

Brackley 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 Brackley Local Cycling and Walking Infrastructure Plan (LCWIP).

The draft Brackley 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 and 25 February 2024**.

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

The following documents are being consulted on:

- Draft Brackley LCWIP – technical report
- Network map
- Design recommendations

The documents can be found [here](#).

The technical report which supports the draft Brackley 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 document please provide your comments [here](#) or scan the QR code below.



Alternatively, you can email:

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Or write to us at:

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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 the main towns. 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 Brackley 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 Brackley LCWIP technical report, it can be found [here](#).

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 Brackley 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 Brackley Town Council, the Ramblers, the British Horse Society and other representatives in developing the LCWIP.

What area does the Brackley LCWIP cover?

Brackley is a compact town. It is approximately 1 mile east to west and less than two miles from north to south. This means that for most people living in Brackley walking and cycling is possible if there were safe and attractive routes.

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

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

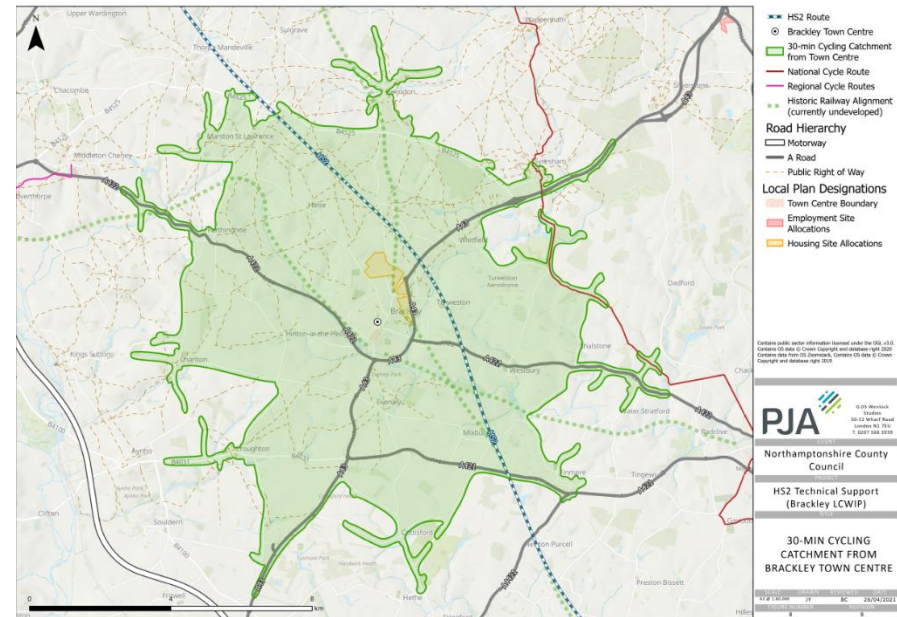


Figure 1 – 30-minute cycling catchment from Brackley town centre

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 Brackley is compact, we found that many of the residential streets in Brackley have traffic flows of over 5,000 vehicles a day. There are some residential roads in the north of the town between Halse Road and Radstone Road such as Poppyfields Way, Oak Road, Bridgewater Road and Ellesmere Road where there is higher than would be expected traffic flows.

Census data

Census data gives us information how many people live in Brackley and the surrounding villages, how many cars people own and how many people use their car to commute to work. In Brackley, car ownership is high, particularly in the northern part of the town where most households have more than one car. The travel to work data showed that there are just over 1,000 car trips within Brackley each day just to get to work. This is high for a town of Brackley's size.

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.

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. Site visits were also arranged with stakeholders so that they could discuss concerns and solutions.

Key town walking and cycling routes

Brackley Core Walking Zone and key walking and cycling routes

The Core Walking Zone for Brackley covers the area shown in Figure 2. Due to the compact nature of Brackley, rather than having separate walking and cycling routes, they were considered together. The key walking and cycling routes are shown as dotted black lines.

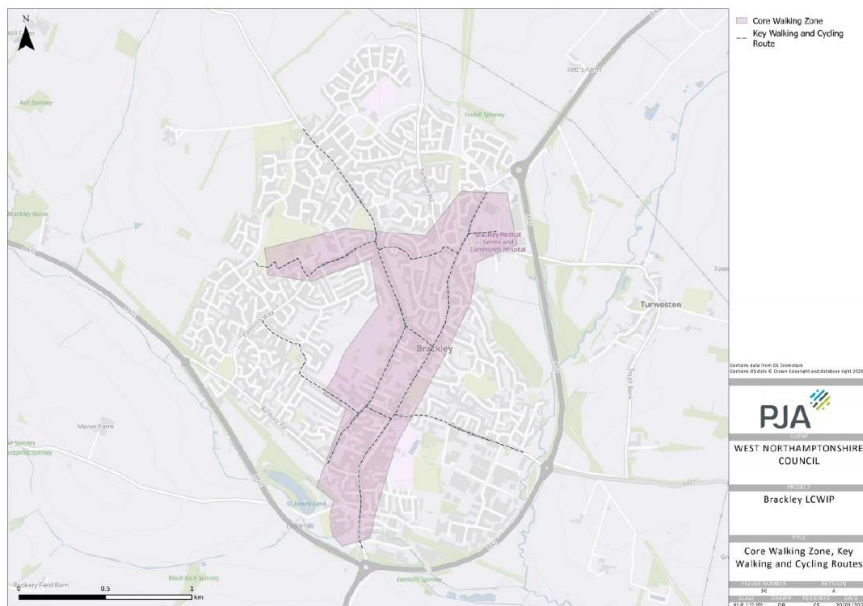


Figure 2 – Core walking zone and key walking and cycling links

All the routes identified were walked or cycled and a series of design recommendations have been developed. These recommendations are detailed from page 10.

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. On this basis, a bespoke prioritisation approach was developed for Brackley which identified the below 'priority clusters':

- Manor Road;
- Banbury Road/Market Place junction;
- High St/Market Place; and
- High St/Northampton Rd.

It is recommended that short-term delivery focuses on these priority clusters with a Brackley-wide programme of quick wins around themes such as signage and wayfinding, removing barriers and installing dropped kerbs and tactile paving.

Medium-term improvements should then focus on the public realm elements of the priority clusters that require more detailed design and modelling work, with longer-term delivery of measures that may include traffic management elements in areas of the town outside of the Core Walking Zone.

Cycle routes to surrounding settlements

Key inter-urban routes

Based on the data and stakeholder input, the following settlements were identified as key locations for investigating improving routes for cycling into Brackley:

- Syresham (and on to Silverstone)
- Turweston
- Westbury
- Croughton
- Helmdon

Although Silverstone is beyond the distance most people would cycle from Brackley it is a key employment and education hub and is within cycling distance of Syresham. Therefore, a route between Syresham and Silverstone has been considered. Spurs to Crowfield and Whitfield from Syresham have also been included following stakeholder input as these locations are currently severed from surrounding communities by busy roads.

All the inter-urban routes identified were cycled and a series of design recommendations have been developed. These recommendations are detailed from page 15.

Delivery of inter-urban route improvements

Whilst some of the links to key settlements 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 within Brackley

Figure 3 shows an overall plan detailing the locations recommend for improvements for walking and cycling within Brackley by type, as identified within the LCWIP. A number of these are looked at in further detail on the following pages.

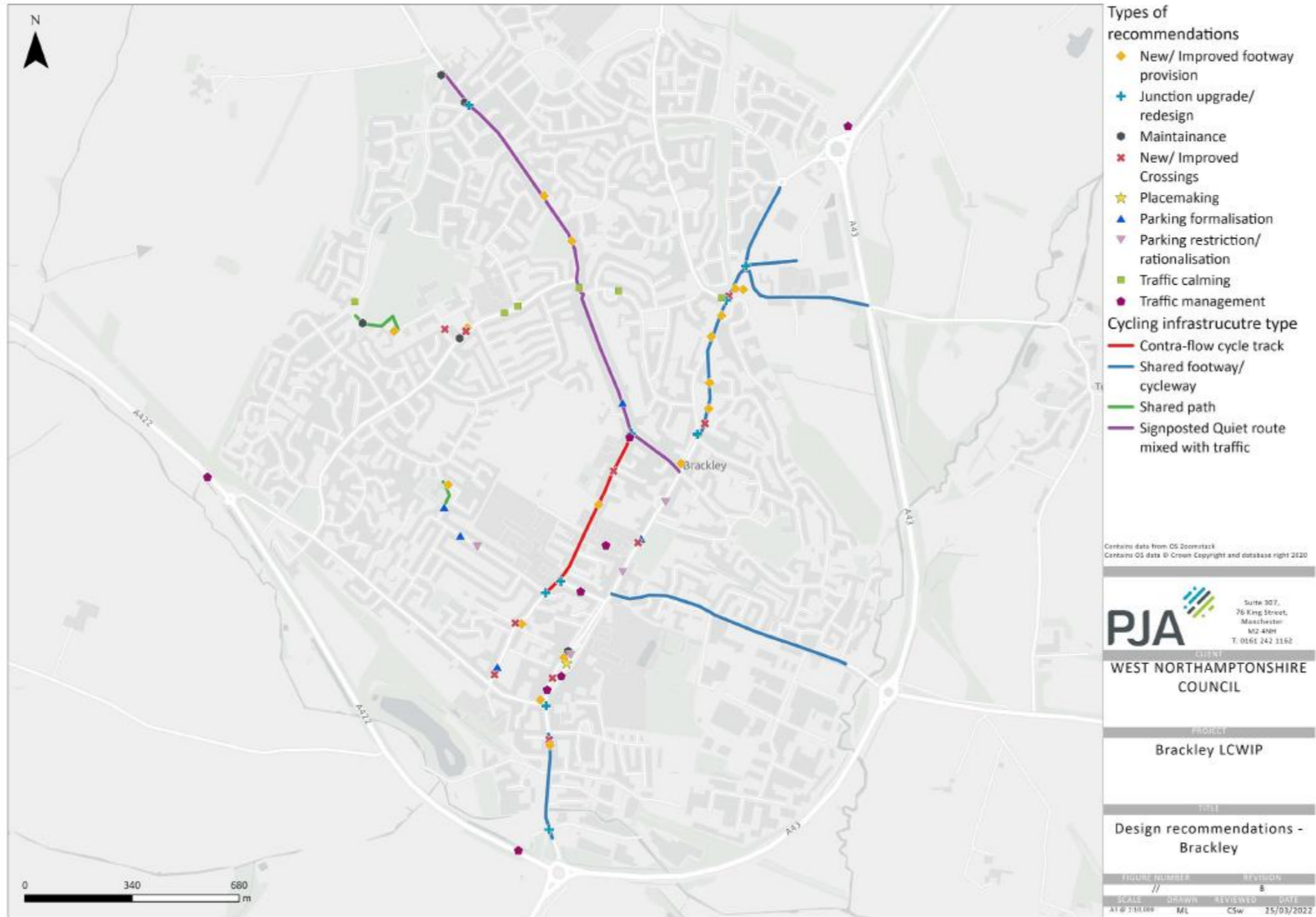


Figure 3 Design recommendations for Brackley

Manor Road

Issues

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



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



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



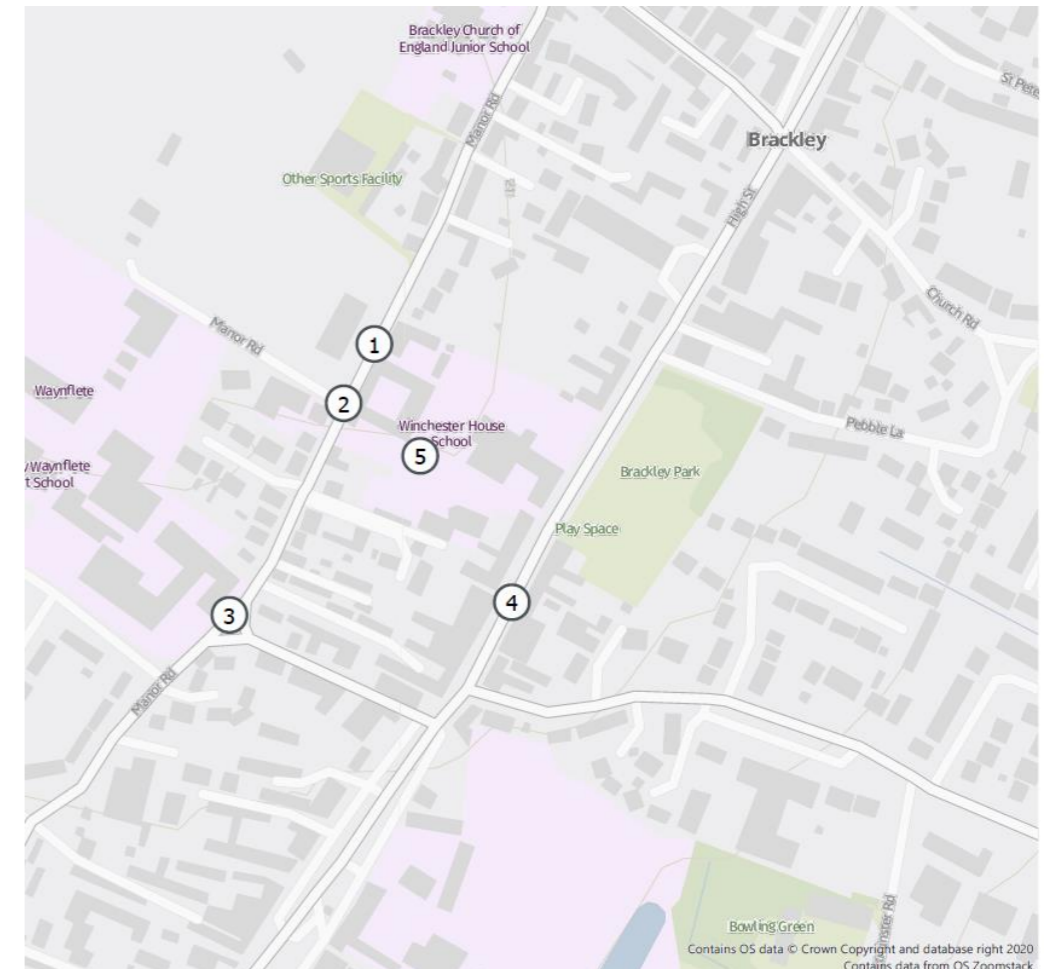
Narrow footways on Hill Street means pupils often walk in the road at busy times to walk between the school sites

Proposals

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

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

1. Formalise the existing informal one-way system on Manor Road between Halse Road and Waynflete Avenue to provide space to widen footways on the western side. Introduce build outs on the eastern side to provide crossing points, formalise on-street parking and potentially provide space for street trees or other greenery.
2. Introduce traffic-calming features such as flat-top speed tables at the crossing points to help enforce the existing 20mph limit. If the daily motor traffic flows can be reduced to circa 1000 vehicles per day, there is potential to introduce unsegregated contraflow cycling or a contraflow cycle lane if flows are higher than this.
3. Making Manor Road one-way would also enable the Hill Street/Manor Road junction to be simplified to a single priority junction, enabling a larger area of public realm to be created outside Magdalen College school. The central island at this junction is already large to accommodate the flows of pupils from the school, so this idea would extend that safety feature as well as creating a more attractive environment.
4. Parking restrictions on High Street and Market Place could be reviewed to encourage parents to “park and stride” using existing car parks and on-street parking rather than dropping children off on Manor Road.
5. Winchester House School should be closed to through traffic and parents should be asked to use existing car parks and on-street parking instead. This would also reduce traffic volumes on Manor Road.



Banbury Road/Market Place junction

Issues



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



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

Proposals

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

Key recommendations:

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



High Street/Market Place

Issues

Market Place is currently dominated by tarmac and cars with wide roads, on-street parking and a large car park occupying the historic Market Place in the heart of the town. Improving the design and layout of the High Street will be critical in the town's future to provide north-south links within the town for walking and cycling, but equally to provide a commercially attractive and vibrant environment that attracts people to use the local businesses.



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



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



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

Proposals

It is recommended that an approach to reduce the width of the carriageway and give more space to pedestrians is taken on Market Place. Traffic management measures such as bus gates should also be considered to remove unnecessary through-traffic from Market Place while retaining access for public transport, deliveries and people working in or visiting Market Place.

Key recommendations:

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



High Street/Northampton Road

Issues

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



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



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

Proposals

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

Key recommendations:

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



Design recommendations on routes to surrounding locations

Figure 4 shows each of the routes from Brackley to surrounding locations audited as part of the LCWIP. The following pages detail the design recommendations for each of these in turn.

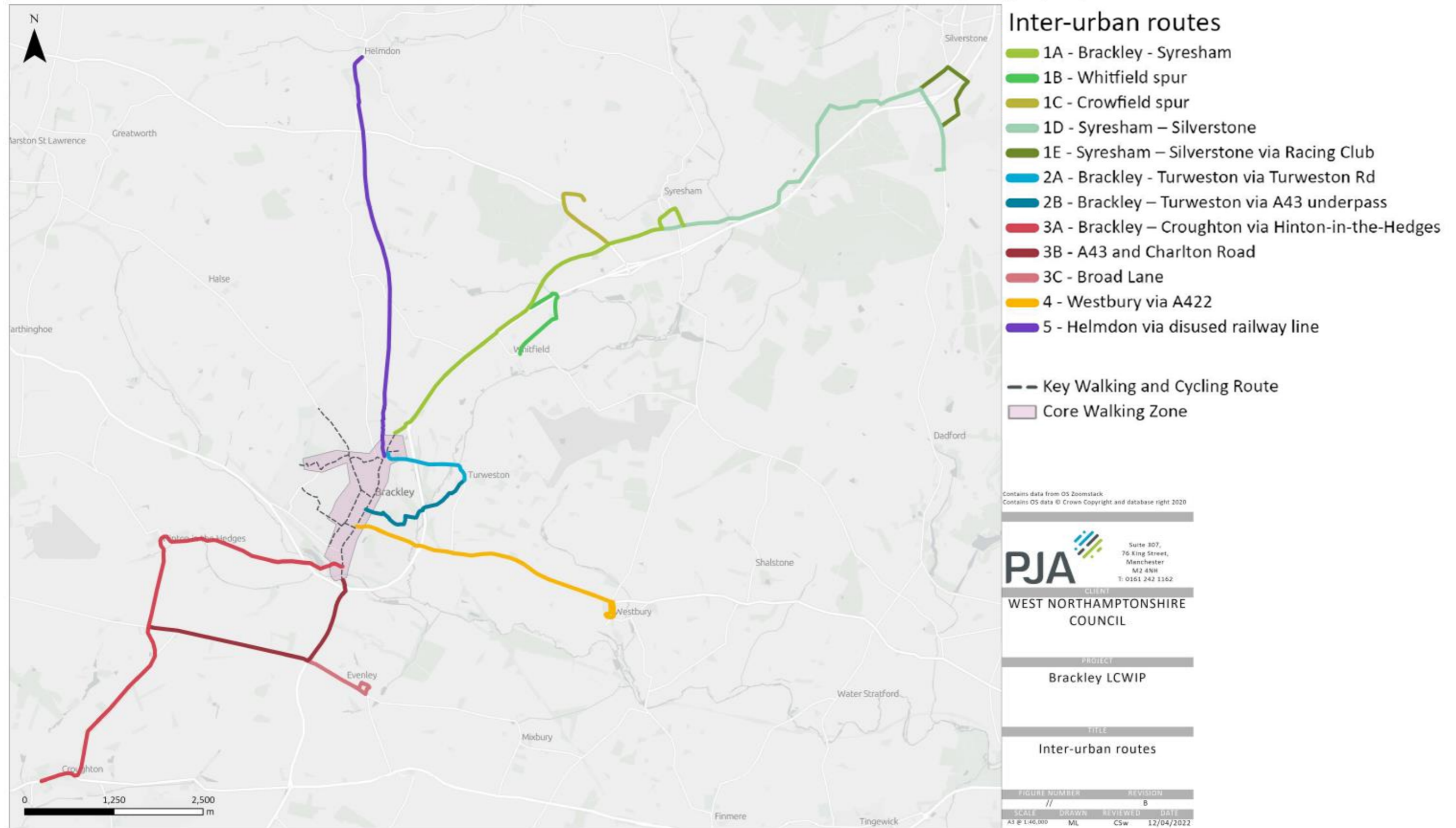


Figure 4 Routes from Brackley to surrounding locations

1A, 1B and 1C – Syresham, Crowfield and Whitfield

Issues

There is currently no active travel route between Brackley, Syresham. The B4525 to Crowfield has high traffic volumes, including a high proportion of HGVs. There is an existing Public Right of Way on foot to Whitfield via a subway but this is signed as closed where it crosses farmland near Whitfield.



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



Unsurfaced underbridge of A43 PROW link to Whitfield



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

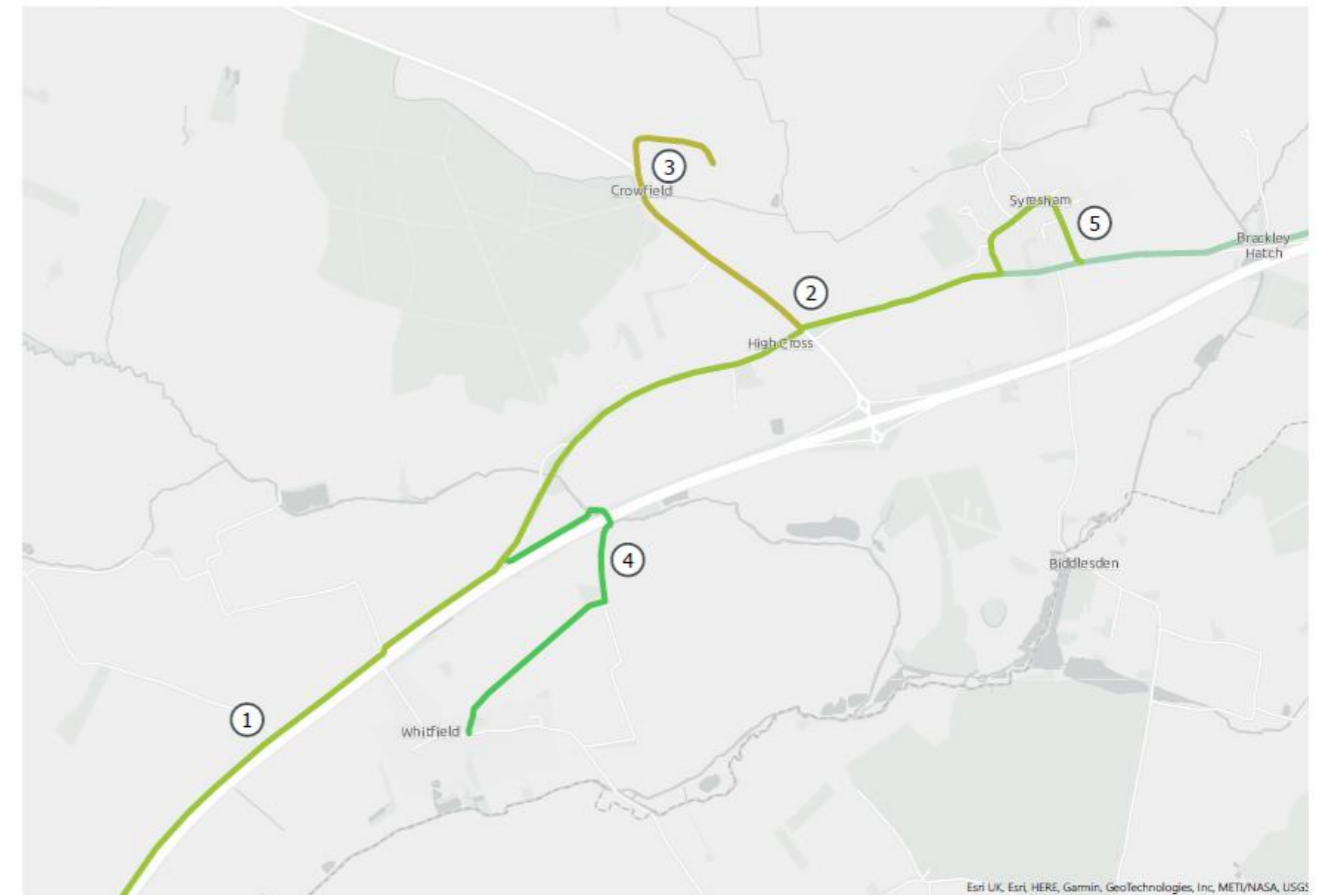
Proposals

It is recommended that a shared use pedestrian and cycle route is provided between Brackley and Syresham. This should follow the alignment of the A43 on the north side and be buffered as much as possible, ideally with hedge and tree planting, using a mix of traffic-free sections on field edges and farm tracks and shared use footway/cycleway facilities alongside the carriageway.

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

Key recommendations:

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



1D & E Syresham to Silverstone

Issues

As with Brackley to Syresham, there is currently no active travel route between Syresham and Silverstone with pedestrians and cyclists obliged to use the unprotected hard strip alongside the A43.



Entrance to Silverstone and link to local PROWs via private road



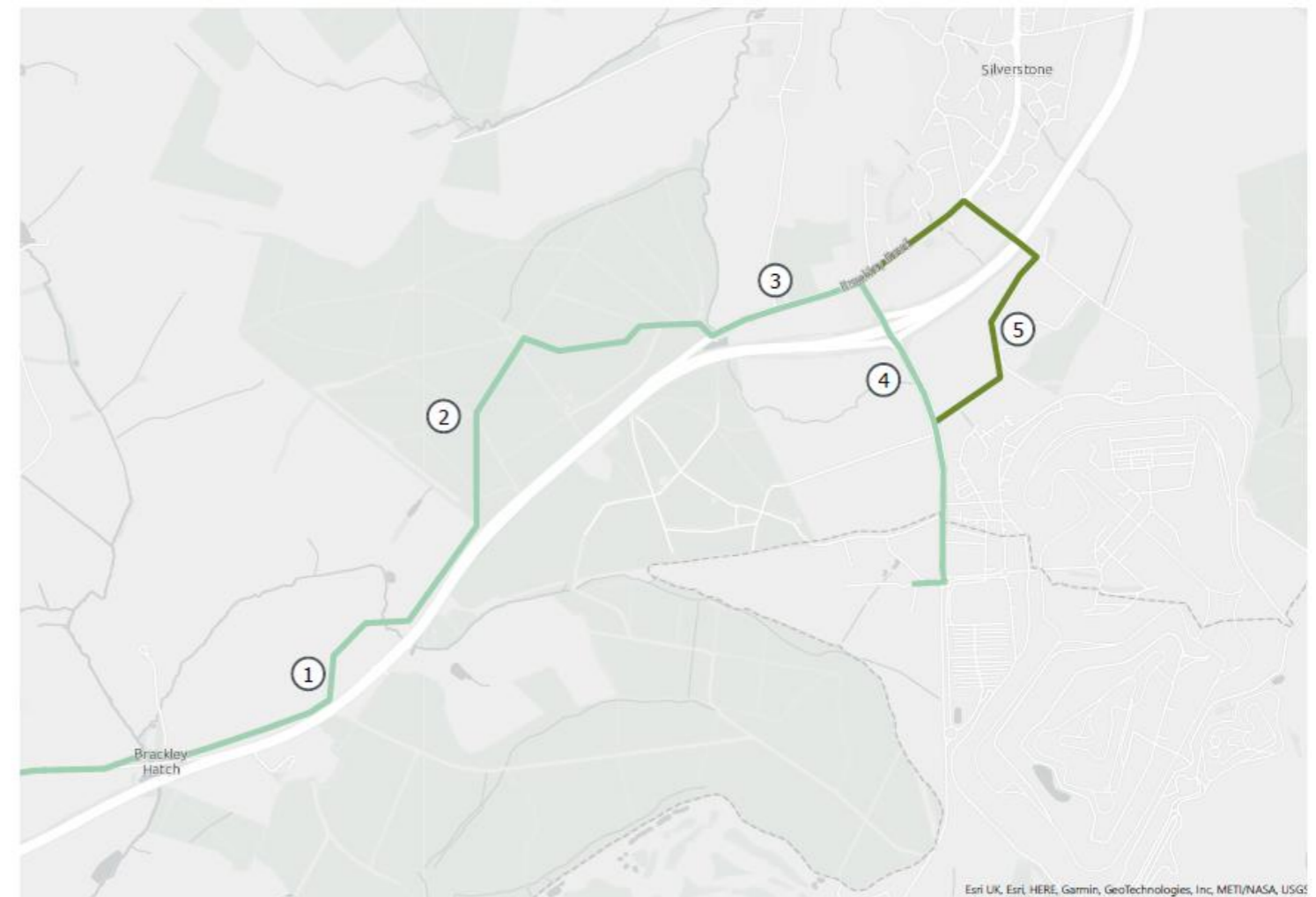
Bridleway links to north-west of circuit

Proposals

It is recommended that a shared use pedestrian and cycle route is provided between Syresham and Silverstone. This should follow the alignment of the A43 on the north side and be buffered as much as possible, ideally with hedge and tree planting, using a mix of traffic-free sections on field edges and farm tracks and shared use footway/cycleway facilities alongside the carriageway.

Key recommendations:

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



2A & B Turweston

Issues

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

The traffic-free route via the A43 underpass appears to be the most popular route at present but can get extremely muddy and the gradients at the Brackley end are likely to be challenging for some people. The underpass itself is currently unwelcoming with litter and graffiti.

The on-road route via Turweston provides a direct link between Turweston and new amenities at the northern end of Brackley such as Sainsbury's. It also provides a strong link to the disused railway line and to the new residential areas in the north of Brackley. Traffic flows are currently very low on Turweston Road but the 60mph speed limit means it is not particularly comfortable for walking or cycling at present.

Proposals

Given Turweston's proximity to Brackley and likely demand, it is recommended to improve both routes though these could be done independently as funding becomes available.

Key recommendations (via A43 underpass):

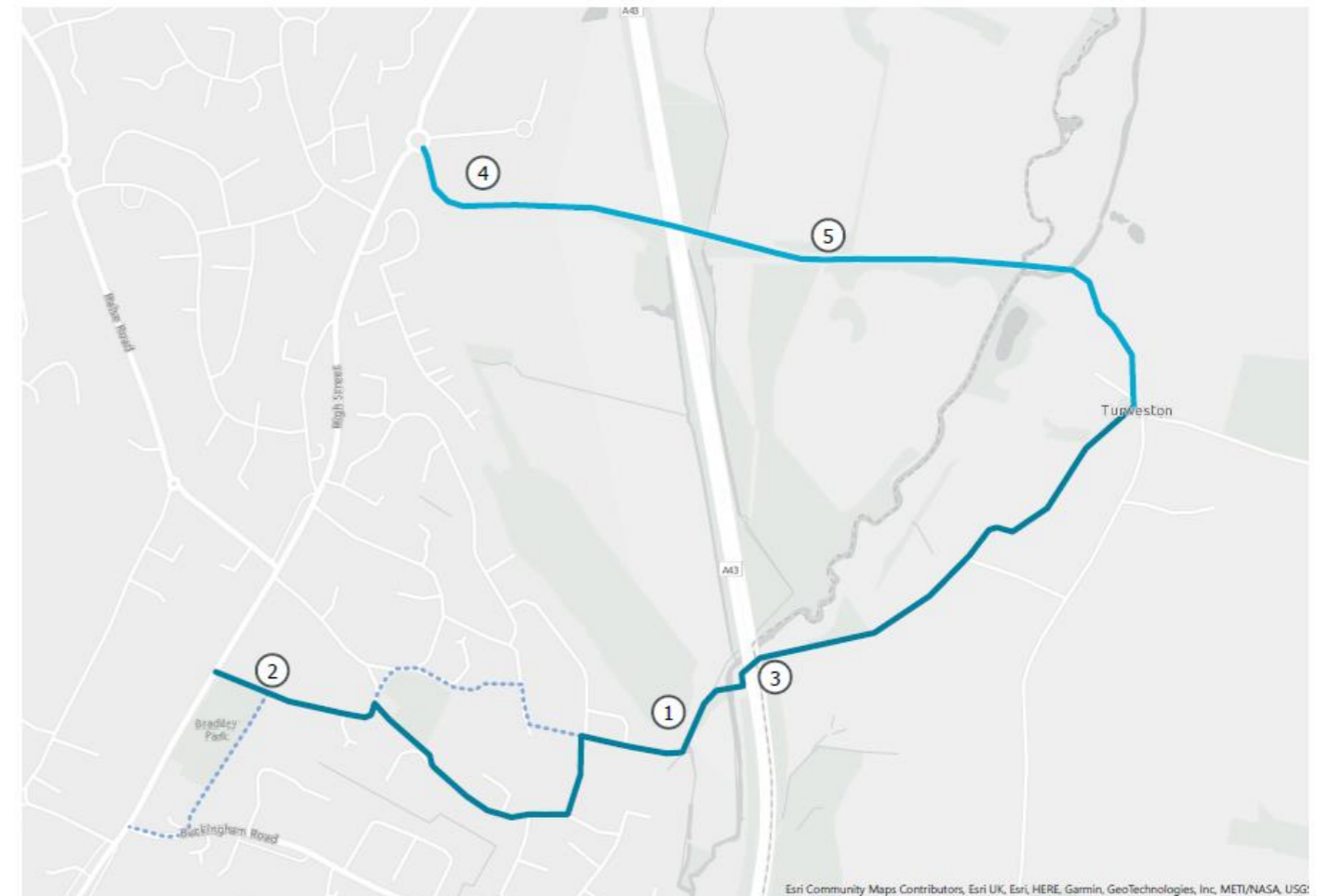
1. Widen and resurface the existing traffic-free route to create a minimum 3-metre-wide shared-used path with a smooth, bound, all-weather surface. Consider installing environmentally sensitive lighting such as street lights with motion sensors to ensure the route can be used year-round. Remove the chicane barriers to ensure the route is accessible for wheelchairs, mobility scooters and non-standard cycles in line with the Equality Act.
2. Provide signage and wayfinding including signs directing people to the alternative route along Turweston Road to avoid steep gradients.
3. Widen the path through the underpass to at least 4 metres and review/upgrade lighting. Consider working with a local artist, schools and community groups on artwork protected by an anti-graffiti coating to increase sense of ownership and discourage anti-social behaviour.

Key recommendations (via Turweston Road):

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



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



3A, 3B and 3C – Croughton, Hinton and Evenley

Issues

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

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



Wide priority junctions without protection or priority for pedestrians and cyclists



Crossing point not currently provided for over the A422

Proposals

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

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

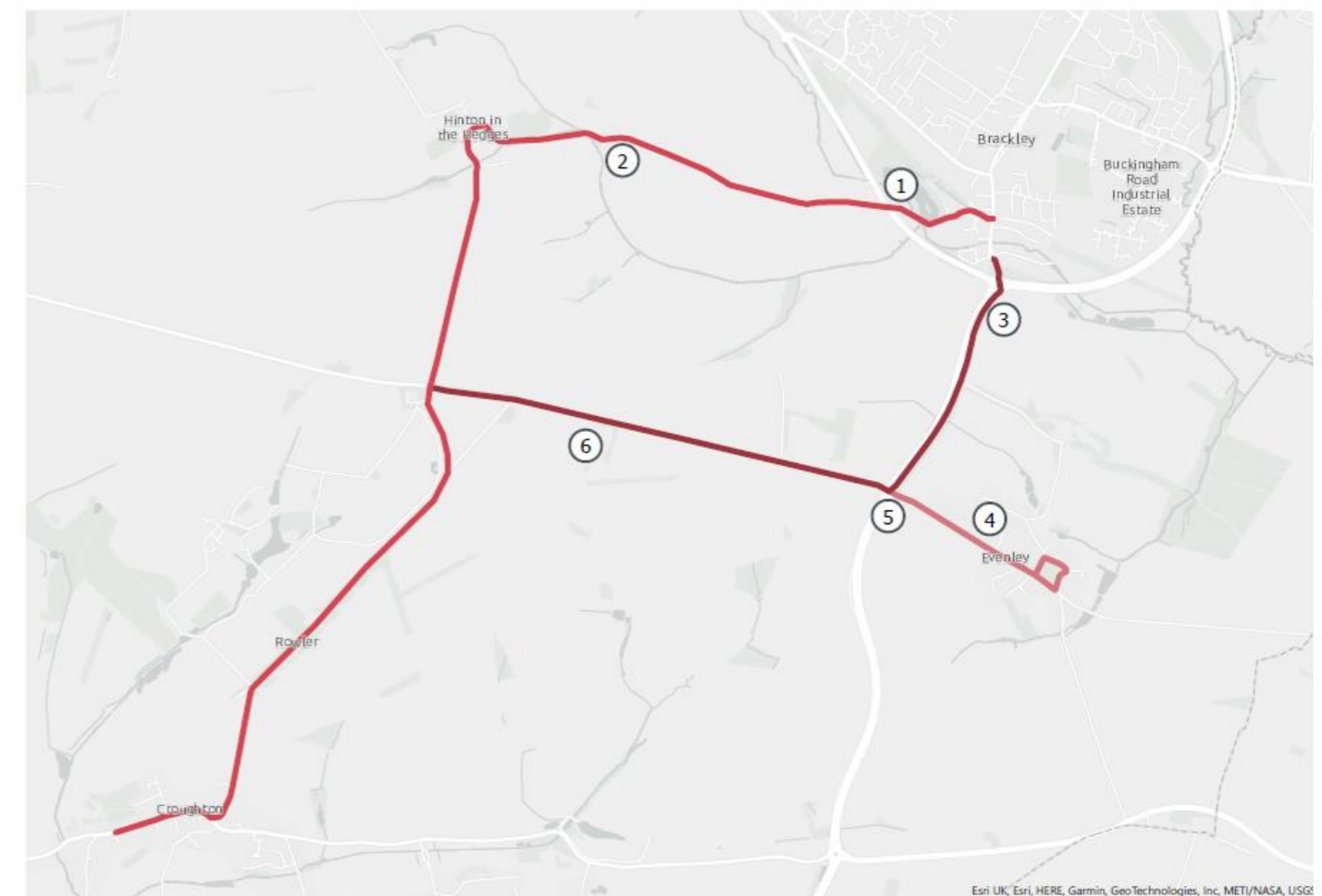
1. A new signal-controlled (Pegasus) crossing for is required on the A422 to link the existing traffic-free route past St James Lake via Hinton Road to the unnamed road to Hinton-in-the-Hedges. A reduction in the speed limit will be required along the A422 (between Banbury Road and Oxford Road) to facilitate the installation of the signal-controlled crossing.
2. Traffic speeds and volumes are already very low between the A422 and Hinton-in-the-Hedges and already well-used by walkers, cyclists and runners. This could be further strengthened with rural traffic calming and potentially a Quiet Lane designation. Additional passing places and verge protection using timber bollards could be used to prevent damage to verges by vehicles.

Key recommendations (Brackley to Evenley via A43):

3. Consider improvements to (e.g. widening) the existing signalised crossing of the A422 on the eastern arm linking to the shared use pedestrian/cycle facility on the A43.
4. Broad Lane into Evenley may benefit from minor additional improvements such as a protected transition from the A43 shared-use facility or additional traffic calming.

Key recommendations (Charlton Road):

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



4 Westbury

Issues

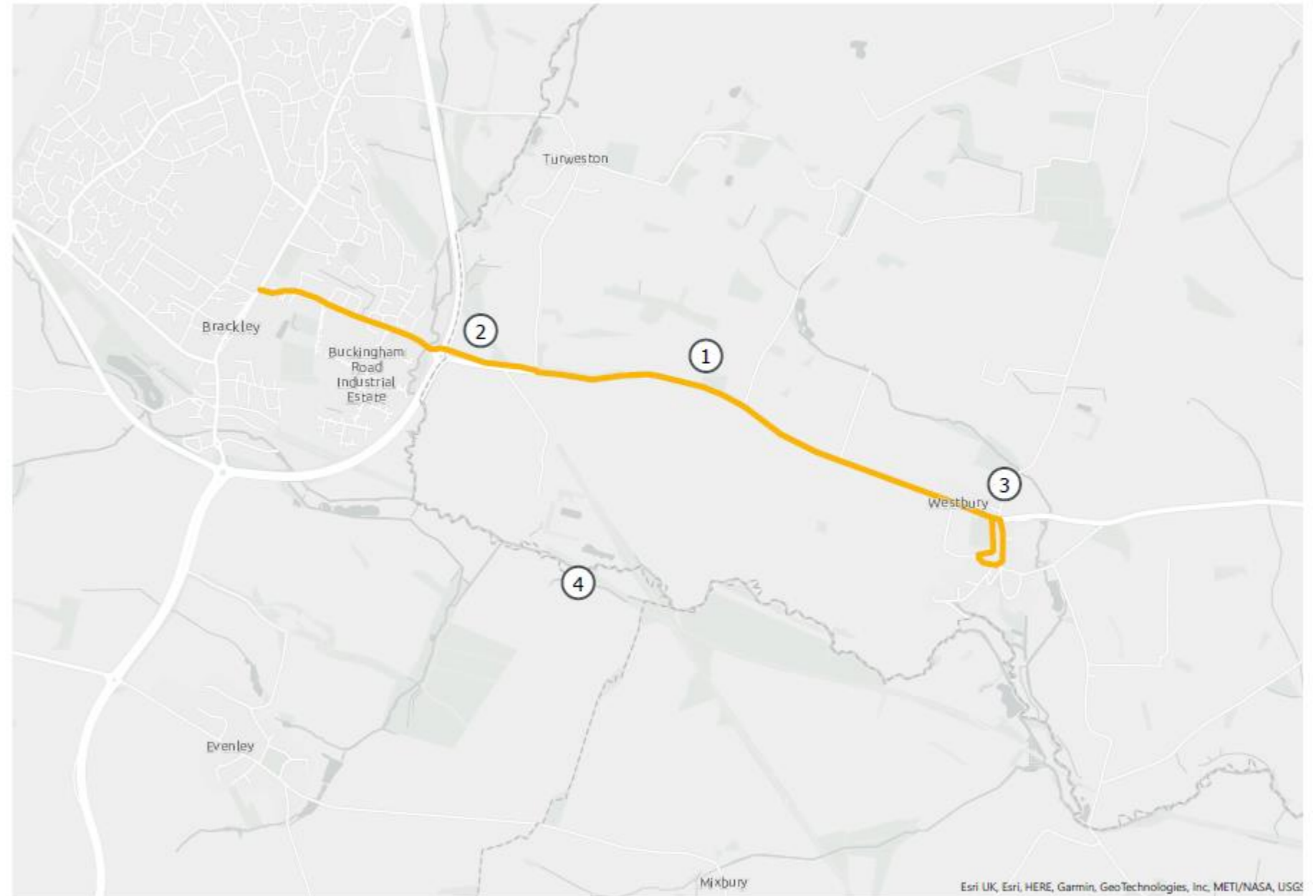
The A422 between Brackley and Westbury is a relatively heavily trafficked route with a speed limit of 50mph (reducing to 40mph with Westbury) and no existing facilities for walking or cycling, with the exception of a short section of shared-use cycle/footway between the A43 Brackley Bypass and South Bank. The Brackley Bypass itself, to the east of Brackley, also creates severance for pedestrians and cyclists.

Proposals

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

Key recommendations:

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



5 Radstone and Helmdon

Issues

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

The disused railway line provides the potential to provide a direct, traffic free route linking Radstone and Helmdon to Brackley. The alignment and structures along the route are intact so it should be relatively straightforward in technical terms to provide a traffic-free route along the disused railway and there are many successful examples of this across the country. The route is not currently a Public Right of Way so permission would be required from landowners or a creation order made.

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



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

Proposals

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

Key recommendations:

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

