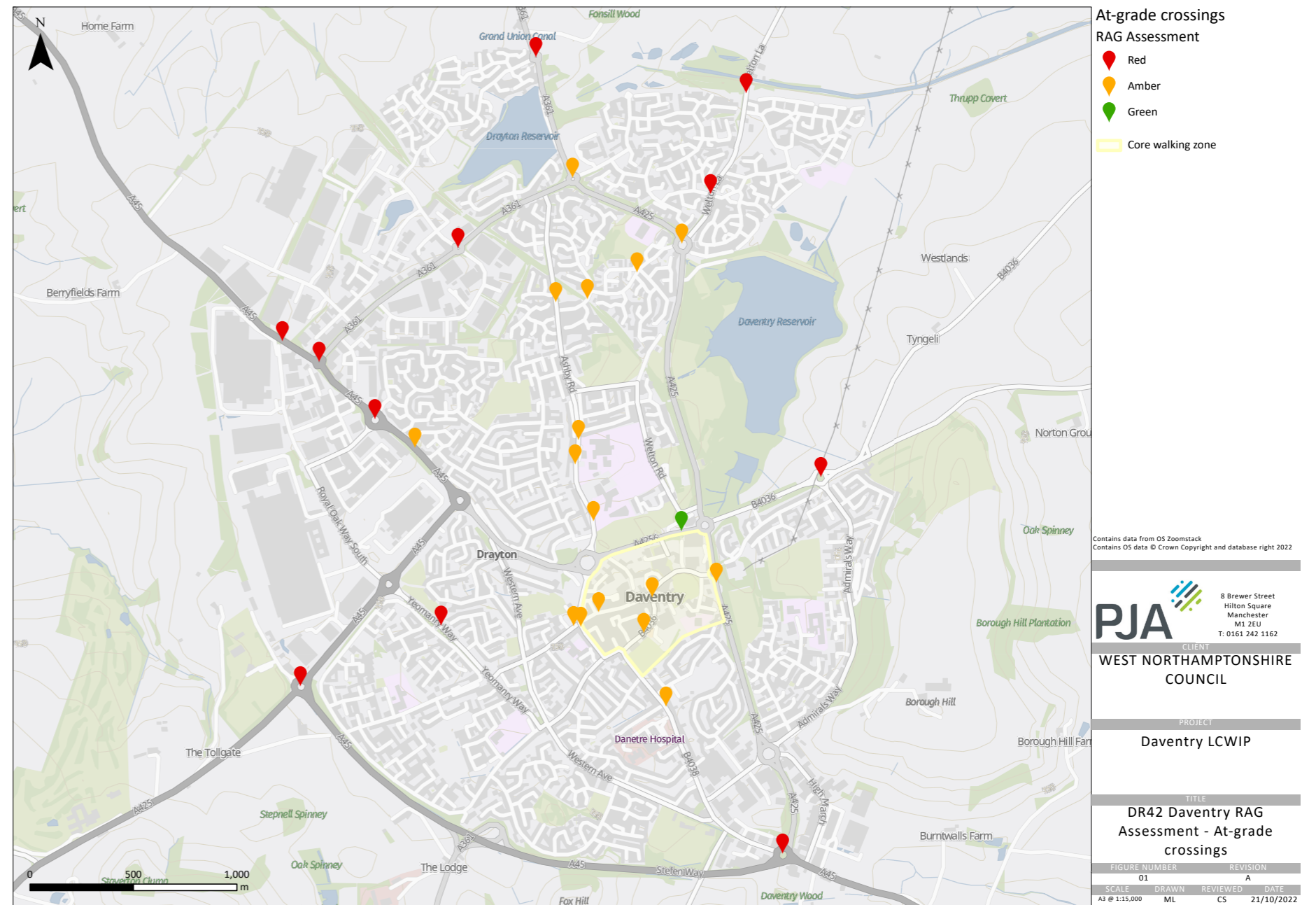
Broken glass is a hazard for cyclists (Long March/A425 roundabout).



The pedestrian/ cycle bridge over Stefen Way is slightly narrow but provides a gentle gradient which enables cyclists to use it without the need to dismount.

AT-GRADE CROSSINGS: CURRENT CONDITIONS

RAG rating	Existing conditions	Recommendation
Green	Controlled crossings provided on all arms that cater for pedestrians and cyclists Good way finding Crossings provided on or close to desire lines Crossings cater for pedestrians and cyclists and enable crossing in one stage (Toucan or, ideally, Sparrow)	NA
Amber	Controlled crossings on roundabout arms with most pedestrian or cycle demand Crossing only caters for pedestrians Some signage and wayfinding Crossings cater for pedestrians and cyclists but staggered (Toucan or Sparrow)	Provide crossings on all appropriate arms of roundabouts and upgrade zebra crossings to parallel crossings and Puffin/Pelican crossings to Sparrow or Toucan crossings (depending on traffic flows)
Red	Uncontrolled crossings provided on all arms of roundabout or on crossing design line Poor or no signage and way finding More than one lane in each direction	Provide parallel, Sparrow or Toucan crossings on all appropriate arms of roundabouts and crossing desire lines on main roads and provide signage and wayfinding.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



This uncontrolled crossing point is difficult for motorists to spot and is located just west of where the A45 changes from 40mph to National Speed Limit, making it very difficult for pedestrians and cyclists to cross (A45 Braunston Road).



Uncontrolled crossing point on the A361/A45 roundabout on a pedestrian and cycle desire line on the existing shared use footway/cycleway. The wide carriageway and proximity to the roundabout make it difficult for pedestrians and cyclists to judge when it is safe to cross.



While the ubiquitous slim yellow bollards provide helpful wayfinding, here they are placed too close together on the access and egress to an uncontrolled crossing of a roundabout, creating a hazard for cyclists who are concentrating on traffic.



Design priority for pedestrians and cyclists through the use of block paving is compromised by give ways on the shared use path which could cause confusion about who has priority (Shackleton Drive/disused railway line).



Ashby Road benefits from a number of zebra crossings but does not provide for cyclists either along or across the road even though this is a key route into the town centre and passes several schools.



An existing staggered Toucan crossing on Drayton Way caters for pedestrians and cyclists travelling north-south but all other arms of the roundabout are uncontrolled (Drayton Way/Northern Way).

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



Uncontrolled crossing of the southern roundabout arm with give way markings on the shared footway/cycleway mean pedestrians and cyclists have to wait for a gap and cross two lanes of traffic to get to the refuge (Drayton Way/Northern Way)



A good traffic-free link is provided from the roundabout to residential streets, marked with yellow bollards to help highlight it as a cycle route (Lansdown Close).

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS

PRECEDENT IMAGES FOR CROSSING POINTS



Where cycle tracks or footways meet priority junctions, generally implied or designed priority should be provided for cyclists and pedestrians



Where traffic flows are low, continuous footways can be provided over side roads to reinforce pedestrian priority. This is particularly useful where there are higher pedestrian flows, such as near to shops or schools



Parallel crossings provide safe crossing points whilst keeping pedestrians and cyclists separate, such as this example near a school in North Wales



Raised tables and build outs can be used to create implied crossing points and to slow traffic



Signalised parallel crossings can be used in environments with higher traffic speed and volumes, providing priority and full separation for pedestrians and cyclists



For grade-separated crossings such as subways, activation and overlooking can be an issue. Lighting and artwork can help to bring these spaces to life and improve perceptions of safety

