

# Cycle Route Audits – Key Findings

## Corridor 1A: Kettering Town Centre to A43 Roundabout.

### North Route (Slide 1 of 5)



#### Summary of existing situation

**J1** - is a very busy dual carriageway roundabout junction (A43 / A6183 / Rockingham Road) with three lanes on approach arms. There is existing shared footway cycle provision serving the junction and connecting to the shared use provision on the A43 to the north of the junction. Existing toucan crossings and pedestrian and cycle signage.

**S1** - There is existing shared footway and cycle way provision on the east side of Rockingham Road, but there is a lack of clarity and markings suggesting cyclists re-join the carriageway. Wide verges on both sides of the carriageway, but occasional mature trees on the east side of carriageway. Layby bus stops on both sides of the carriageway.

**J2** - Two lane approach roundabout with uncontrolled pedestrian crossing facilities. Uncontrolled shared crossing on the Chiltern Road arm.

**S2** - Existing shared footway and cycle way provision on the east side of Rockingham Road. Tree lined and layby bus stops on both sides of the carriageway.

**J3** - Roundabout with two lane approaches on Rockingham Road, and one lane approaches on Northfield Avenue and bowling centre. Uncontrolled shared crossing on three arms. Large splitter island from Rockingham Road northbound to Northfield Avenue.

**S3** - Unclear signage of a cycle lane in carriageway, but with faded or non-existent road markings. Lots of parking on tree lined verges both side of the carriageway (photo 'e'). Reasonably wide carriageway width of approximately 7m. Widening to approximately 11m width with central hatching, right-turn lanes and on-street parking to the south of S3, (see photo 'g'). Intermittent and confusing cycle lane markings / sections of shared use for the toucan crossing near William Street (see photo 'f').

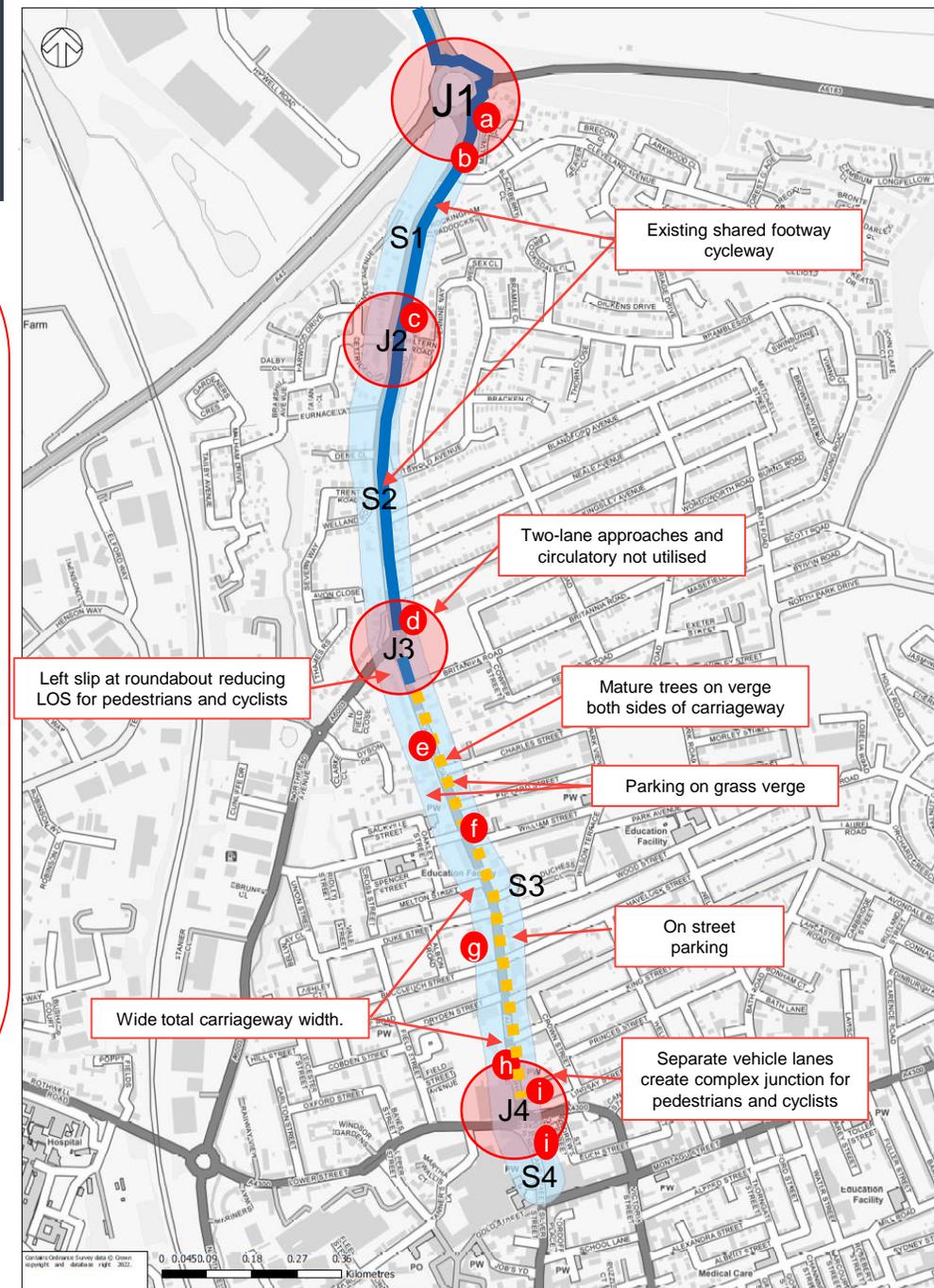
**J4** - Signalised junction with separated signals for left turning vehicles. Advance stop lines for cyclist and contraflow access for cyclist onto Newland Street. Complex pedestrian movements with pedestrians having to cross in 3 phases. (Photo i)

**S4** - One-way (northbound) bus and taxi only carriageway with existing contraflow for cycles. Bus and taxi only restrictions in place, but many private vehicles observed. Existing infrastructure for this section to provide a bus depot with four staggered bus laybys, raised kerbs and a taxi bay. No buses used the section while observing. (Photo j)

 Advisory on carriageway cycle route

 Shared use footways

 Photo Reference



# Cycle Route Audits – Key Photos

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 2 of 5)

a



Rockingham Road looking north at the A43 / A6183 roundabout (J1)

b



Contradicting signage and markings on Rockingham Rd (S1)

c



Shared use informal crossing at J2

d



Rockingham Rd / Northfield Ave Roundabout (J3)

e



Parking on grass verge Rockingham Rd (S3)

f



Conflicting signage and markings Rockingham Rd / William St (S3)

# Cycle Route Audits – Key Photos

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 3 of 5)

g



Rockingham Road looking south (S3)

h



Rockingham Road looking north, near Sainsbury's (S3)

i



Rockingham Road / Eskdaill St (J4)

i



Newland St looking north (S4)

# Cycle Route Audits – Recommended Improvements

Corridor 1A: Kettering Town Centre to A43 Roundabout.

North Route (Slide 4 of 5)



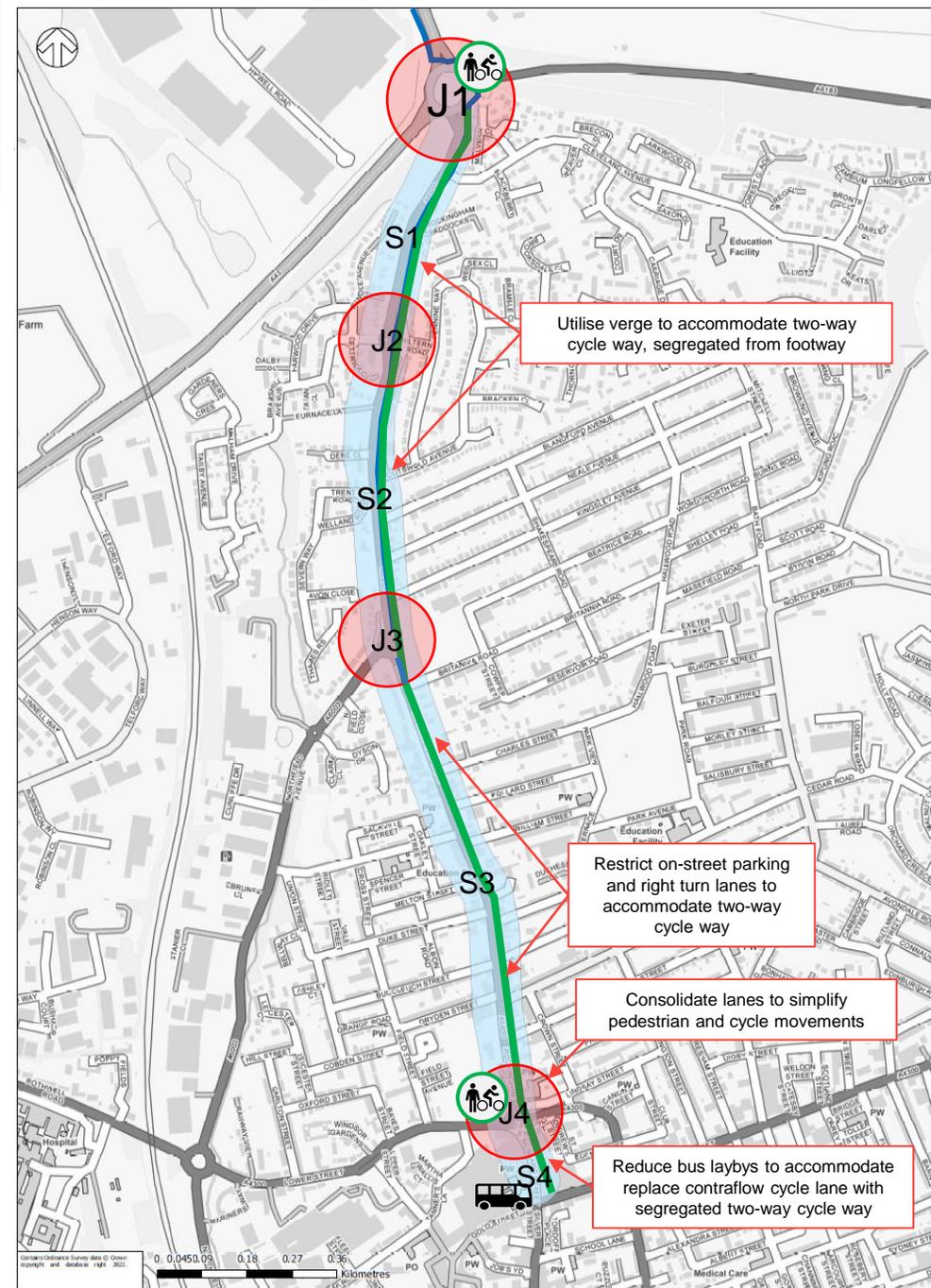
## Recommended improvements

- J1** – Improved Toucan Crossings on junction arms to support connections to wider shared use provision.
- S1** – Utilise verge on the east side of Rockingham Road to accommodate a two-way cycle way, segregated from pedestrian footway.
- J2** – Consider reducing roundabout diameter to accommodate improved pedestrian and cycle provision on the east side of carriageway.
- S2** – Minor re-alignment of carriageway to utilise verge to accommodate a two-way cycle way, segregated from pedestrian footway.
- J3** – Consider reducing roundabout diameter to accommodate improved pedestrian and cycle provision on the east side of carriageway.
- S3** – Restrict on-street parking to one side of the carriageway and reduce white lining and ghost island right-turn lanes to accommodate two-way cycleway on east side of Rockingham Road.
- J4** – Remove splitter islands and consolidate vehicle movements to simplify pedestrian and cycle movements.
- S4** – Provide two-way kerbed cycleway on east side of Newland Street. Consider shared space principles, or raised crossing points to improve pedestrian accessibility across Newland St. Provide cycle parking at the south end of Newland Street.

 Segregated cycle and pedestrian facilities

 Pedestrian and cyclist crossing improvement

 Bus stop intervention



# Cycle Route Audits – Key Findings

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 1 of 3)



## Summary of existing situation

**J1** – Wide approaches on Northfield Avenue and left turn lane from Rockingham Road northbound create difficult pedestrian and cycle movements across the south of the junction. (photo A).

**S1a** – Steep gradient from J2 up to J1. Tree lined verges restrict available space. (photo B).

**S1b** – No pedestrian provision on west side of carriageway. Clear desire lines over the grass verge. (photo C).

**J2** – HGV movements and high vehicle speeds at junction. Missing tactile paving at crossing points.

**S2** – Existing shared footway / cycleway with white line segregation the south of the section. (photo E).

Shared footway/cycleway abruptly ends with clear desire lines over the grass verge. (photo D).

**J3** – Very large, vehicle dominated junction. Toucan crossings for east/west movements, but no crossing facilities for north/south pedestrian or cycling movements near the junction. Railings with excessive overrun areas encroach on footways and create elongate pedestrian routes and creating a vehicle dominated environment.

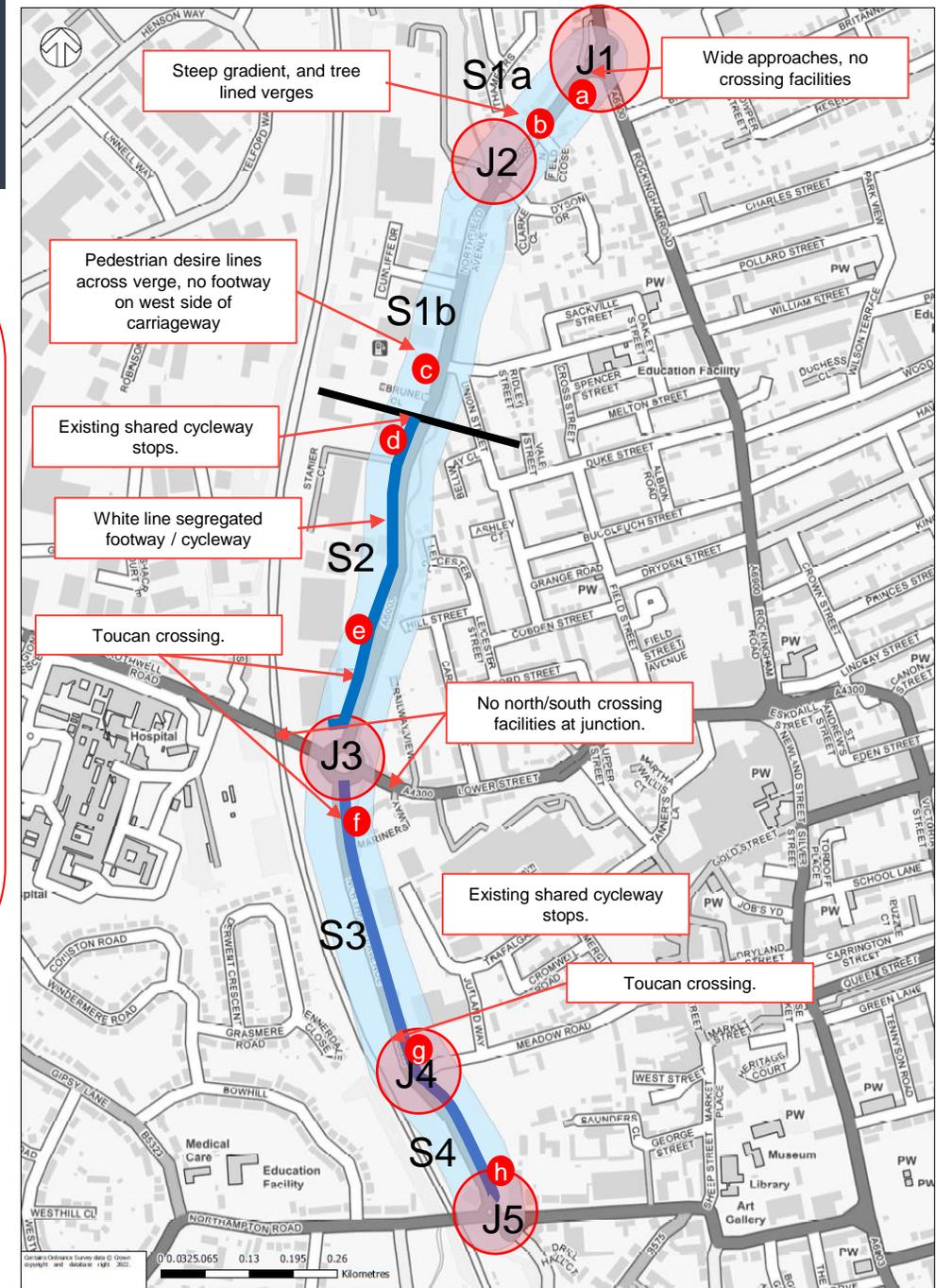
**S3** – Existing shared use footway on the east side of carriageway, could benefit from some maintenance, dropped kerbs sub-standard for shared use.

**J4** – Three arm mini roundabout, minimal pedestrian/cycle crossing provision, located away from desire lines.

**S4** – Existing shared use footway on east side of carriageway.

**J5** – Intimidating double roundabout with limited pedestrian / cycle facilities. Challenging to cross as a pedestrian or cyclist.

- Section End
- Shared use footways
- Photo Reference



# Cycle Route Audits – Key Photos

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 2 of 3)

a



b



c



d



e



f



g



h



# Cycle Route Audits – Recommended Improvements

Corridor 1B: Kettering Town Centre to A43 Roundabout (via Northfield Avenue).

North Route (Slide 3 of 3)



## Recommended improvements

**J1** – Improve pedestrian and cycle crossing facilities at J1, consider signalised toucan crossing on north arm of Rockingham Road to connect into Route 1 on the east side of Rockingham Road.

**S1** – A segregated two way cycle lane, may require removal of trees. So given the pedestrian and cycle movements in this area, a shared use footway, utilising any available space from the grass verge (but retaining the trees) might be preferable.

**J2** – Improved crossing facilities in the for of a raised table crossing, to calm traffic and emphasise the pedestrian and cycle route across the supermarket entrance.

**S1** – Continue the segregated cycleway north serving key trip attractors.

**S2** – Improve existing shared footway to segregated two-way route , continue provision along the length of Northfield Avenue to improve continuity of service. Improve signage and continuity of route.

**J3** – Reduction of roundabout diameter and potential full signalisation of the junction to accommodate pedestrian and cycle crossing provision to the east of the junction to facilitate north/south movements.

**S3** – Upgrade existing shared use footway to a two-way cycleway segregated from the footway.

**J4** – Upgrade junction to reinforce pedestrian/cycle priority crossing Meadow Road. Consider signalised crossing, instead of mini-roundabout which would benefit pedestrian and cycle crossing on Routes 1B and Route 4.

**S4** – Upgrade existing shared use footway to a two-way cycleway segregated from the footway.

**J5** – Very constrained junction, options limited to improving link from Northfield Ave to Northampton Road.

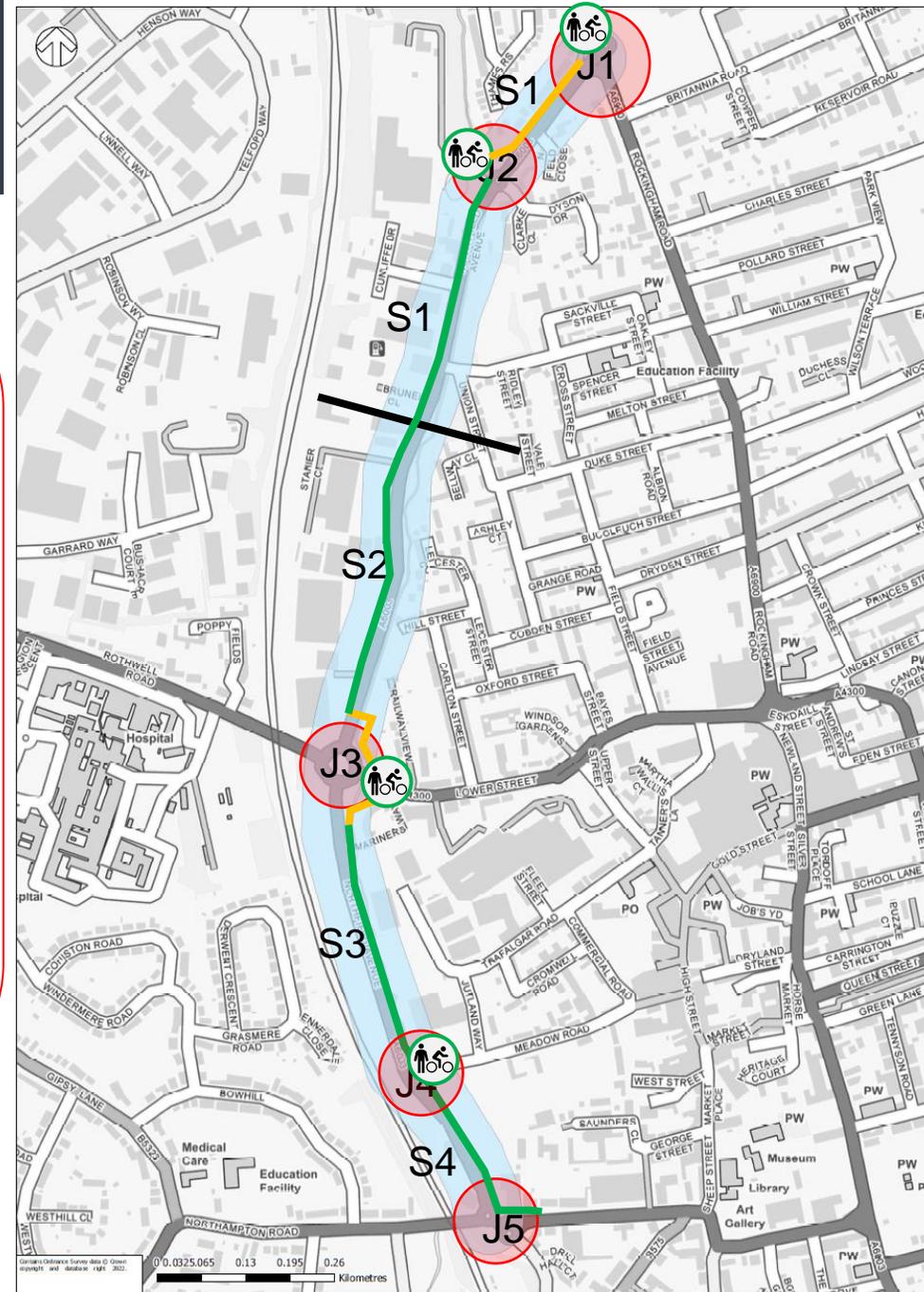
 Widen footway to provide shared use footway/cycleway.

 Segregated cycle and pedestrian facilities

 Improve existing shared use footways



Pedestrian and cyclist crossing improvement



# Cycle Route Audits – Key Findings

## Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

### Northwest Route (Slide 1 of 5)



#### Summary of existing situation

**J1** - high traffic volumes with up to four lane approaches. The junction is partially signalised on some of the approach arms. This aids pedestrian and cycle crossing but there is no dedicated phase and the number of lanes makes it hard for pedestrians and cyclists to safely cross. Overgrown vegetation and poorly maintained footways (photo A), footways feel unsafe and very narrow to walk around.

**S1** – Grass verges and existing shared use footway on the north side of carriageway, although it appears to be below 3m width in places.

**J1** – 5 arm roundabout with 2 lane approaches on most arms. High traffic flows, HGV access to the industrial estate and emergency vehicle movements.

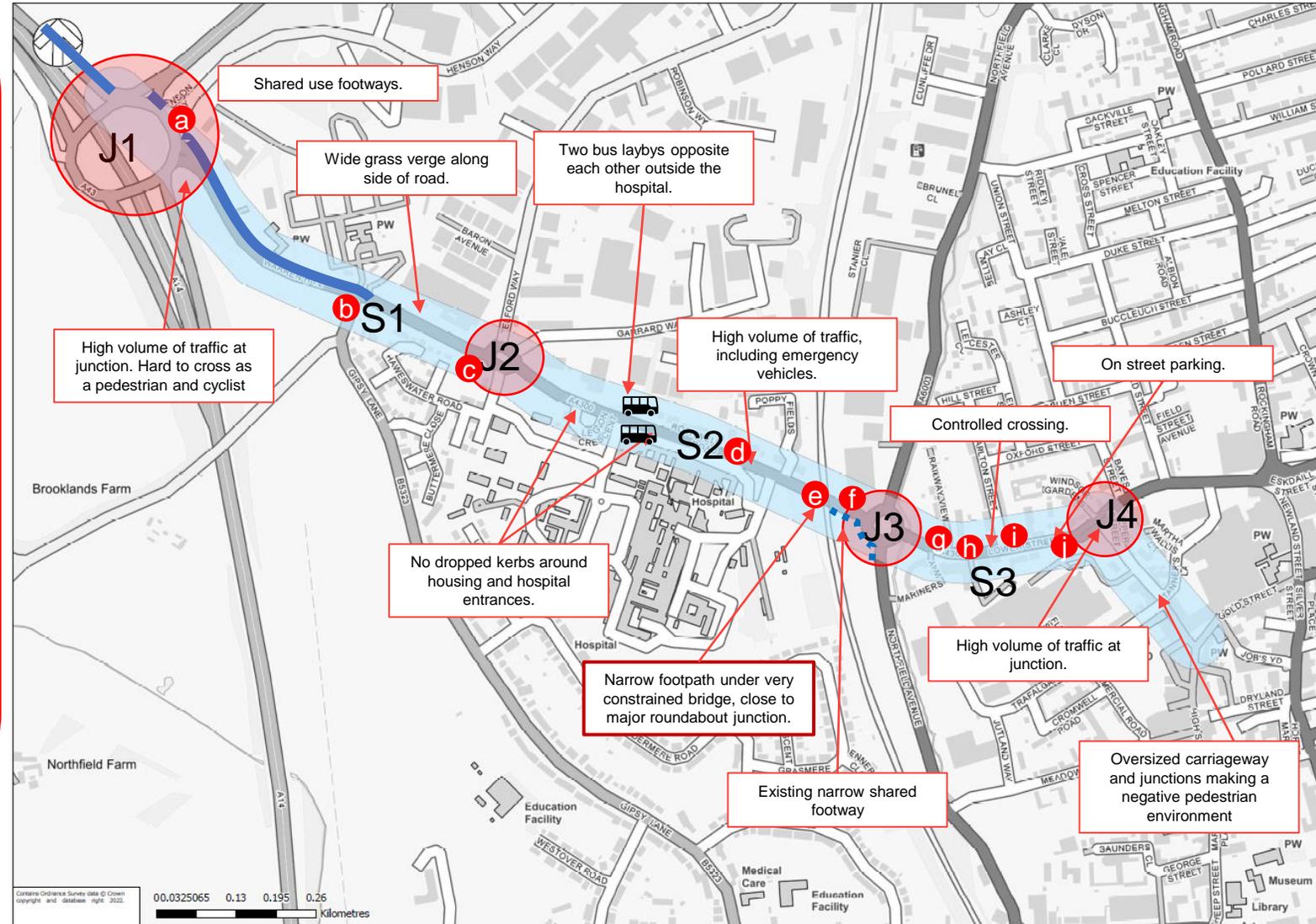
**S2** – Increasing gradient down to J3. High volume of traffic by the hospital. This includes emergency vehicles, causing cars to pull up onto the kerb to let them pass.

**S2** – has on-kerb parking, likely from residents of the houses opposite the hospital.

**S2 / J3** – where they meet the footpath passes under a bridge causing the path to become very narrow

**S3** – on street parking encroaching onto footway (photo G). Steep gradient up to J4.

**J4** – Signalised junction with excessive traffic lanes and left turn lanes, leading to complex junction to navigate for pedestrians and cyclists



Shared use footways

Photo Reference

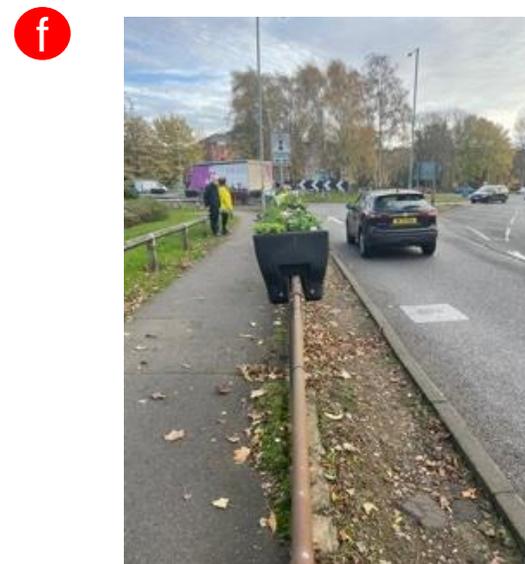
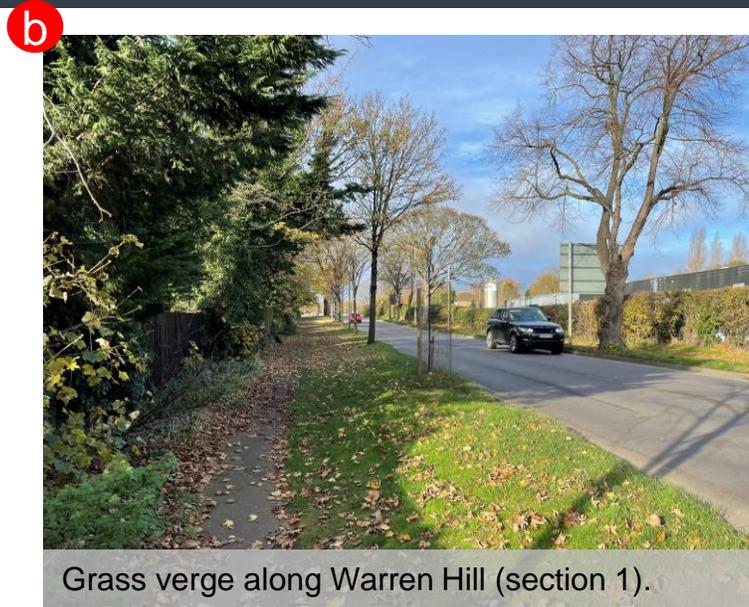
Bus Layby



# Cycle Route Audits – Key Photos

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 2 of 5)



# Cycle Route Audits – Key Photos

Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

Northwest Route (Slide 3 of 5)

g



h



i



j



# Cycle Route Audits – Recommended Improvements

## Corridor 2: Town Centre to A14 Roundabout (via Rothwell Road)

### Northwest Route (Slide 4 of 5)



#### Recommended improvements

**J1** – Create a request signalised crossing and pedestrian/cycle phases on the north and east arms of the roundabout, improve existing shared use footway.

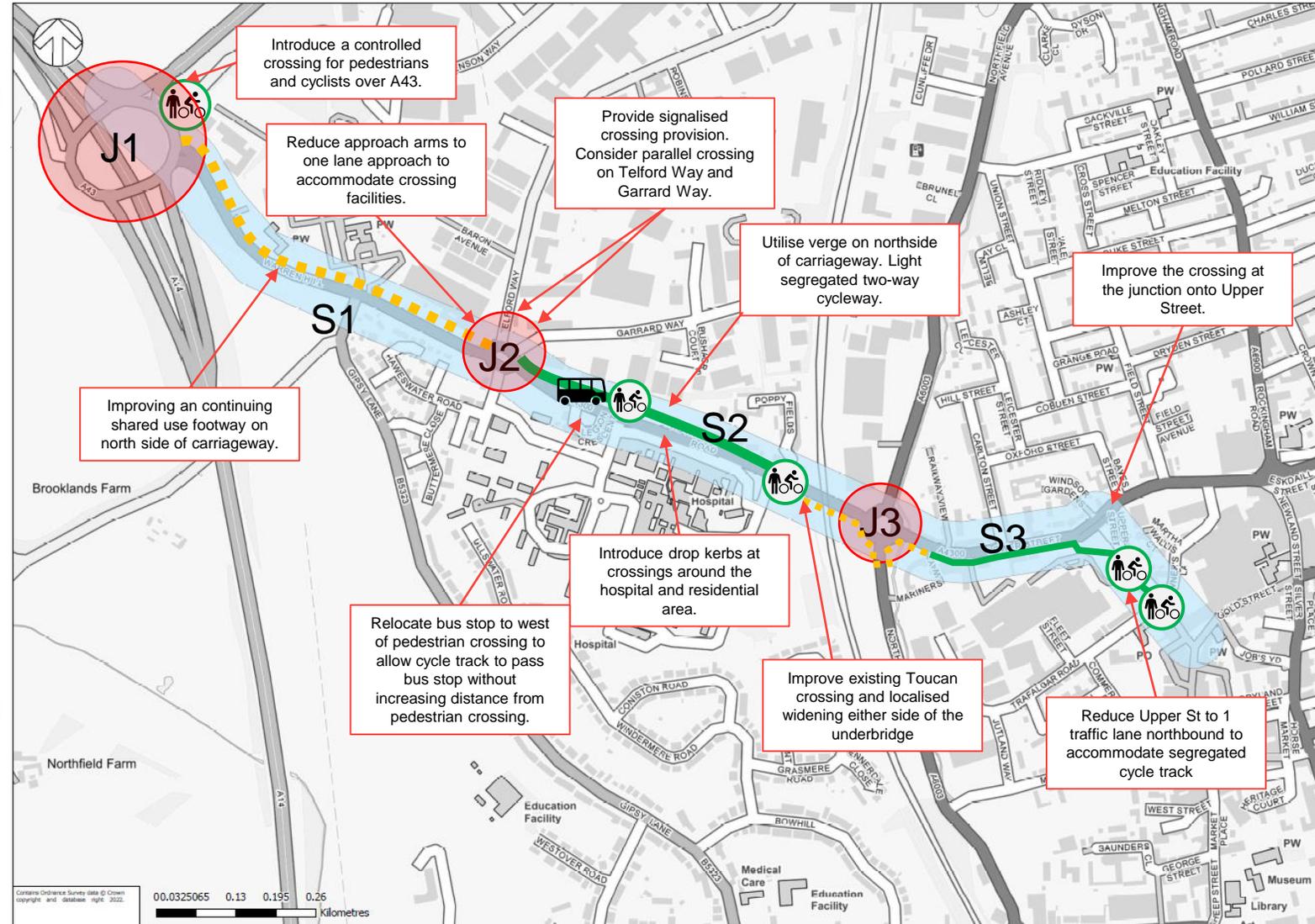
**S1** – Utilise verge on the northside of carriageway to improve widen and extend the shared use footway to the J2.

**J2** – Reduce approach arms and consider crossing provision on the north side of the junction.

**S2** – Utilise verge and remove footway parking to accommodate two-way segregated cycle path. Relocate bus stop. Introduce dropped kerbs around residential and hospital entrances. Upgrade existing toucan crossing and create traffic calming while localised widening of the existing shared use footway either side of the railway bridge. Lighting, signage and improved light segregation with the carriageway to improve short section of constrained shared use. (Other options such as new tunnels under railway and signalling considered inappropriate at this stage.)

**J3** – Remove some vegetation and widen existing shared use footway to the south of junction. Consider full signalisation and reduction in diameter with **Route 1B**.

**S3** – Remove on street parking to provide 2-way segregated cycleway on the south side of carriageway. Use the existing grass verge area to the south of the junction with Upper St to provide off cycleway. Reduce Lower St to 1 lane northbound, to reallocate space to improve pedestrian and cycle provision into the town centre. Provide improved cycle parking facilities on Lower St, close to main trip attractors.



# Cycle Route Audits – Key Findings

## Corridor 3: Weekley to Kettering Town Centre

### Northeast Route (Slide 1 of 5)



#### Summary of existing situation

**J1** - Existing shared use footway along the A4300 Stamford Rd to Geddington.

**S1** - Shared use footway ends south of J1 (photo A). Existing footway and verge east of carriageway, but this narrows on the approach to Weekley Village (photo B). HGV movements and traffic speed (30mph limit but perceived higher) make crossing Stamford Rd difficult within the village.

**S2** - Wide verge on west of the carriageway through rural section (photo C).

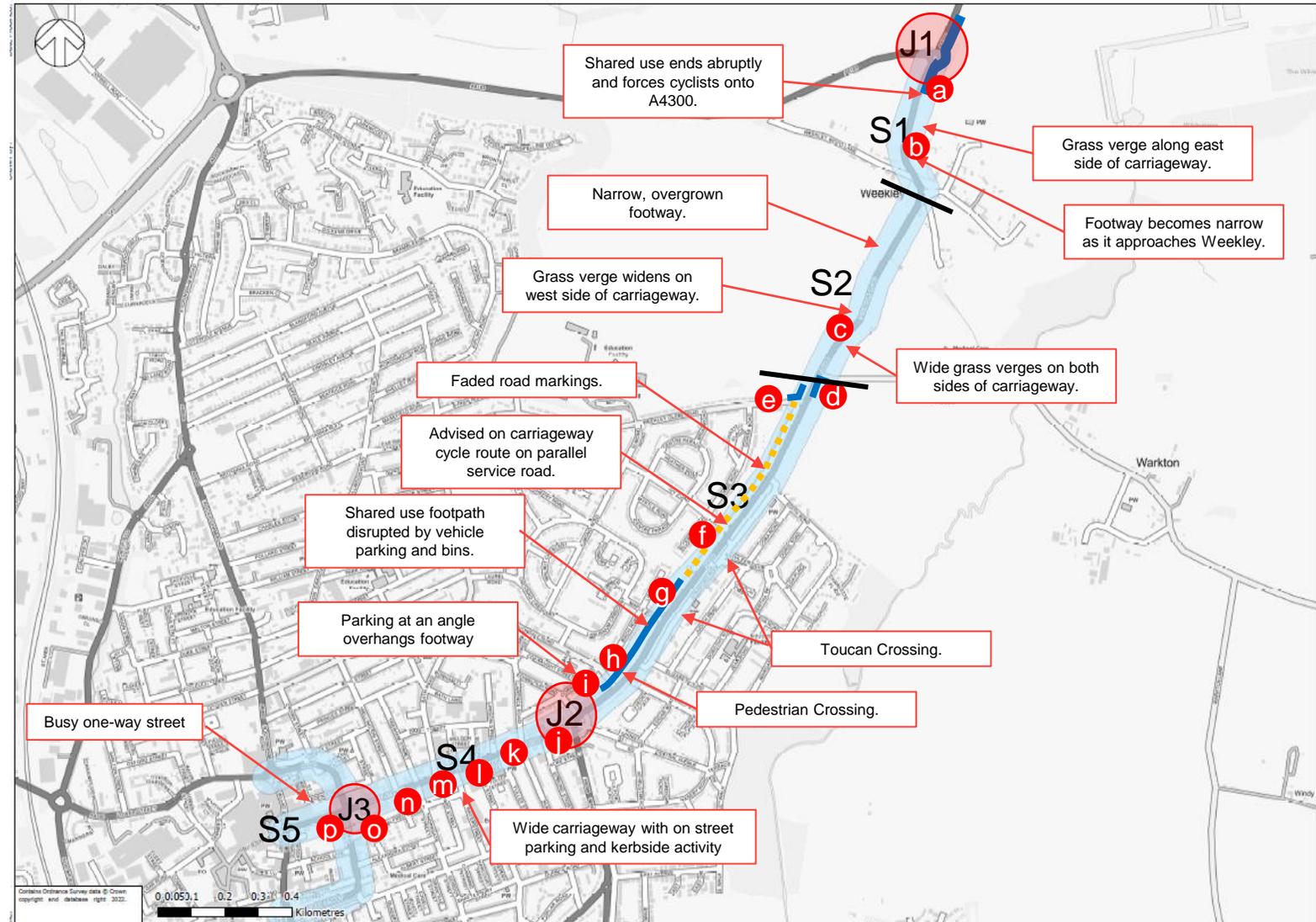
**S3** - Incoherent segments for shared use footways (photo D). Wide carriageway with verges including some mature trees on both sides. Parallel residential service road, offering quite route currently signposted as an advisory cycle route (photos E and F). Existing shared use footway on the north west of the carriageway, but often blocked by parking and bins on the footway (photo G). Shared use footway ends abruptly without further provision. (photo H). On street parking at a perpendicular angle overhang and blocks footway.

**J2** - Busy 4-arm (3 main arms) roundabout with wide diameter but a painted island. Lack of crossing facilities and dropped/tactile paving. Faded marking in need of improvement. (photo J).

**S4** - Wide section of carriageway with on street parking and kerbside activity (photos K, L). Sections of wide carriageway (12m) with on street parking bays on both side of the carriageway (photo M). Sided by residential and retail properties (photo N).

**J3** - 4 arm signalised junction with ghost island right turn movements. One-way approach from Montague St west and exit on Victoria St south.

**S5** - Eskdail St, Montagu St and Victoria St / School Lane were audited. Montague St was preferred as the more direct and logical route to the town centre and main trip attractors. A busy one-way (eastbound) street with retail and takeaway frontages. On street parking on the north side of the carriageway.



Advisory on carriageway cycle route (no markings)

Shared use footways

Photo Reference

Section break

# Cycle Route Audits – Key Photos

## Corridor 3: Weekley to Kettering Town Centre

### Northeast Route (Slide 2 of 5)

a



b



c



d



e



f



g



h



# Cycle Route Audits – Key Photos

## Corridor 3: Weekley to Kettering Town Centre

### Northeast Route (Slide 3 of 5)

i



j



k



l



m



n



o



p



# Cycle Route Audits – Recommended Improvements

## Corridor 3: Weekley to Kettering Town Centre

### Northeast Route (Slide 4 of 5)



#### Recommended improvements

**S1** - Continue shared use provision into Weekly to connect to the wider routes to Geddington. 40m section of constrained narrow footway on the approach to Weekly, recommend traffic calming to enforce 30mph limit.

**S2** - New Toucan crossing to improve accessibility to Weekly village and act as traffic calming on the approach to the village from the south. Utilise the verge to improve the existing footway and provide shared use connection to the north east edge of Kettering.

**S3** - Use the parallel residential service road to provide a high quality low traffic cycle route. Improve signage and provide 'cycle priority crossings' on side roads.

Utilise verge, restrict footway parking, and restrict parking pay to provide a segregated 3m 2-way cycle route.

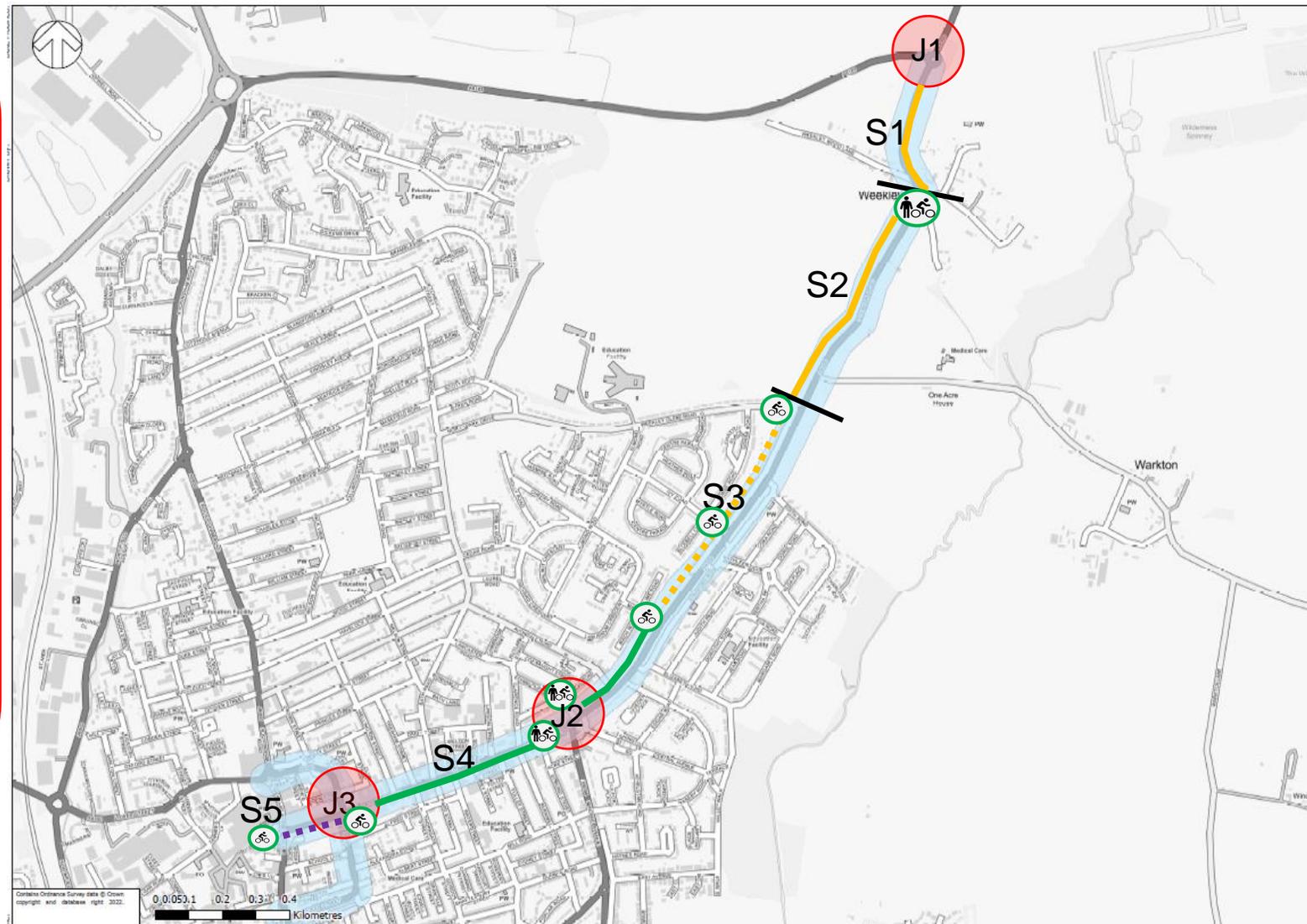
**J2** - There is sufficient space for the 4 arm roundabout to work as a signalised junction, which would give greater control of movements and improve pedestrian and cycle movements.

**S4** - relocated on street parking on the south side of the carriageway and utilise the wide available space to accommodate a 2-way segregated cycle track on the south side of the carriageway from J2 to J3.

**J3** - Reduce right turn waiting area and left turn lane on the eastern approach to accommodate cycle way upto the stopline. Create a cycle parallel crossing to the corner of Montegu St and Victoria St. Utilise the existing buildout and reduce the right-turn lane from Montagu St west approach to accommodate the start of a contraflow cycle lane and a cycle crossing waiting area.

**S5** - Remove on street parking to the west of section, retain some loading spaces in the middle, and reduce the right-turn lane on the approach to J4 to accommodate contraflow cycle lane westbound. Surface treatment and traffic calming to provide attractive cycling environment in the eastbound direction, encouraging a central riding position and away from loading space.

- Segregated cycle and pedestrian facilities
- Shared use footways
- Pedestrian and cyclist crossing improvement
- Contraflow Cycle lane with light segregation







# Cycle Route Audits – Key Photos

Corridor 4: Kettering Town Centre to A14 Broughton Roundabout.

West Route (Slide 2 of 4)



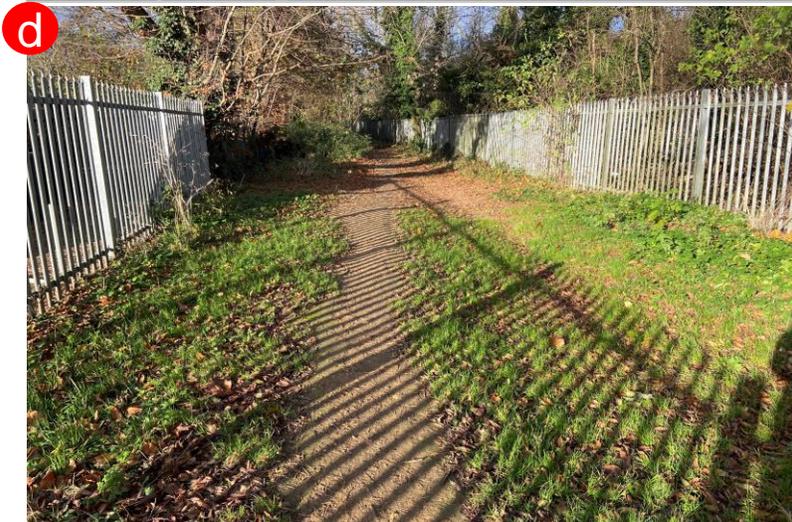
A14 Broughton Roundabout.



A14 Broughton Roundabout.



Wide verges and pavements on Northampton Rd.



Overgrown footpath behind Northfield Avenue.



Narrow footpath under bridge.



Meadow Road.

# Cycle Route Audits – Recommended Improvements

## Corridor 4: Kettering Town Centre to A14 Broughton Roundabout.

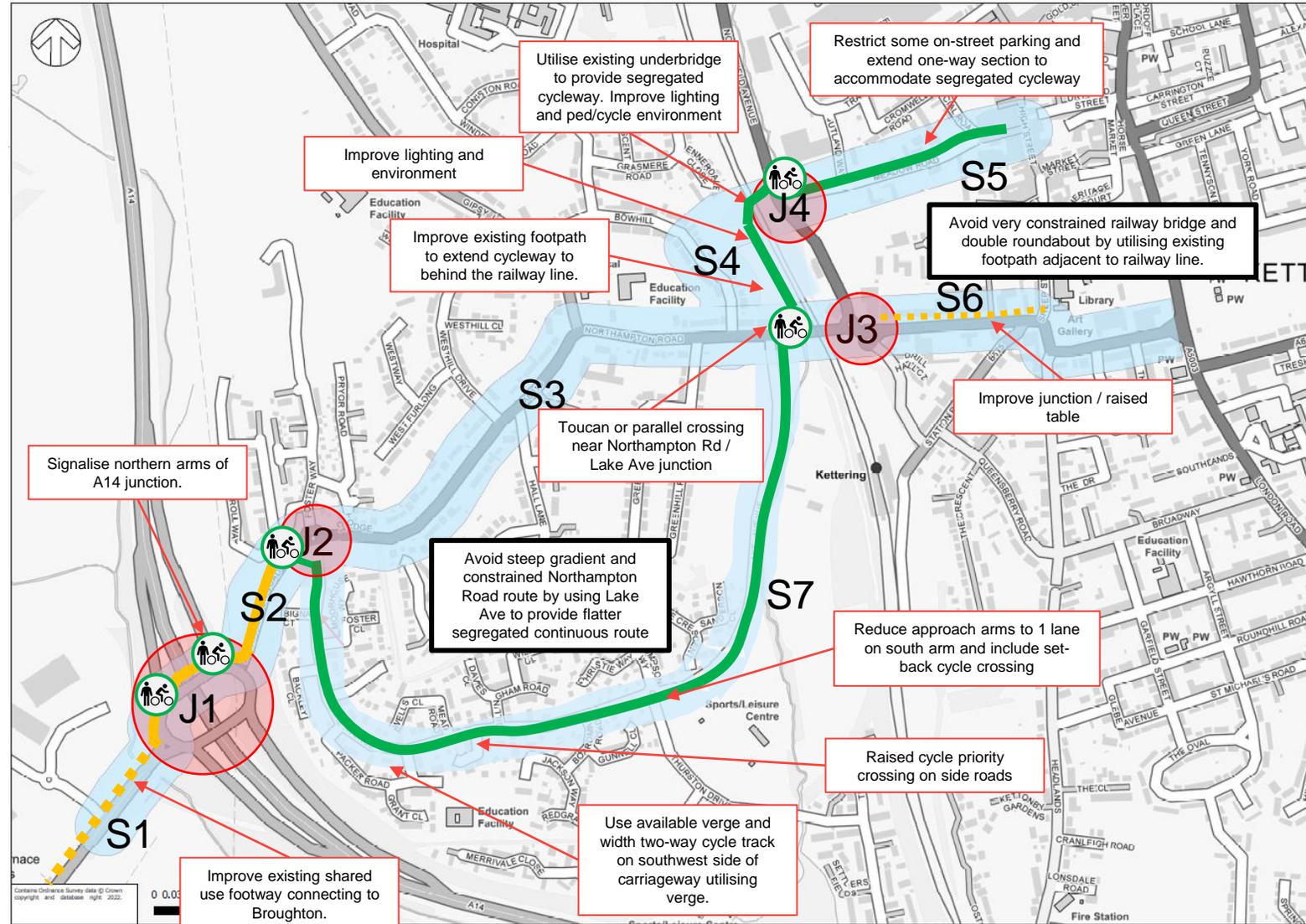
### West Route (Slide 3 of 4)



#### Recommended improvements

- S1** - Improve existing shared use footway connecting to Broughton.
- J1** - Widen and improve shared use provision across J1. Consider full signalisation or request signals on the two A14 north arms.
- S2** - Utilise available verge on west side of carriageway to continue shared use provision between **J1** and **J2**, provide a new Toucan crossing near J2.
- S3** - Following assessment of audit data and observations, S3 is constrained by gradient, high traffic flows, and restricted available width. (S7 offers a more viable route and is taken forward for recommended improvements)
- S7** - Introduce a two-way segregated cycle track on the south side of Lake Ave as an alternative to **S3**. Raised set back cycle priority crossings at side roads.
- S4** - Provide a new Toucan or Parallel crossing on Northampton Road to provide access to the footpath adjacent to the railway line. Full upgrade, widening, and lighting to create a high quality footpath and two-way cycle track along existing footpath, and through existing underbridge. Improve existing Toucan crossing to align with new cycle track.
- S5** - restrict parking to one side of the road and extend the one-way section add a cycle lane to Meadow Park to improve connections between the section and Core Walking Zone.
- S6** - Improve existing shared use footway and provide raised crossing improvements of side access roads

-  Segregated two-way cycle and pedestrian facilities
-  New 3m shared use footways
-  Improve existing shared use footways
-  Pedestrian and cyclist crossing improvement



# Cycle Route Audits – Key Findings

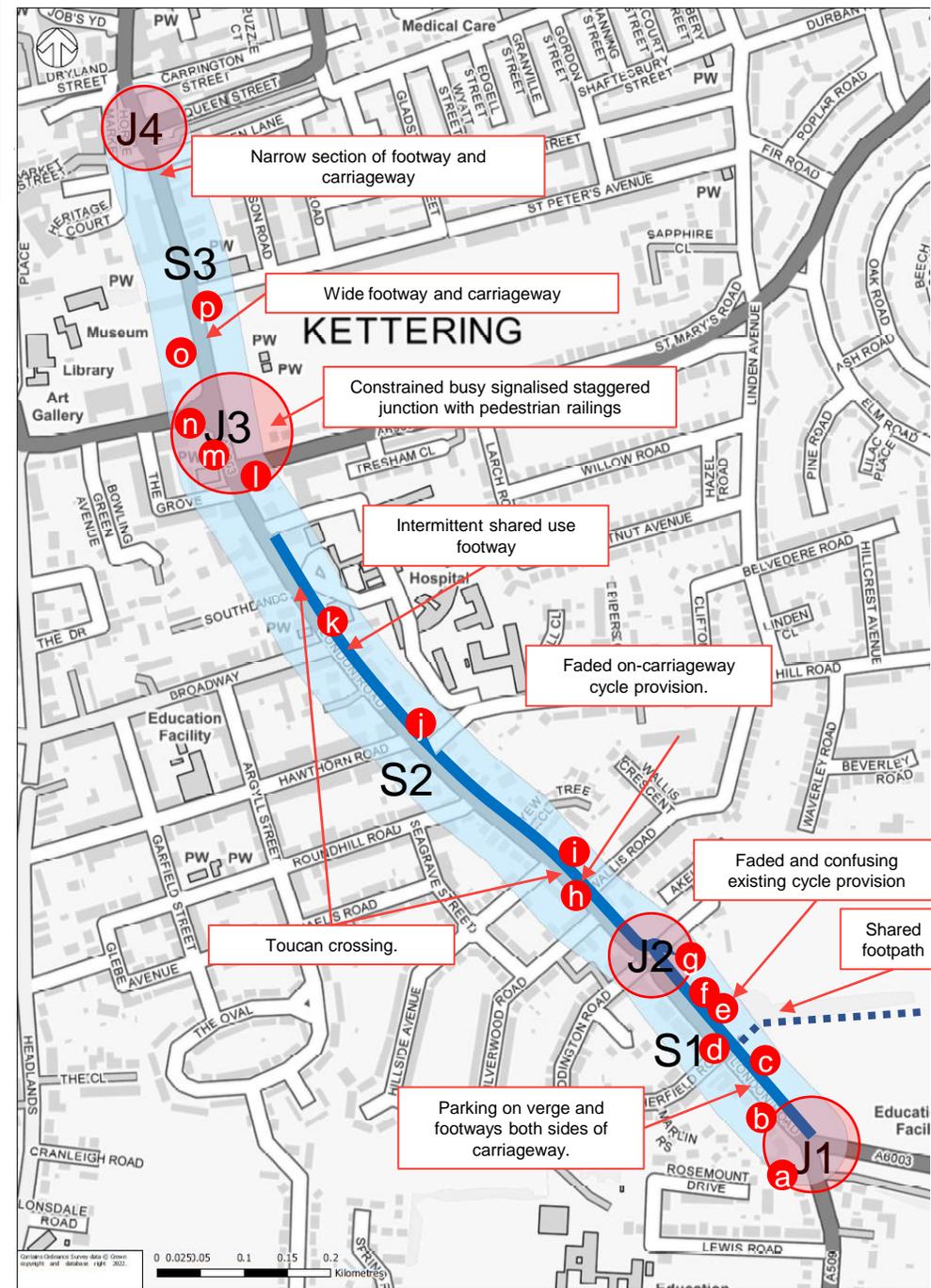
## Corridor 5: Kettering Town Centre to Barton Road Roundabout.

### South Route (Slide 1 of 5)



#### Summary of existing situation

- J1** – Busy compact roundabout with 2-lane approaches on London Rd and Pytchley Rd. A Toucan crossing set back from the junction on Pytchley Rd, but no other pedestrian or cycling provision at the junction (photo A).
- S1** – Busy arterial route with some existing intermittent cycle provision, but faded and confusing. Vehicles parked on verge and footway. (Photo B - F)
- J2** – Wide diameter 4 arm roundabout. Shared use footway cycleway across the northeast of the junction, but unclear, confusing road markings. Cyclists were observed using the carriageway (Photo G).
- S2** – Existing shared use footway on the northeast side of the carriageway, but experiences vehicles parking on verge and footway. Stops short of the junction with St Mary's Road. (Photos H – K).
- J3** – Busy staggered signalised crossroad junction with queuing traffic across the junction. Pedestrian railings on some arms and Advance Stop Lines (ASLs) for cycles on carriageway. Constrained, narrow footway on the west of London Road. More available space, but restricted by pedestrian railings on the east side of the carriageway.
- S3** – Wide carriageway and footways, narrowing to the north of the section. More available space on the east side of the carriageway (Photo P).
- J4** – Busy town centre signalised junction formed of London Rd, Market St, and Horse Market. No pedestrian or cycling crossing facilities on the London Road arm. Unclear and convoluted two phase signalised pedestrian crossing on A6900 Horse Market.



# Cycle Route Audits – Key Photos

Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 2 of 5)

a



b



c



d



e



f



g



h



# Cycle Route Audits – Key Photos

Corridor 5: Kettering Town Centre to Barton Road Roundabout.

South Route (Slide 3 of 5)

i



j



k



l



m



n



o



p



# Cycle Route Audits – Recommended Improvements

## Corridor 5: Kettering Town Centre to Barton Road Roundabout.

### South Route (Slide 4 of 5)



#### Recommended improvements

**J1** – Consider demand call Toucan crossings on the London Road and Barton Road arms, closer to the junction and pedestrian and cycle desire lines. If all arms have signalised crossings, the junction may work more efficiently as a signalised junction.

**S1** – A continuous segregated 2-way cycleway on the north east side of the carriageway. Remove other faded sections of cycle provision to provide clarity. Enforce parking penalties for parking on footways/cycleways.

**J2** – Continue cycleway across J2. Improve crossing facilities on Woodcroft Way, perhaps reducing the diameter of the roundabout to provide a set back cycle priority crossing.

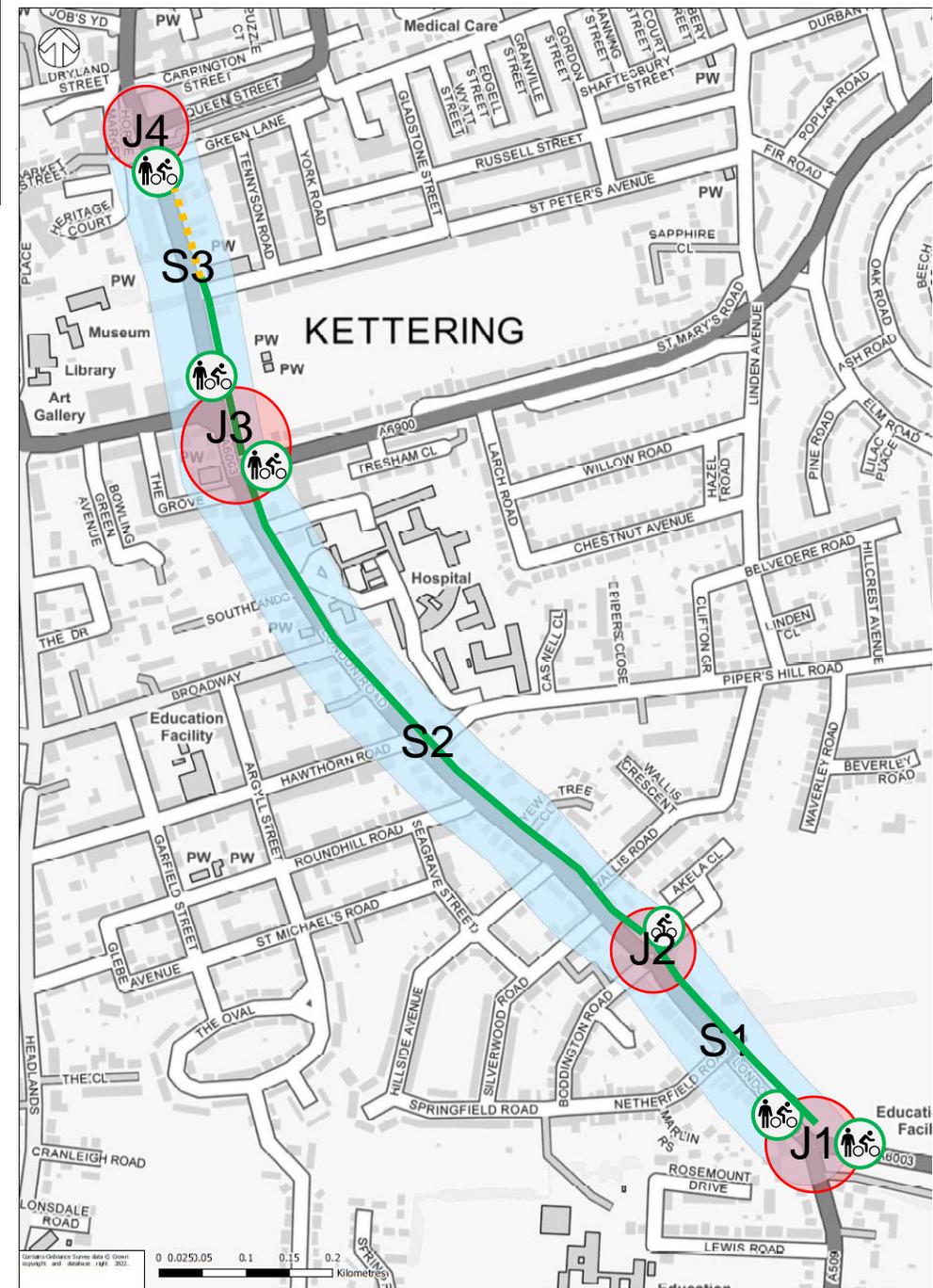
**S2** – A continuous segregated 2-way cycleway on the north east side of the carriageway continuing up to the St Mary's Road junction. Remove other faded sections of cycle provision to provide clarity. Enforce parking penalties for parking on footways/cycleways.

**J3** – Remove pedestrian railings and upgrade crossing to a Toucan crossing.

**S3** – Remove pedestrian railings to accommodate segregated two-way cycleway on the north east of the carriageway – the available width narrows to the north of the section and is constrained by property boundaries. Although not ideal, a short section of shared use should be considered to connect into the town centre.

**J4** – Reconfiguration of the signalised junction to accommodate Toucan crossing across London Road to connect with Horse Market.

- Segregated cycle and pedestrian facilities
- Shared use footways
- Changes to junction to improve for cyclists
- Pedestrian and cyclist crossing improvement



# Cycle Route Audits – Key Findings

## Corridor 6: Hanwood Park SUE to St Mary's Road.

### East Route (Slide 1 of 5)



#### Summary of existing situation

**S1** – Recently constructed Hanwood Park development with wide footways that look like they have been designed for shared use, but not clearly defined yet. Signage promoting “Cycle to Kettering Station in 15 minutes” (Photo A,B).

**J1** – Very large roundabout with 2 lane approaches on all arms, diverts pedestrian and cycle desire lines. Seems excessive.

**S2** – Residential road with driveway access and grass verges on both sides of the carriageway. Moderate gradient. Some on street parking.

**B1** – Deeble Road Bridge over the Rive Ise. Wide carriageway with hatching and wide footways on both sides. Connection with the Ise Valley shared use route.

**S3** – Wide carriageway with central hatching and grass verges on both sides until the entrance to Kettering Science Academy (Photo G). West of the Academy entrance there is a section of two-way cycle way segregated by a white line from the footway up to **J2a**. (Photo H).

**J2a** – Large 3-armed roundabout with 2 lane approach arms, un signalised pedestrian crossing facilities, particularly busy at school start and end times.

**J2b** – Oversized 3-arm roundabout with painted island, faded markings and required maintenance. (Photo K). No pedestrian or cycle crossing facilities, no dropped kerbs, perceived high vehicle speeds.

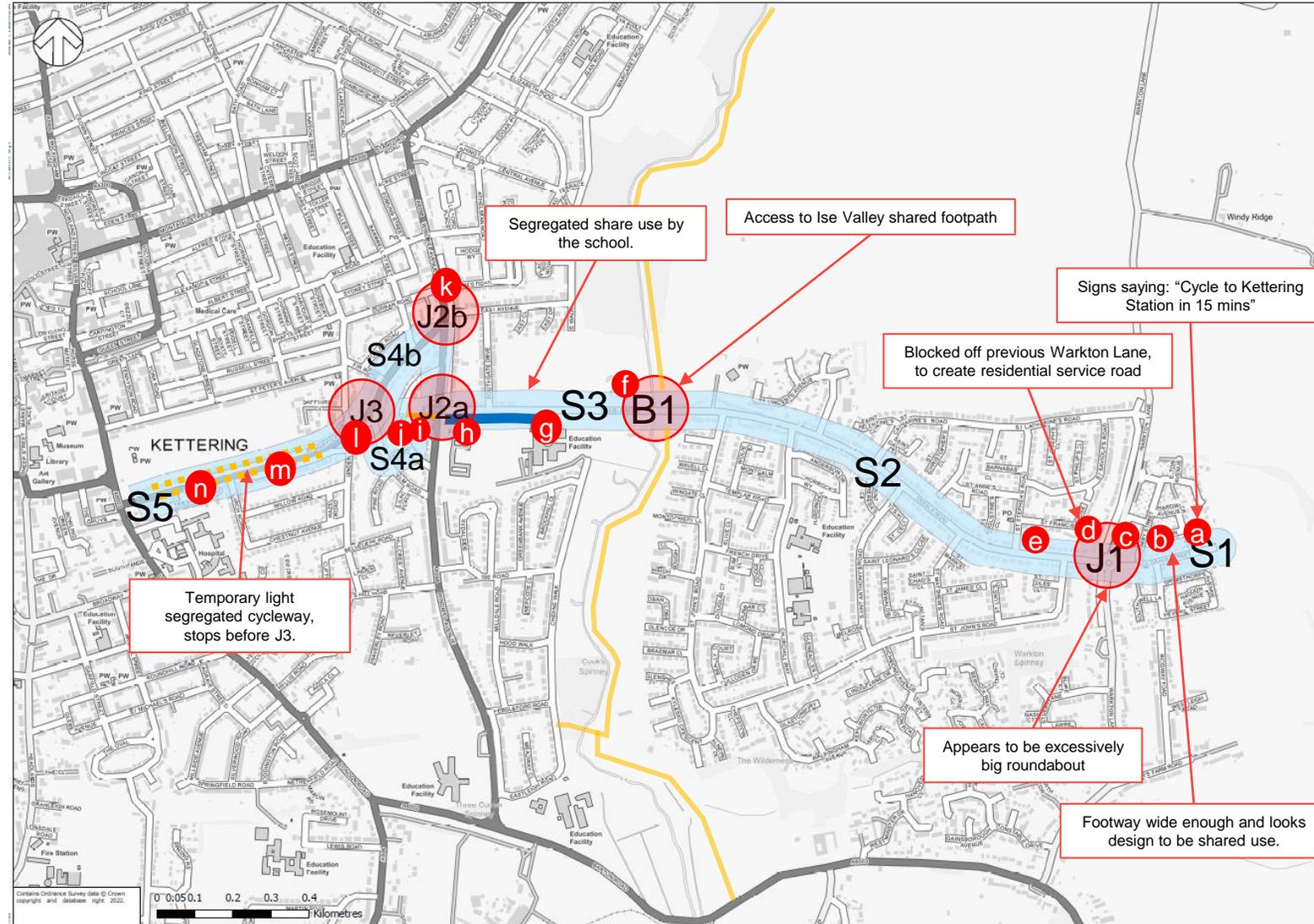
**S4a** – Quiet, low traffic residential streets, with a pedestrian cut through from **J2a** (Photos I and J).

**J3** – Wide priority junctions from Elm Rd on to St Mary's Rd forming a triangle of grass, (Photo L), vehicles carry speed in Elm Rd due to lack of deflection.

**S5** – A wide, busy road with residential service roads set back. Existing temporary light segregated cycle lanes along a section. (Photos M and N)

-  Shared use footpaths
-  Advisory on carriageway cycle route
-  Shared use footways

 Photo Reference



# Cycle Route Audits – Key Photos

Corridor 6: Hanwood Park SUE to St Mary's Road.

East Route (Slide 2 of 5)

a



b



c



d

Hanwood signs saying: "Cycle to Kettering Station in just 15 minutes"

e



f





# Cycle Route Audits – Key Photos

Corridor 6: Hanwood Park SUE to St Mary's Road.

South Route (Slide 3 of 5)

g



h



i



j



k



l



m



n



# Cycle Route Audits – Key Findings

## Corridor 6: St Mary's Road to Hanwood Park SUE.

### East Route (Slide 4 of 5)



#### Recommended improvements

**S1** – Formalise the shared use footways within the Hanwood Park development.

**J1** – Reduce lane widths and improve crossing facilities for pedestrians and cyclists. The roundabout design and diameter appear excessive for the traffic flows. The residential service road (Warkton Lane) could be easily be made accessible for cyclists and act as a connecting low traffic advisory route.

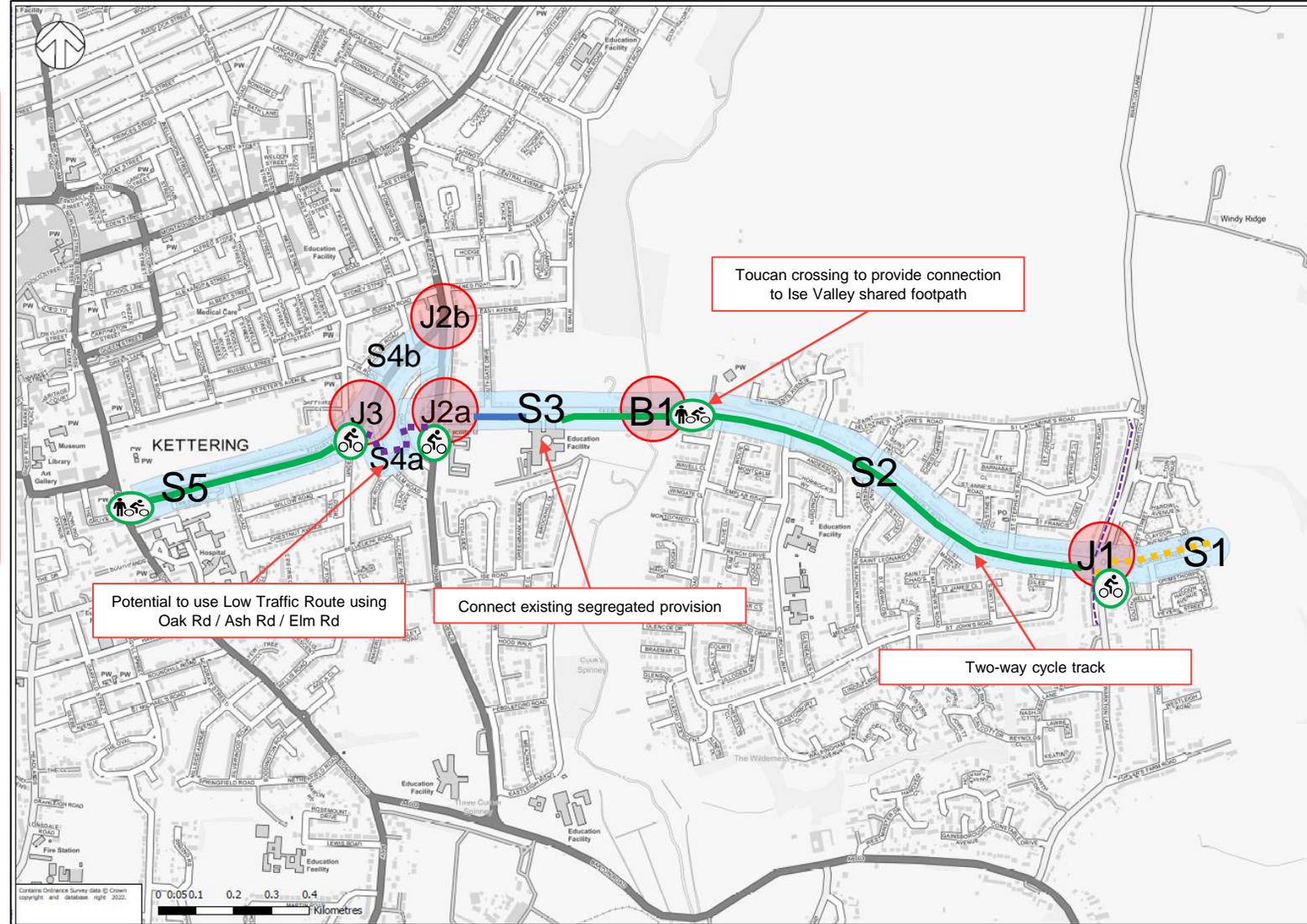
**S2** – Utilise the existing verge on the south side of Deeble Road to accommodate a 2-way cycle way (may need to be narrowed or shared used for some sections to avoid tree removal). Use the existing width of the bridge and the existing verge up to Kettering Academy to continue two-way cycleway. Connect into the existing segregated cycleway west of the school.

**J2a** – Improve crossing on the south arm of roundabout, consider signalling. Recommend minor widening of the through cut through and routing via the quiet residential roads to **J3** instead of via **J2b** and **S4a**, as this aligns with desire lines and provides a more direct route to the town centre. (S4b may be a more feasible option if Route 7 north of J2a is improved).

**S4a** – Low traffic neighbourhood, traffic calming, cycle markings and signage.

**J3** – Amend the current junction arrangement into a more standard T-junction and utilise the west arm of the triangle to initiate a two-way cycle track.

**S5** – Use the verge and current temporary light segregated cycle lanes to provide and kerbed two-way cycleway on the south side of St Mary's Road. The south side of the carriageway would initially appear to benefit from easier connections at J3 and the junction with London Road.



-  Advisory low traffic cycle route
-  Kerbed Two-way cycle track
-  Shared use footways
-  Changes to junction to improve for cyclists
-  Pedestrian and cyclist crossing improvement

# Cycle Route Audits – Key Findings

Corridor 7: Windmill Avenue.

East Central Route (Slide 1 of 4)



## Summary of existing situation

**J1** – Included in the Corridor 3, J2. Busy and constrained roundabout with wide diameter but a painted island. Lack of crossing facilities and dropped/tactile paving. Faded marking in need of improvement. Minor side roads on the Windmill Ave approach without dropped kerbs make it negative junction for pedestrians and cycles. (Photo F).

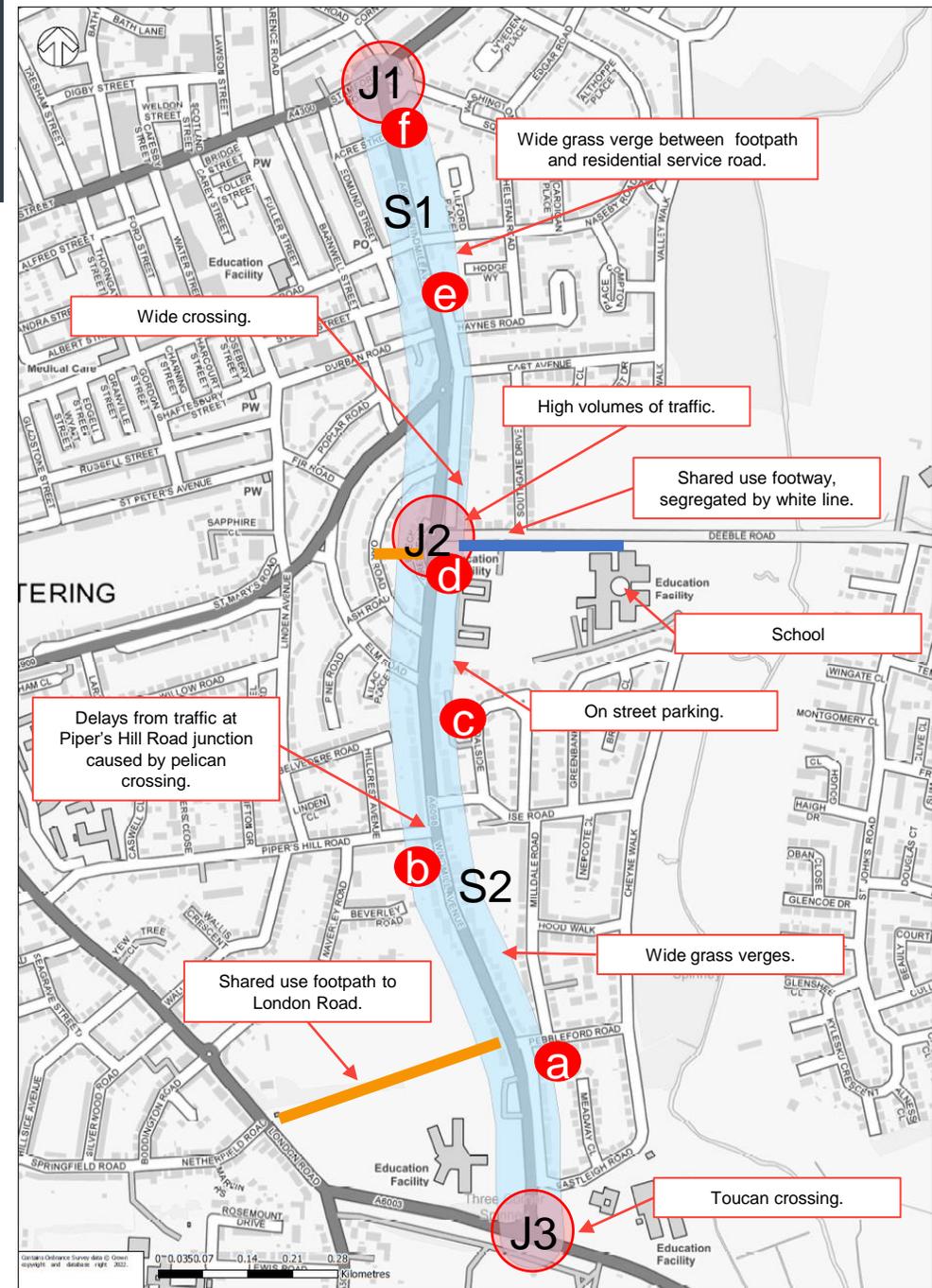
**S1** – Busy section of carriageway with lots of side roads and kerbside activity. Constrained by trees and kerb parking. The southern section of S1 has a parallel residential service road to the east of the carriageway, separated by a grass verge. (Photo E).

**J2** – Wide diameter 3-arm roundabout with 2 lane approaches. High volumes of traffic, especially during school drop off/pick up hours. Uncontrolled pedestrian crossing provision. (Photo D).

**S2** – Very constrained section with limited carriageway width, mature tree lined verges, lots of kerbside activity and on-street parking (Photo C). Delays on Piper's Hill Road joining this section of the route caused by a pelican crossing north of the junction. Lots of footfall and high volumes of traffic around due to school drop off/pick up hours. Has a wide residential entrance just south of **J2** which feels unsafe to cross. On street parking along section approaching and busy with movements associated with Tresham College to the south of the section.

**J3** – Undergoing construction work during site audits so had temporary lights and restricted vehicle movements. Would appear to be a busy signalised T-junction with separate signalised left movements. Pedestrian movements complicated by splitter islands.

-  Shared use footpaths
-  Advisory on carriageway cycle route (no markings)
-  Shared use footways
-  Photo Reference



# Cycle Route Audits – Key Photos

Corridor 7: Windmill Avenue.

East Central Route (Slide 2 of 4)



Wide grass verges on Windmill Avenue.



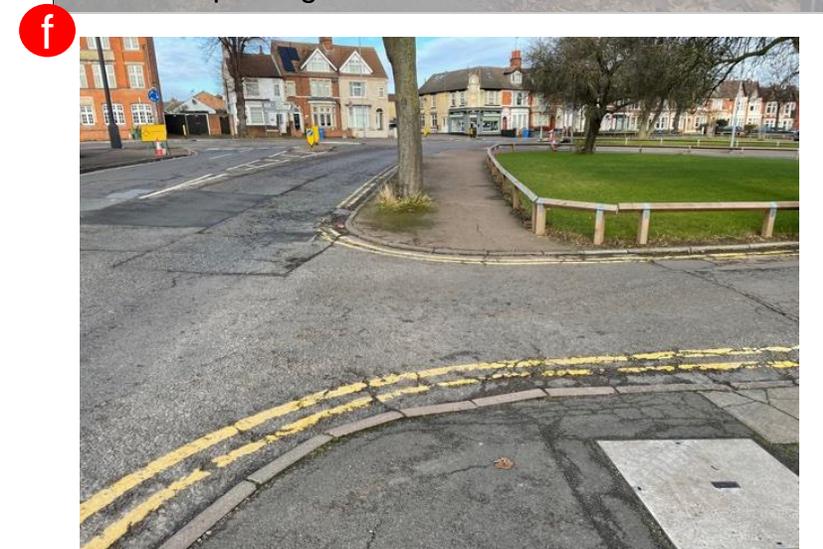
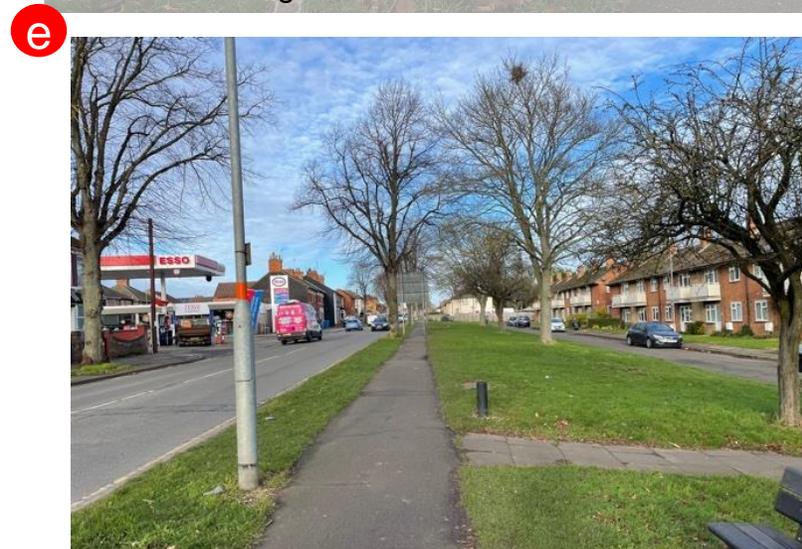
Pelican crossing on Windmill Avenue



On street parking on Windmill Avenue.



Windmill Avenue/Deeble Road roundabout (junction 2)



# Cycle Route Audits – Recommended Improvements

Corridor 7: Windmill Avenue.

East Central Route (Slide 3 of 4)



## Recommended improvements

**J1** – Consider a signalised junction, which would give greater control of movements and improve pedestrian and cycle movements.

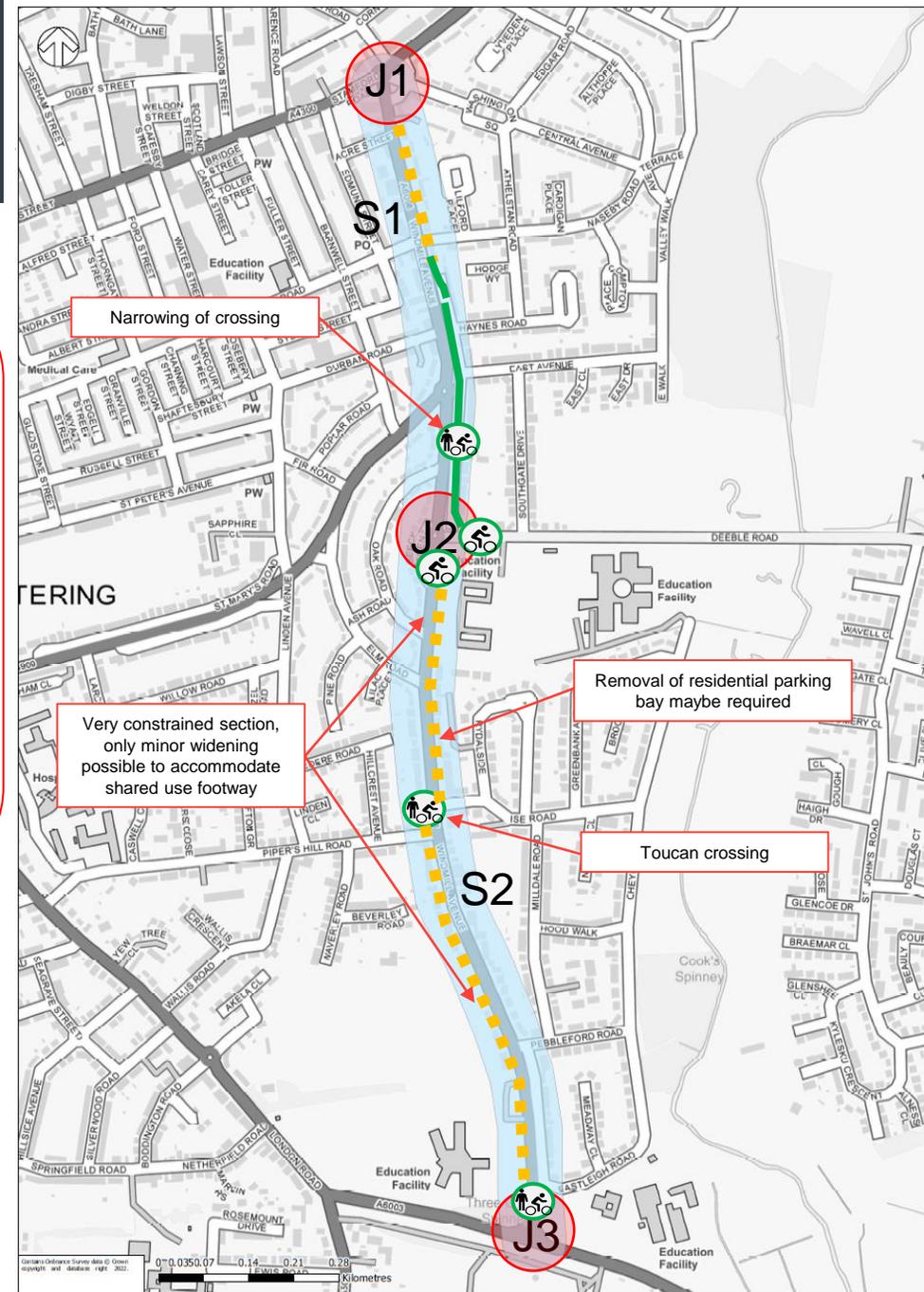
**S1** – Utilise the verges on east side of carriageway to create a segregated cycle and pedestrian facilities east side of the carriageway where possible. Although this may be constrained by mature trees and on-street parking, so a shared use footway maybe the extent that can be accommodated. A segregated section of cycleway should connect to the residential service road to the east of the carriageway and utilise the wide verge to provide and two-way cycle track to J2. Reduce excessively wide bell-mouth access to residential service road to improve pedestrian and cycle crossing.

**J2** – Consider reducing width of approach arms and accommodating controlled crossing on southern approach arm.

**S2** – Limited potential for optimum design cycle provision. The available width, mature trees and kerbside activity restricts the possibility to provide segregated provision, but with many schools and colleges located on this section, some level of shared use provision is recommended.

**J3** – Currently under construction, but signalised cycling and pedestrian crossing facilities should be provided. (Included in **Corridor 8, J2**).

- Segregated two-way cycleway
- Shared use footways
- Changes to junction to improve for cyclists
- Pedestrian and cyclist crossing improvement



# Cycle Route Audits – Key Findings

Corridor 8: A6003 Barton Road, Wicksteed Park

Wicksteed Park Route (Slide 1 of 4)



## Summary of existing situation

**J1** – Existing signalised T-junction with Toucan crossings, recently updated. Shared use footway on the south side.

**S1** – Existing shared use footway on the south side of carriageway before a Toucan crossing connecting to the Ise Valley shared footpath route. (Photo G and F).

The shared footway continues on the north side of Barton Rd after the Toucan crossing (Photo E) to the Bridge (B1) over the River Ise.

**B1** – The bridge has been widened on both sides but the original brick/stone work remains and reduces the footway width. (Photo D).

**S2** – Existing shared use footway on the north side of Barton Road (Photo C), passing the entrance to Wicksteed Park (Photo B).

**J2** – Signalised T-junction currently undergoing construction work.

**S3** – Existing shared use footway continues on the north side of Barton Road to the junction with London Rd **included in Route 5**.

 Shared use footpath  
 Shared use footways

 Photo Reference

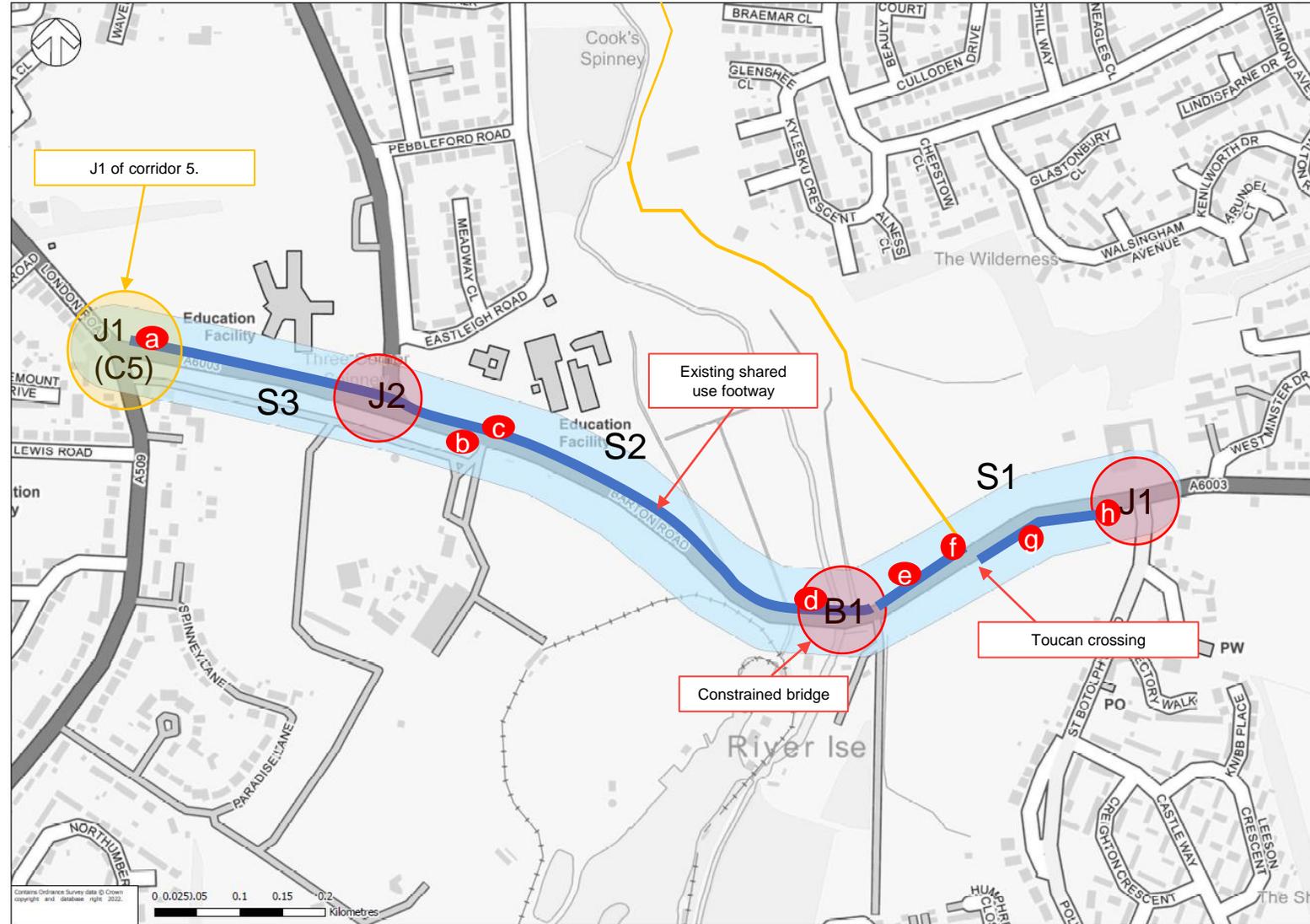


 Photo Reference

# Cycle Route Audits – Key Photos

Corridor 8: A6003 Barton Road, Wicksteed Park

Wicksteed Park Route (Slide 2 of 4)

a



b



c



d



e



f



g



h



# Cycle Route Audits – Recommended Improvements

Corridor 8: A6003.

Wicksteed Park Route (Slide 3 of 4)



## Recommended improvements

**J1** – Maintain existing Toucan crossings.

**S1** – There is potential constraints in the vicinity of J1, to accommodate a bus layby and 3 traffic lanes within the available width. Therefore, maintaining the existing shared use footway between J1 and the Toucan crossing connecting to the Ise Valley route is considered suitable.

**B1** – Potentially constrained by the original brick/stone bridge structure, but there would appear to be total width to accommodate a reduced section of two-way cycle track.

**S2** – West of the Ise Valley there is potential width to accommodate a segregated two-way cycle track to improve continuity with the rest of the Barton Rd.

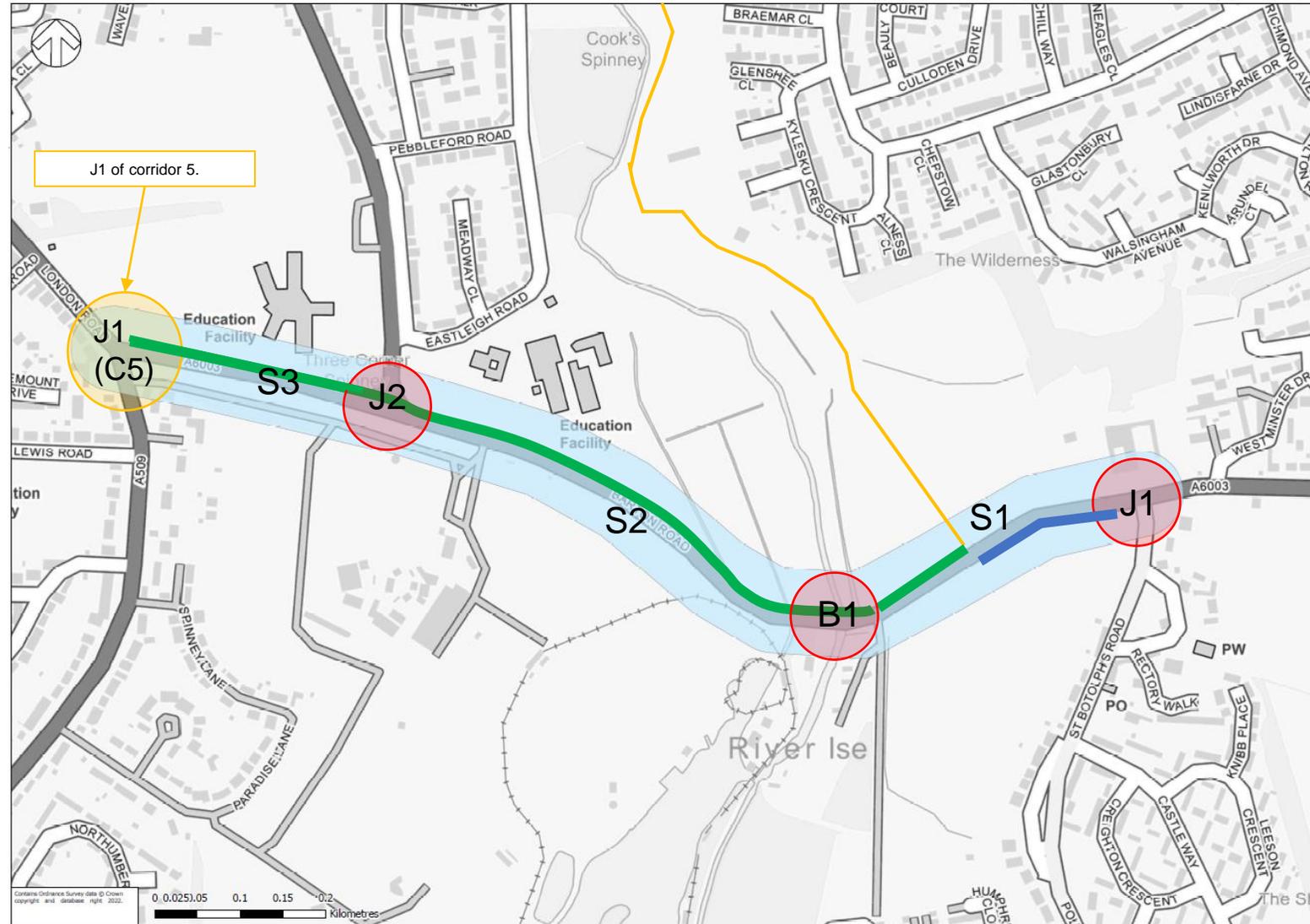
**J2** – Currently being upgraded, but signalled provision for pedestrians and cycles should be provided.

**S2** – Available width to upgrade the existing shared use footway to a two-way cycle track.

**C5** – **J1** should incorporate signalled pedestrian and cycle facilities to access the cycle track on the north side of London Rd.

 Segregated two-way cycleway

 Existing shared use footway to be maintained/improved





# Cycle Route Audits – Key Findings

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

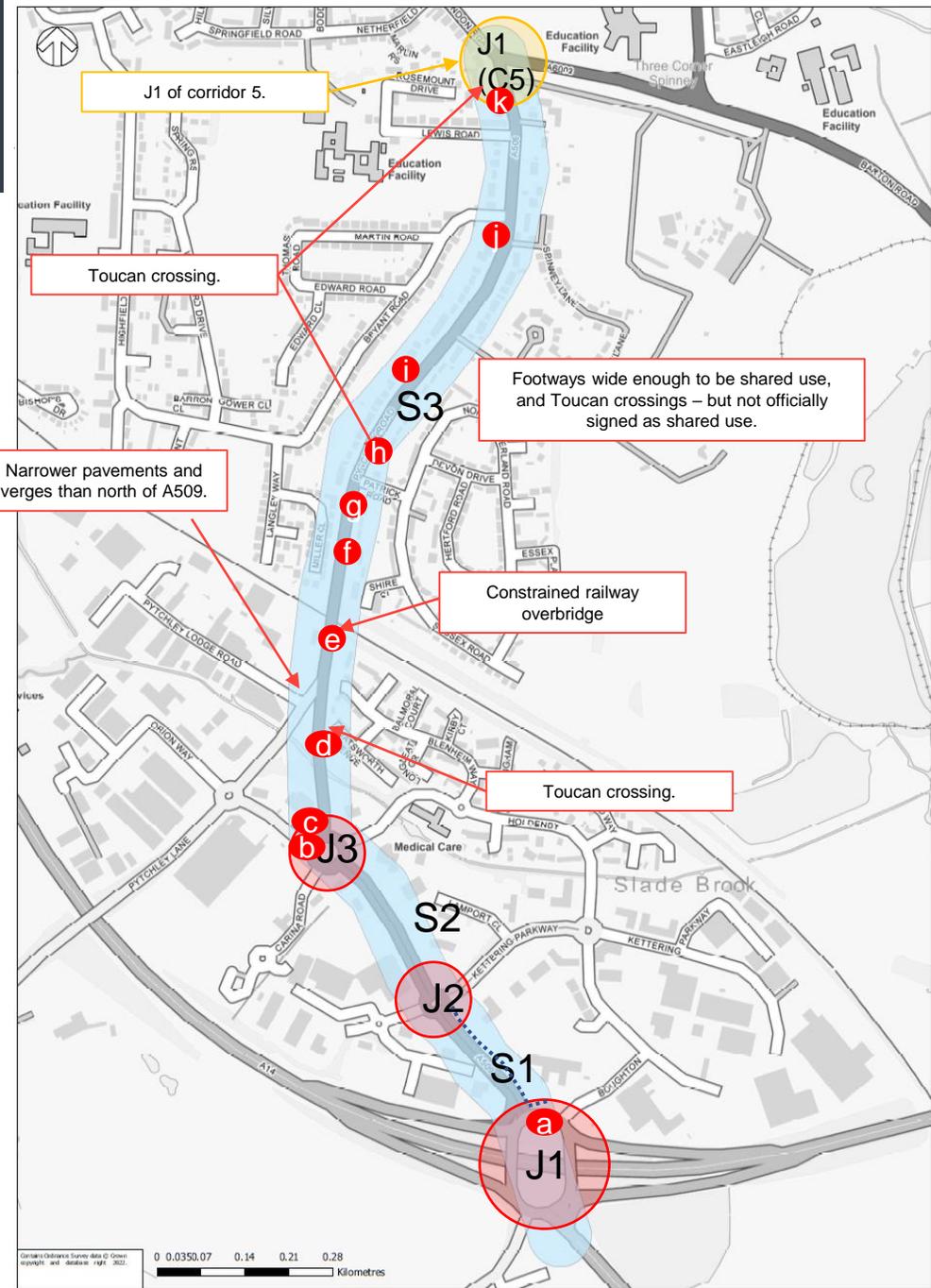
South West Route (Slide 1 of 5)



## Summary of existing situation

- J1** – Busy grade separated roundabout junction of A14 (Junction 9) and A509. Previously had no pedestrian provision, but construction work was being undertaken while undertaking the audit to create a shared footway on the north side of the junction connecting to Kettering Venture Park. (Photo A).
- S1** – Like S1, busy dual carriage way with only partial footways, but construction work was being undertaken while undertaking the audit to create a shared footway on the north east side of the carriageway.
- J2** – Large 4-arm roundabout with 2-lane approach arms. Footway provision on some of the arms, but informal pedestrian crossing on Kettering Parkway only.
- S2** – Dual carriageway with central barriers, footways and bus layby on both sides.
- J3** – Large 5-arm roundabout, with accesses to retail parks. Signalised pedestrian crossing on the southern A509 arm only. Dropped kerbs and tactile paving on the other arms, but difficult and intimidating to cross with high traffic flows and speeds. (Photo B, C).
- S3** – Busy principle road which becomes residential north of the railway bridge. Appears to have footways wide enough to be shared use and has a number of existing Toucan crossings (Photos D, H). Constrained railway overbridge, (Photo E). Wide footways and verges, but lots of parking across verges observed (Photo I).

London Road / Pytchley Road junction included in **Corridor 5 (J1)**, but would be critical to connecting Corridor 8 and 8A.



# Cycle Route Audits – Key Photos

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 2 of 5)

a



b



c



d



e



f



# Cycle Route Audits – Key Photos

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 3 of 5)

g



h



i



j



k



# Cycle Route Audits – Recommended Improvements

Corridor 8A: A14 Roundabout (Junction 9) A509 / Pytchley Rd / London Road.

South West Route (Slide 4 of 5)



## Recommended improvements

**J1** – Continue recently constructed shared use footway across the junction to connect A509 south of the A14. Improve crossing facilities and consider signalling east side of the junction.

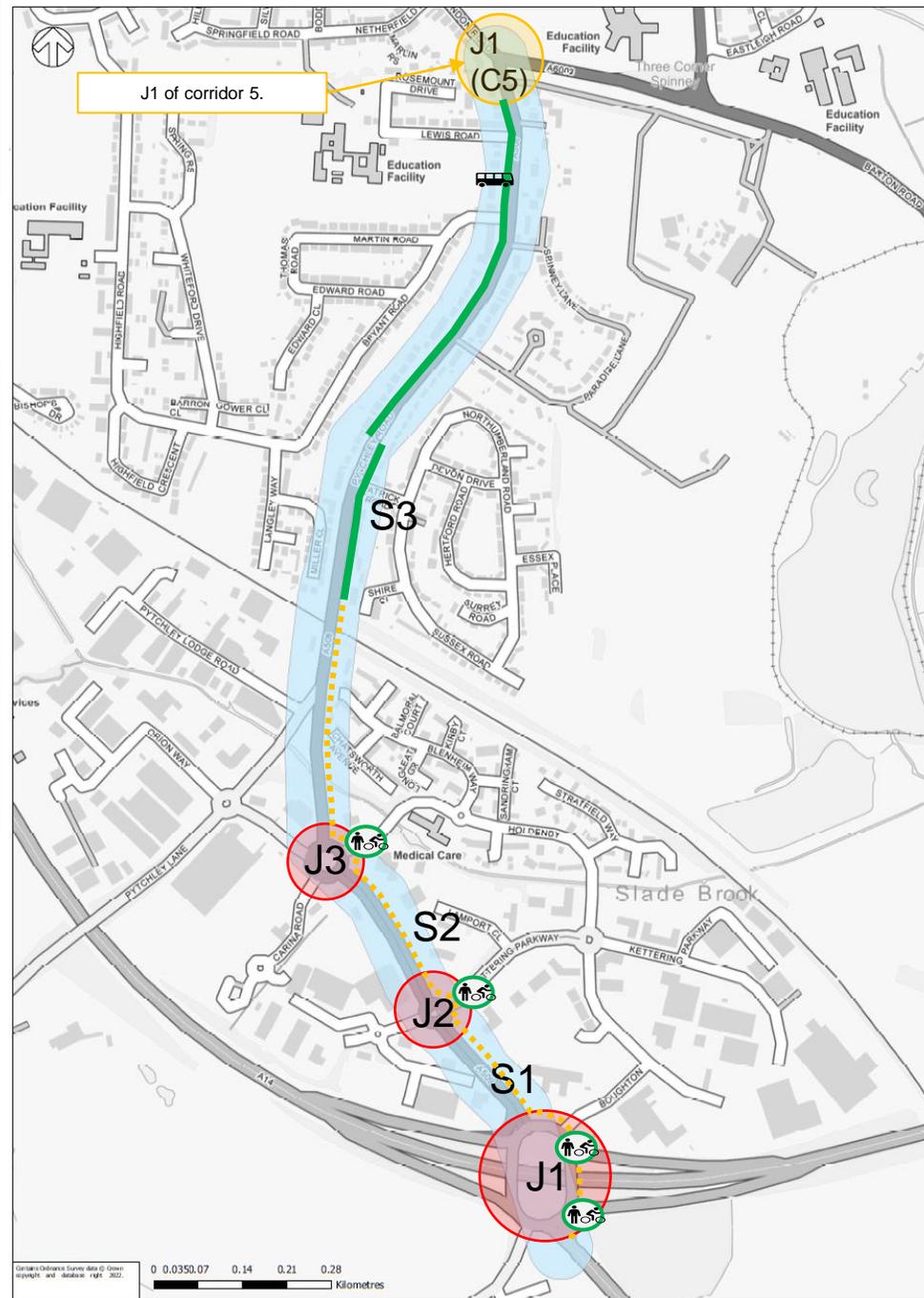
**S1/J2/S2** – Continue or formalise the shared use footways and consider reducing the number of lanes on the Kettering Parkway arm of J2, to improve provision and provide continuity of shared use footway on the eastern side of A509.

**J3** – Consider full signalisation of the junction to create a more pedestrian and cycle friendly environment and connect to retail trip attractors. However, as a minimum route requirement, Holdenby arm of the junction should have approach lanes reduced and improved cycling and walking crossing provision, possibly signalised.

**S3** – Continue and formalise the shared use footways across the railway bridge on the east side of Pytchley Road.

**S3** – North of the railway bridge where there is more potential width, consider a two-way cycle track by using the existing grass verge and restricting verge parking. Use the existing Toucan crossing to switch to the west side of the carriageway where there is a wider verge to the north of the section to accommodate cycle provision. Remove northbound bus layby to facilitate cycle track.

-  Segregated cycle and pedestrian facilities
-  Improving or new shared use
-  Pedestrian and cyclist crossing improvement
-  Bus stop intervention



# Cycle Route Audits – Key Findings

## Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

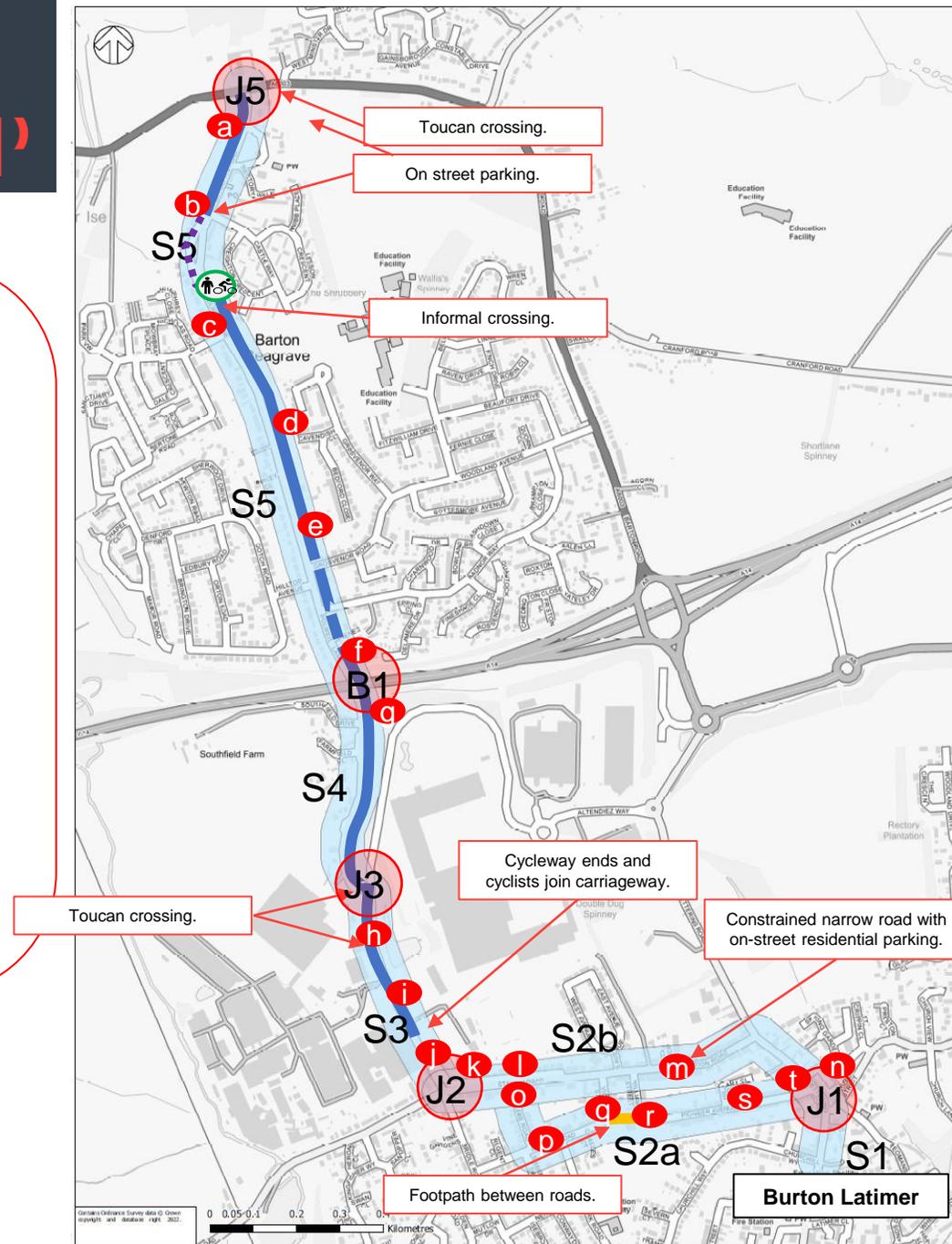
### Barton Seagrave Route (Slide 1 of 6)



#### Summary of existing situation

- J1** – Mini 3-arm roundabout next to monument and High St, with retail units and kerbside activity subject to 20mph speed limit south of J1. (Photo N).
- S2a** – Quiet residential back route with a footway cut through between Pioneer Ave, and Regent Rd (Photos Q and R). Existing informal crossing on Station Rd, connecting to the residential service road to the north on the west section of Station Rd. (Photo L and K).
- S2b** – Constrained narrow road with on-street parking (Photo M).
- J2** – Wide two-lane approach priority junction with HGV movements from west to Polwell Lane (Photo J).
- S3** – Existing shared footway on the east side of Polwell Lane (Photo I), that stops just short of the junction with Station Road. Some misleading footway markings that contradict the shared use footway signage. Existing Toucan Crossing before J3 connecting to a shared use footway on the west side of the carriageway. (Photo H).
- J3** – Wide priority junction with 2-lane approaches and ghost island right turn. Existing shared use footway continues to the west of the junction to an informal crossing.
- S4** – Wide carriageway with residential side roads to the west, existing wide shared use footway on the east of the carriageway (Photo G).
- S5** – Residential road with lots of drive way accesses. Existing shared use footway on the east side of Polwell Lane, although appears to be narrow and below standard width in places (Photo E). Informal crossing to a quiet residential road (St Botoph's Road – Photo C and B). Shared use footway continues on the west side of the carriageway north of the St Botoph's Road residential service road, but is narrow in places and obstructed by vehicles parked on the footway (Photo A).
- J5** – Recently upgraded signalised T-junction with Toucan crossing on the St Botoph's Road arm. Existing shared use footway on the west side of the junction.

-  Shared use footpaths
-  Advisory cycle route low traffic (no markings)
-  Shared use footways
-  Photo Reference



# Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



a



b



c



d



e



f



g



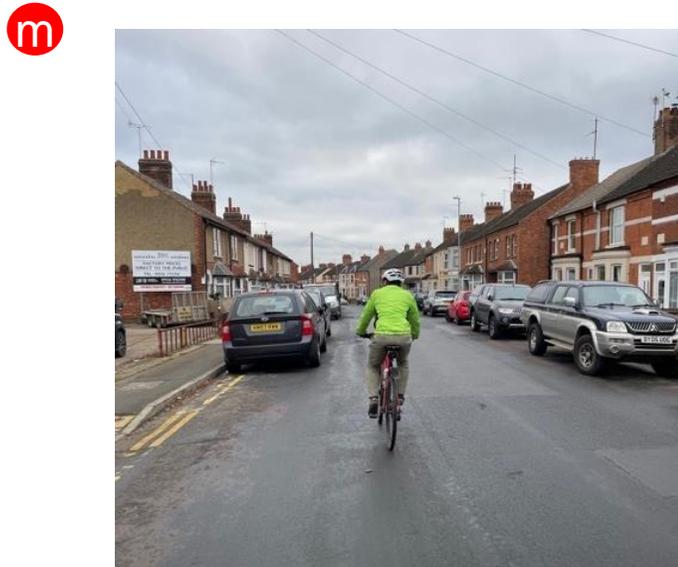
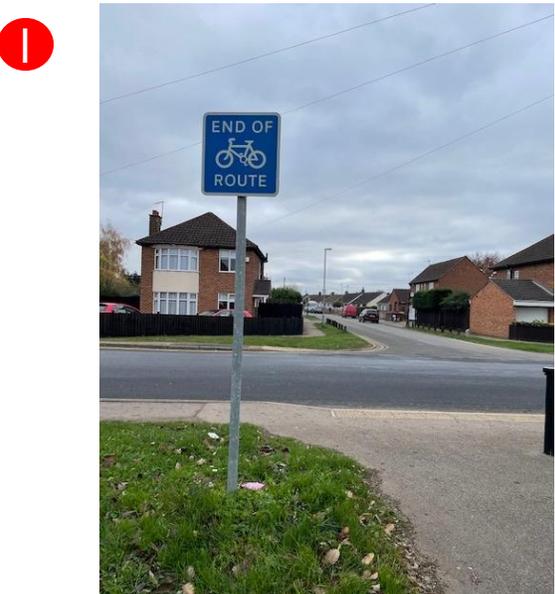
h



# Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



# Cycle Route Audits – Key Photos

Corridor 8B: Burton Latimer (via Polwell Lane) Barton Seagrave

Barton Seagrave Route (Slide 1 of 6)



o



p



q



r



s



t





# Cycle Route Audits – Recommended Improvements

Corridor 8B: A6003 to Burton Latimer (via Polwell Lane)

Burton Latimer Central Route (Slide 3 of 3)



## Recommended improvements

**J1** – Limited improvements can be accommodated at this constrained High St junction. As this area is likely to be a destination, it is recommended that cycle parking and signage are provided.

**S2a** – Recommended to promote the quiet, low traffic route via Pioneer Ave and Regent St, Glebe St. Upgrade cut through to a shared footpath.

Provide a Toucan crossing to connect Glebe St to Station Road.

**J2** – Utilise the Station Rd residential service road as a quite low traffic route to bypass J2

**S3** – Continue existing shared use footway to connect to Station Rd.

**S4/J4/S5** Upgrade and widen sections of existing shared use footway. Surface treatment of side roads, and removal of bus laybys.

Improve, upgrade, minor widening of existing shared use footway

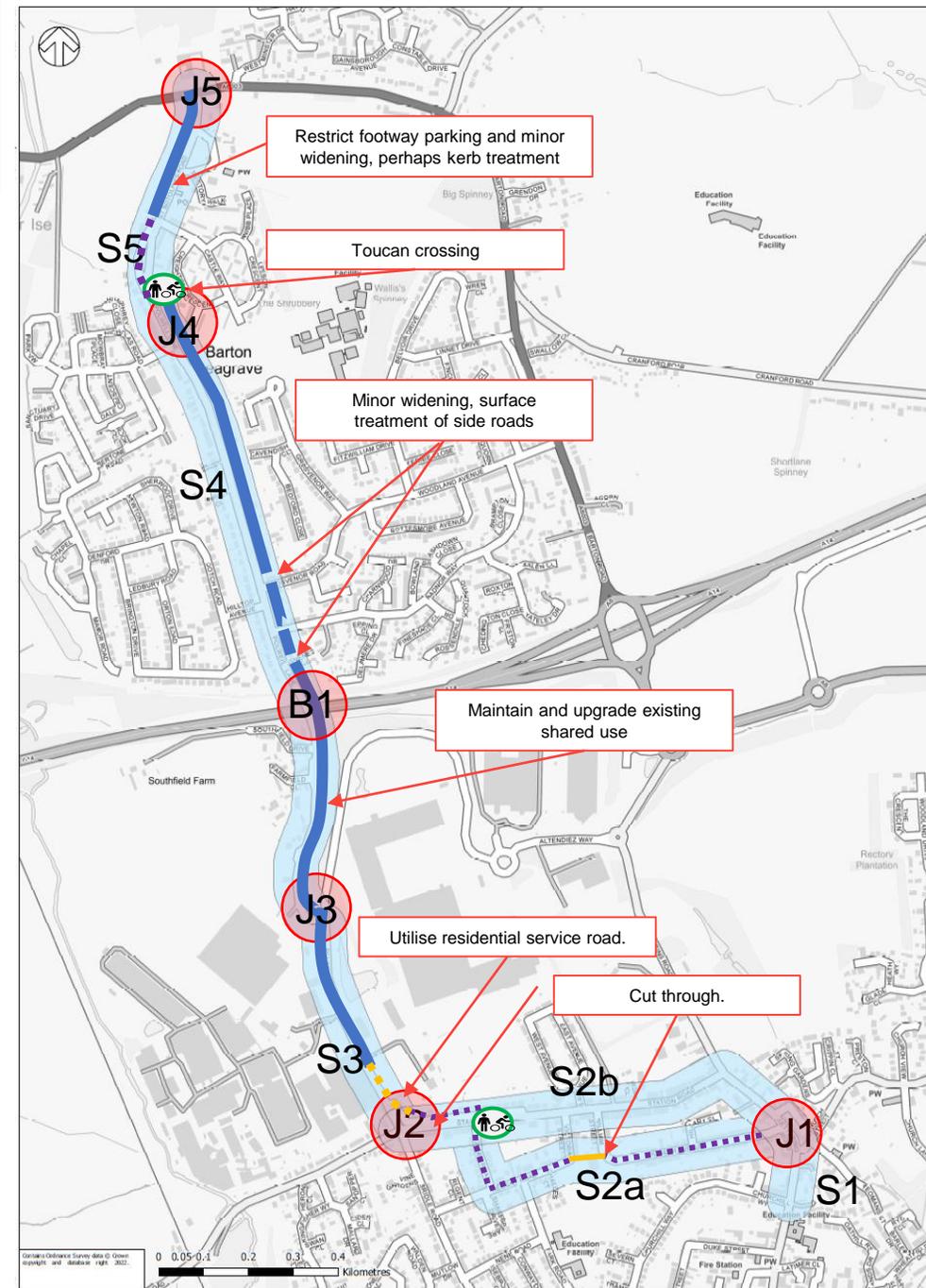
Low traffic advisory route with traffic calming and signage

Shared use footpath

New shared use footway



Pedestrian and cyclist crossing improvement



# Cycle Route Audits – Key Findings

Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 1 of 3)



## Summary of existing situation

**J1 – 3** – arm mini roundabout. Faded markings, in need of repair, lacking dropped kerbs and tactile paving. (Photo P).

**S1** – Constrained carriageway with property walls immediately siding the footway/carrageway on both sides. Relatively high vehicle speeds and HGV traffic (although HGV Access is restricted) creating an intimidating cycling environment (Photo O). Existing Shared Use footway to the north of the section.

**J2** – 3-arm roundabout with splitter islands and hatching.

**S3** – Shared use footway to the east of J2, before an informal pedestrian and cycle crossing (Photo L) to a recently constructed shared use footpath set back to the west carriageway up to J4. (Photos K, J, I)

**J4** – A large grade separated roundabout junction over the A14 (Junction 10). Recently upgraded informal crossing provision on the on-slip and signalised toucan crossing on the off-slip on the west side of the junction, (Photos H and G).

**S3** – Recently re-aligned carriageway to provide a new 2-arm roundabout to Barton Point, Hanwood Park. Wide shared use footway using the old alignment of Barton Road (Photo F). Existing shared use footway ends approximately 200m north of J4 (Photo E). Busy residential road sided by grass verges, residential access roads and vegetation.

**J5** – Recently constructed signalised T-junction followed by an existing signalised T-junction, with existing shared use footways and Toucan crossings (photos D and C).

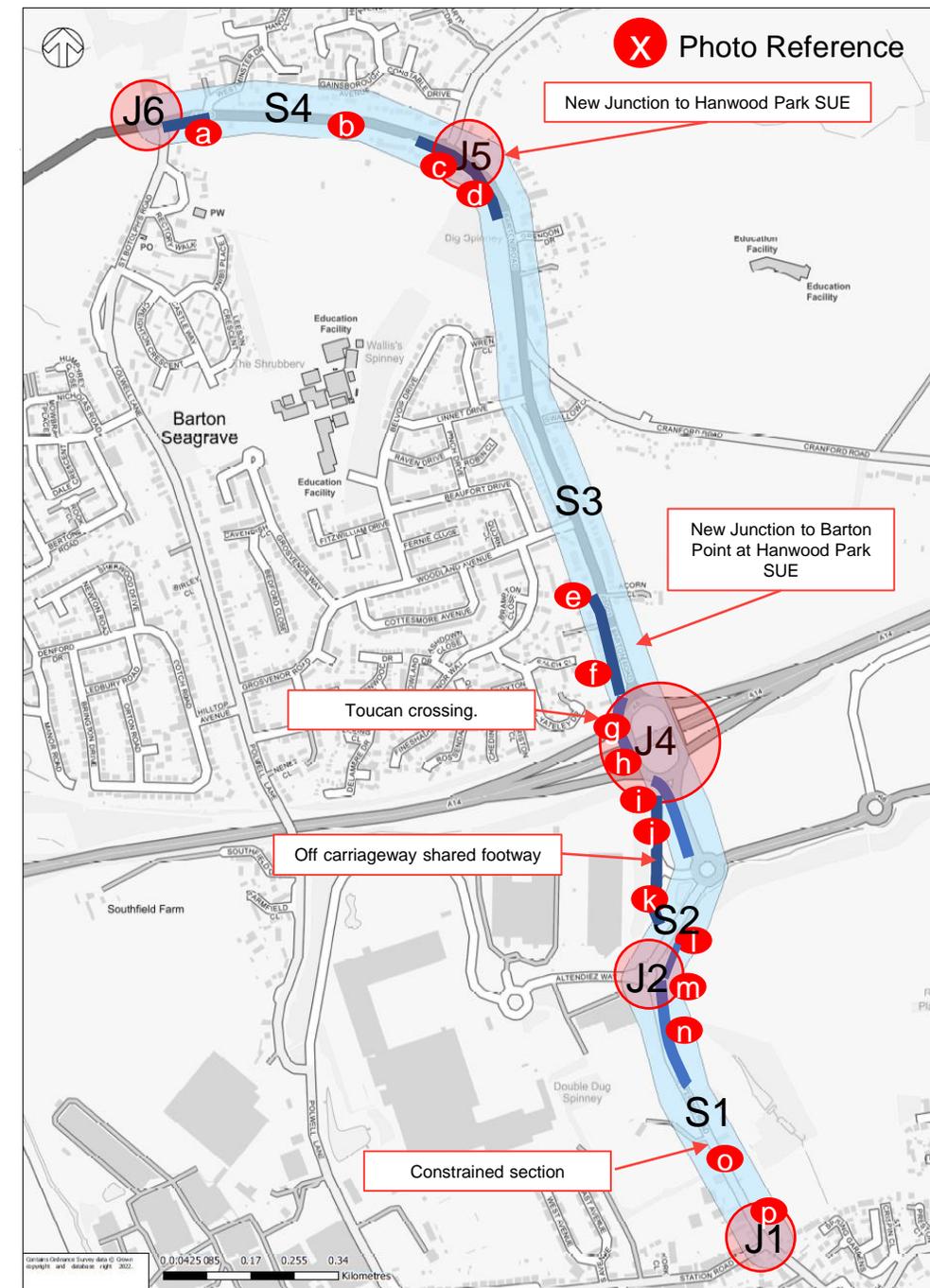
**S4** – Wide carriageway with central hatching, verges, bus laybys and residential properties set back from the carriageway (Photo B).

**J6** – Recently upgraded signalised T-junction with existing shared use footways and a Toucan crossing (Photo A), included as J5 in Corridor 8B.

 Shared use footpaths

 Shared use footways

 Photo Reference



# Cycle Route Audits – Key Photos

Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 1 of 3)



a



b



c



d



e



f



g



h



# Cycle Route Audits – Key Photos

Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 1 of 3)



i



j



k



l



m



n



o



p



# Cycle Route Audits – Key Findings

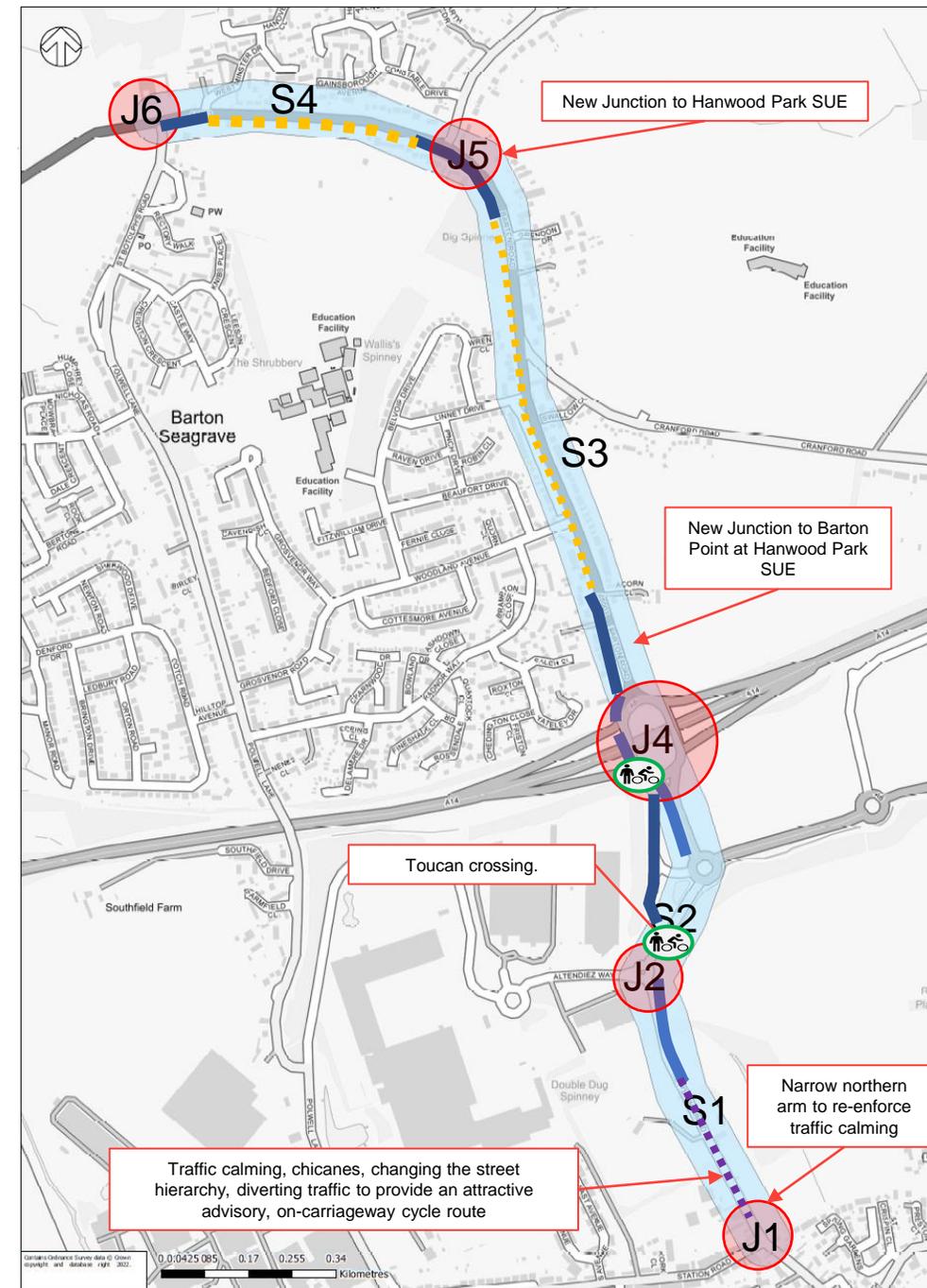
Corridor 8C: A6003 to Burton Latimer.

Burton Latimer East Route (Slide 3 of 3)



## Recommended improvements

- J1** – Reduce width of the north arm of the roundabout and introduce traffic calming to reinforce the change in hierarchy and encourage alternative routing.
- S1** – Remove centre line and reduce carriageway width. Introduce traffic calming features such as chicanes to reinforce the change in hierarchy and provide an attractive on-carriageway cycle route. Connect to existing shared use.
- J2** – Provide toucan crossing north of roundabout.
- S2** – Maintain existing off-carriageway shared use route.
- J4** – Provide Toucan crossing on the on-slip arm on the west side of the junction to align with the existing Toucan crossing on the off-slip.
- S3** – Continue the shared use footway, connecting the gap between to 2 new Hanwood Park junctions. Provide continuity of provision and connect existing sections.
- J5** – recently constructed shared use and Toucan crossings at junction.
- S4** – Continue the shared use footway, connecting the gap between J6 and J5. Sufficient available width to provide continuity of provision and connect existing sections.
- J6** – Recently upgrade junction with Toucan crossings.



# Cycle Route Audits – Key Findings

## Station Link

(Slide 1 of 4)



### Summary of existing situation

**Kettering Station Access** – Proposals for improved station approach with improved public realm and taxi drop off provision. Recent construction of a new ‘Cycle Hub’ (photo A).

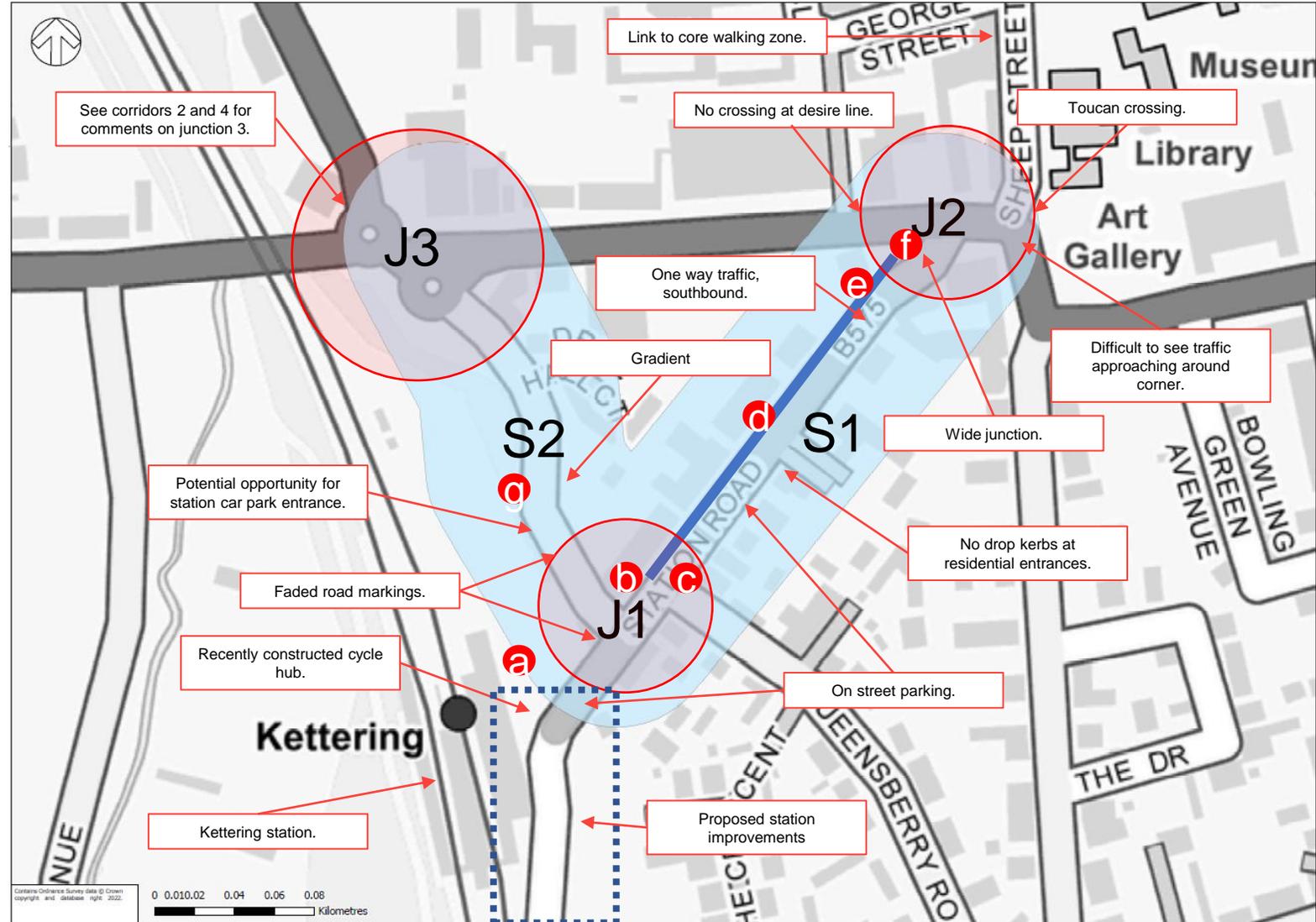
**J1** – No formal crossing provision at Northfield Ave / Station Rd junction

**S1** – Low traffic volumes along section. Wide footway with existing shared use footway on the north side of the carriageway (photo D). On street parking and some missing dropped kerbs on the south of the carriageway.

**J2** – Currently J2 does not favour desire lines. Feels unsafe to navigate for pedestrians and cyclists. Wide access when approaching from Station Road. Difficult to see the traffic approaching from east of the junction. Railing along main road prevents crossing at desire lines.

**S2** – low traffic volumes along section. Potential new access to car park (photo G).

**J3** – indirect route crossing junction if approaching from north of roundabout.



Existing Shared use footways

Photo Reference

# Cycle Route Audits – Key Photos

## Station Link

(Slide 2 of 4)



Lack of drop kerbs along Station Road.



On street parking along Station Road.



Wide entrance to Station Road from Junction 3.



Barriers to prevent crossing junction 3 at desire line.



# Cycle Route Audits – Recommended Improvements

## Station Link

(Slide 3 of 4)



### Recommended improvements

**J1** – Proposed improvements to station access, and improved crossing provision at junction with Northfield Ave / Station Road.

**S1** – Segregated cycle and pedestrian facilities along section.

**S2** – Segregated cycle and pedestrian facilities along section. Alternatively, a shared use footway if the space is limited.

**J2** – Improvement to pedestrian and cycling crossing to meet desire lines.

**J3** – Improvements to pedestrian and cycling crossing around double roundabout.

 Segregated cycle and pedestrian facilities

 Pedestrian and cyclist crossing improvement

 Bus stop intervention

