



*Newland Road - tranquil view out of the village, compared to the busy Jubilee Drive (below)*

## Highways and Rights of Way, Street Furniture and Utilities

### Roads and Traffic

There are four main roads connecting Walgrave to the neighbouring villages of Old, Hannington and Holcot, and to the A43 in the direction of Kettering. These are typical country roads, relatively narrow and with some sharp bends. They inevitably form a prominent feature in and around the village and are as important to the attractive character of the village as to its vital transport links.

This balance is, however, fragile and nearby development, notably the new village of Mawsley and the construction of the A14 trunk road, has greatly increased traffic through Walgrave. The problem is particularly acute on Kettering Road, which serves as an alternative route to parts of Northampton, including Moulton Park Industrial Estate and College, avoiding hold-ups on the A43. The single track Newland Road that effectively links Walgrave with Mawsley is similarly affected. This country lane is extensively used by cyclists, horse riders, dog-walkers and other pedestrians. The pressure for substantial further development in the area between Northampton and Kettering will have a major adverse impact on road safety and the character of the village, unless adequate provision is made for access by routes that avoid Walgrave.



*Parking on Jubilee Drive*

### On-street Parking

The very limited availability of suitable parking near the school leads to problems for local residents as well as for the school bus and any through traffic on Kettering Road. Jubilee Drive, in particular, is subject to the additional congestion of the “school run”, and is restricted to such a degree that emergency vehicles would be unable to pass through at times. As additional parking close to the school is impractical, any future development likely to increase the school roll should ensure the provision of safe and convenient means of access by public transport, bicycle or foot. (see also Building Guideline B9)

## H1. Highways Guideline

**Future development should not result in increased traffic through the village.**

- All future development should provide adequate access by major roads and discourage the use of unsuitable routes via country roads and villages.
- Any additional traffic control measures should be sympathetic to the village character.

### Footways

Away from the main thoroughfares, there are numerous sections of highway that do not have footways; in other areas, some exist but not to a modern standard. These not only give character to the village but can actually contribute to road safety, with vehicle and pedestrian movements generally respected as of equal priority. Other pedestrian-only footways within the village provide useful short-cuts between roads, and provide safe access to houses and to the recreation areas. The only footway/cycle way beyond the village confines runs to the adjacent village of Old.

Recent renovation work on roads and pavements, with unrelenting black tarmac, and stone kerb edgings being replaced with concrete, has been detrimental to the village character. However, other villages nearby have been treated more sympathetically, with textured surfaces and granite kerb edgings.

### Church Lane



Old Road - view towards Old

### Cycle Paths

There are no cycle paths or designated cycle lanes within the parish boundary and few cycle ways exist within safe and easy reach of the village. Their poor standard of construction and the lack of maintenance (notably the link to Kettering along the A43) make them unnecessarily hazardous in parts and discourage use.

## H2. Highways Guideline

**Road and footway surfaces and kerbs should be in keeping with the rural character**

- Appropriate materials, such as textured surfaces and granite kerb edgings, should be used in road and footpath construction and maintenance.

### Footpaths, Byways and Bridleways

Walgrave is fortunate to be surrounded by several Rights of Way, including footpaths and bridleways, which are generally well maintained and clearly signed (*Refer to Map 2 - Parish Boundary, rights of way and water features*). These afford excellent views of the village and surrounding countryside, as well as providing a valuable recreational facility. As illustrated on Map 3, most of this network lies to the south of the village, although some land owners have encouraged access to other areas by permitting the use of farm tracks and hedgerow buffer strips.

## H3. Highways Guideline

**Safer pedestrian and cycle ways are needed**

- Safer routes for pedestrians and cyclists within the village and main catchment area for the school should be provided, reducing the need for so many vehicles.
- Priority should be given to the provision and standard of construction and maintenance of cycle ways.

Two footpaths to the west of the village were truncated in the 1950s when Pitsford Reservoir was established, preventing access both to Holcot Village and the newly created nature reserve surrounding the reservoir, other than via the main road. This issue is currently under discussion, but future routing of footpaths and bridleways should seek to enhance access to the countryside, one of the more attractive aspects of village life.



*Flash flooding on Silver Street*

### Drainage

Surface water is drained from the highways by means of ditches adjacent to the roads outside the built-up areas. Some of these run directly into the two main brooks running through the village and others into the network of storm water drains within the village confines. These, in turn, discharge into the same two brooks.

Problems have occurred in periods of heavy rainfall. Silver Street was prone to serious flooding before work to protect the adjoining properties was carried out in the mid 1980s. This work included installing culverts of greater capacity adjacent to Hannington Lane. Nevertheless, some flash flooding took place in the summer of 2007 (see photo above).

Blocking of the surface water drains is also a regular problem at the end of Newland Road, as is lying water on the section of road by the Village Hall. This is a relatively high part of the village; the problems accumulate lower down the system. Climate change may well result in heavier rainfall in the future and it is imperative to ensure the drainage system is able to cope.

Development that increases the amount of impermeable surfaces can result in an increase in surface water run-off, which in turn can lead to increased flood risk, both on site and elsewhere within the catchment.

## H4. Highways Guideline

### Surface water drainage needs to be improved and maintained

- Any new development should be preceded by careful appraisal of the storm water drainage system, with due allowance made for the potential effects of climate change.

### Street Furniture

The mixture of highway characteristics within Walgrave has developed as the village has expanded. In some cases, whilst recognising the overall intention of pedestrian and vehicle highway standards, the aesthetic outcome has not particularly worked.

An example is the signage located throughout the village. There is a mixture of older type wooden markers, together with more recent printed sheet metal ones that lack any character whatsoever. Excessive signage can be a problem and so careful placing of signs, particularly if they are to be lit, is important.



*Bench and litter bin, the crossroads*

Benches and other seating in the village open spaces are both popular and practical and should be incorporated in any new development. The construction materials should be appropriate; wood is preferred, or wrought or cast iron where wood is impractical. Litter bins should also reflect the rural environment and avoid the use of urban style plastics; the colour should be such as to blend in with the surroundings.

## H5. Highways Guideline

### Street furniture should be appropriate to its function and location

- Road markings and signage should be minimised as far as possible, consistent with road safety. The design and materials of direction signs and other street furniture should be sympathetic to the rural environment.



*Mixed examples of road signs*

## Utilities

The village has a fairly typical utility infrastructure, although there are limitations on its capacity. Within the village, there is a mixture of underground and overhead systems, the latter scheme also providing street lighting. Where underground connections are available, street lighting columns are stand-alone and generally to modern standards, but are of urban-style metal or concrete which are out of keeping with the village character. Furthermore, they carry predominantly sodium luminaires, adding to the unpleasant and pervasive “sodium glow” which affects a large proportion of the night sky around Walgrave.

### H6. Highways Guideline

#### Utilities cabling should be underground

- Cables for electric power and telecommunications should be routed underground, both for new development and where replacement is required, to avoid adverse visual impact. (see also Buildings Guideline B11)

### H7. Highways Guideline

#### High speed telecommunications should be provided

- New and replacement cabling and hardware for telecommunications should be such as to enable high-speed data transfer, to facilitate home working and encourage the establishment of small businesses within the village, thereby reducing the need to commute and lessening the impact on the environment. (see also Buildings Guideline B8)

### H8. Highways Guideline

#### Street lighting should be appropriate for the rural environment

- Street lighting should avoid the use of urban-style luminaires and lamp standards. White lighting should be used, rather than sodium and lighting should be minimal consistent with safety and acceptable efficiency. Upward light projection should be avoided.