

Weedon Station Project: A quick explainer

Analysing businesses, educational institutions, and parish councils on the SMT route

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The Weedon Station project is a campaign/proposal to reopen the railway station in the village of Weedon Bec, just outside Daventry, on the West Coast Main Line. Daventry currently does not have a rail link within the town and is one of the largest towns in the UK without one. This will change that. Acting as a Daventry/Northampton Parkway.

The station would be at or near the point where the A45 road crosses the West Coast Main Line and would primarily serve Daventry, utilising potential capacity released when HS2 Phase 1 opens, the new high-speed line primarily between Birmingham and London, reducing the congestion on the existing main line by transferring existing Intercity trains to High Speed Two

One of our main goals with this project is to make transport within Northants more environmentally sustainable. We will encourage sustainable means of transportation to and from the station in Daventry, such as bike as opposed to diesel car. All trains serving Weedon Station will be electric, and good for the environment, with no direct carbon emissions.

E-bikes may be rolled out in Daventry, which could link in super well with Weedon Station, allowing people to grab a bike in the town of Daventry out of a dock, ride to Weedon, make their train journey, and do the same the other way around when they get back. For people who do still prefer car, we will encourage a “Charge and Ride” service, with many EV chargers available at the station. By 2030, sale of petrol and diesel cars will be banned anyway. Our goal is to install an EV charger in every parking space at the station.

We are aiming for every London Northwestern Railway serving running via the West Coast Main Line to stop at Weedon Station/Daventry Parkway, enabling a half-hourly service, one London-bound, and one Crewe/Liverpool-bound. These services will be run by either new Class 730s which are being rolled out by London Northwestern Railway now, or by existing Class 350 EMUs, also operated by Transpennine Express.

The station will of course primarily serve the town of Daventry, a town with a population of 25,000 as of 2011, one of the largest towns without a link to any rail network, including the National Rail network. Now, Daventry’s nearest station is Long Buckby, however, the roads to get to Long Buckby are small and at sometimes dangerous, especially for pedestrians, is not within walking/biking distance from Daventry, and people in wheelchairs cannot access the platforms at LBK due to stairs on both sides, as the station is situated on a bridge.

This station will of course not only serve Daventry, but Weedon, and the surrounding villages too. This will boost Weedon’s economy, and population, by a lot. This will encourage local councils to invest more into the village, possibly making it more like a “Garden Village” as seen in places such as Ebbsfleet, also with an incredible rail link, Ebbsfleet International.

This is only a brief rundown of the project, if you’d like to learn about our project in more detail, then I suggest you download our main project report/whitepaper from our website at weedonstation.site. Thanks for your interest in our campaign, and please let us know if you have any questions.