



PJJA



Daventry LCWIP

Walking route design recommendations

West Northamptonshire Council - October 2022

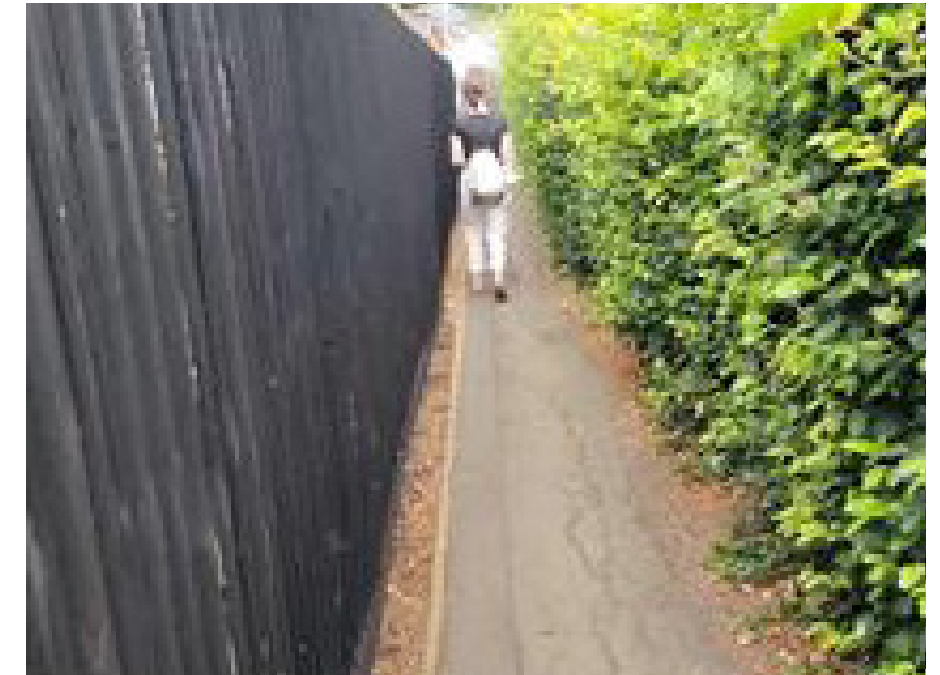
2.1 KEY BARRIERS TO WALKING

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 lots of waiting time
- Access control barriers such as bollards and gates create inaccessible routes for those in wheelchairs or with buggies



The design approach to existing street furniture could be more welcoming and accessible in places, particularly in the town centre where there is a high place value. Better consideration might be giving to the location of waste bins in relation to seating areas



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



Level differences between the footway and the carriageway reduce the ability for pedestrians to cross informally



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

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



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



Some traffic-free paths are uneven, creating trip hazards. There is also vegetation encroachment which provides further trip hazards and reduces the effective width



Inappropriate positioning of street furniture causes clutter in places, such as on Sheaf Street. Clutter should be kept to a minimum and furniture arranged to maintain good accessibility



Connections between some traffic-free paths lack dropped kerbs and tactiles, making them less user-friendly for those who are partially sighted or unable to bump down kerbs



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

2.1 KEY BARRIERS TO WALKING

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Lack of enforcement leads to dropped kerbs being blocked by drivers, despite ample surrounding parking space (treated as driveway space)



Numerous sweeping side roads without pedestrian priority or even footways creates a driver-dominant environment for pedestrians



Lack of pedestrian priority at mini roundabouts leads to waiting times for pedestrians, especially when they are numerous arms to cross to, reducing the directness of travel



Some entrances to traffic-free routes are missing dropped kerbs and tactile paving entirely. This would likely require supporting parking restriction measures.



Further examples of wide priority junctions which can be daunting to cross for more vulnerable road users



An opportunity missed near Southbrook Junior school to use raised tables instead of speed bumps so that traffic calming measures also provide informal crossing points

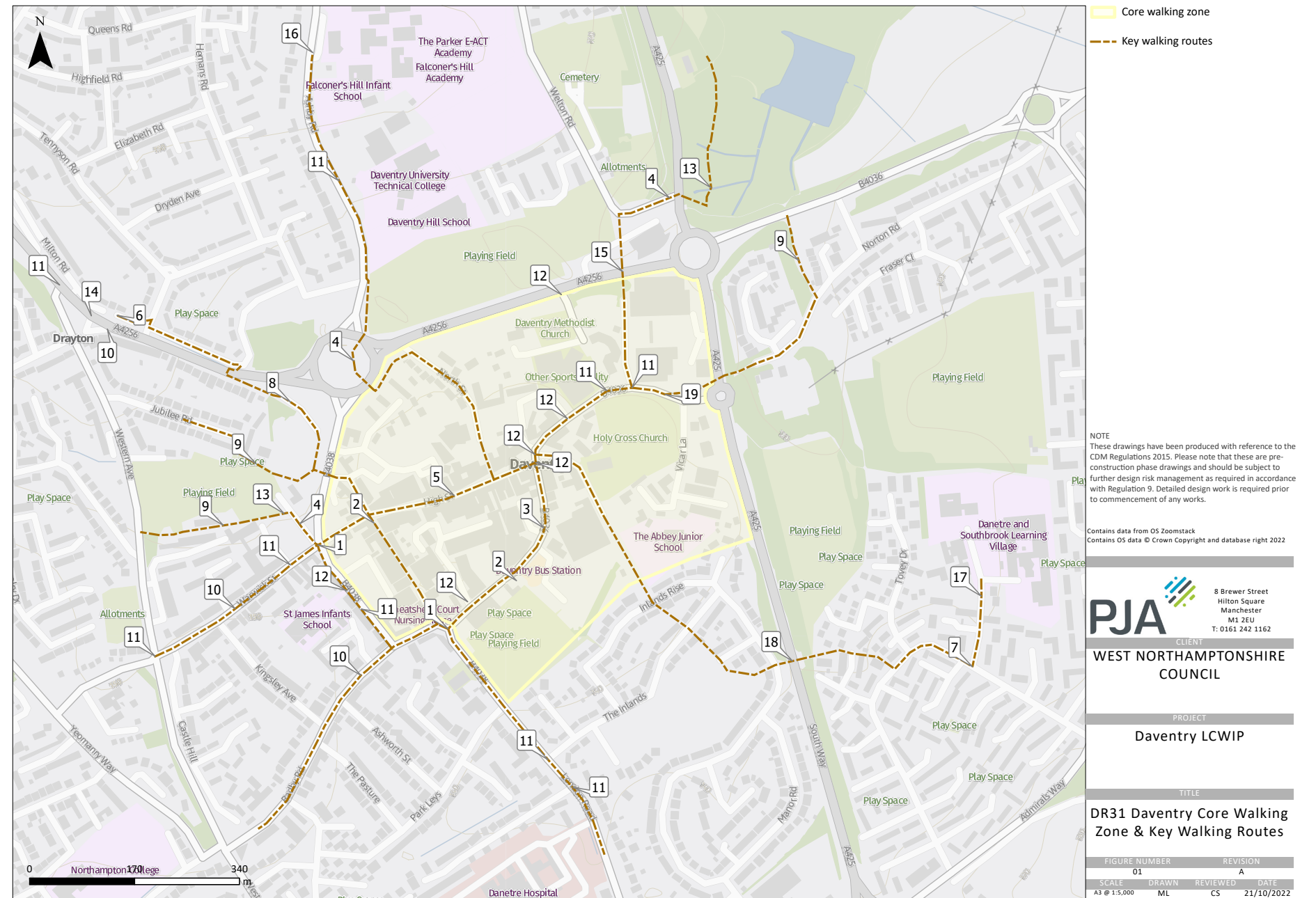
2.1 KEY BARRIERS TO WALKING

2.2 DESIGN RECOMMENDATIONS

DESIGN RECOMMENDATIONS

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.

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 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.



DAVENTRY LCWIP - DESIGN RECOMMENDATIONS

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 (for example on Eastern Way where a driver was observed to drive through a red light and pedestrian green man phase). This can be reinforced with physical measures such as changes to road surface and/or vertical deflection.
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



2.3 BEST PRACTICE



Furniture and planting can be combined to create attractive focal points, provide wayfinding and offer people walking somewhere to rest, and even to shelter



Bus gates help to keep traffic volumes low whilst still allowing local people access to their homes and businesses by car



Natural features such as rocks can provide useful and fun wayfinding, offering an opportunity to rest or play whilst creating a memorable feature along a route



Formalising parking helps to visually narrow the carriageway and slow down drivers, but also allows for build outs between parking spaces, on which street furniture or greenery can be provided



Informal crossing points should be used to supplement formal crossing points in order to meet pedestrian desire lines. They should have dropped kerbs flush to the carriageway with correct use of tactile paving



Raised tables over junctions can act as traffic calming whilst also providing an informal crossing point which is flush to the kerb. This can be particularly useful for those with wheelchairs or buggies. Creating these in different colours can increase their effectiveness.

DAVENTRY LCWIP - DESIGN RECOMMENDATIONS



The existing seating at Waitrose make a positive contribution to the pedestrian experience. Whilst it could be more attractive, it offers rest and shelter for those travelling part of their journey by foot



Flush parking bays can effectively widen the footway, providing additional space for walking when not in use for parking or loading.



Traffic-free routes should be wide and smooth, allowing comfortable access for those with wheelchairs or buggies. Lighting should be included to ensure year-round use



Footway build outs provide an opportunity for greenery and water retention, which can help to reduce pooling in the carriageway and on the footway



Continuous footways over side roads helps to physically reinforce pedestrian priority over turning vehicles. They can improve pedestrian comfort by offering a flush crossing point



Narrowing priority junctions and building the footway out helps to create safer and easier crossing points for pedestrians whilst also encourage drivers to turn in and out with more care

2.3 BEST PRACTICE

