

Cycling and Walking in Wellingborough - Emergency interventions suggestions

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Wellingborough needs a massive overhaul of its highways infrastructure to encourage and enable more cycling and walking. The Coronavirus has meant there was an announcement of an emergency fund of £250 million to come within a few weeks and the first £2 billion has now been set from the £5 billion for cycling announced back in February. Also importantly, for *active travel* there has been new guidance issued to local authorities to ensure social distancing can take place and to enable more efficient and sensible modes of travel. As stated in the guidance, this is a “*once in a generation opportunity to deliver a lasting transformative change*” (1). It is vital to act quickly. Below are some suggestions from two regular bicycle users and walkers in the town - divided into measures that can be introduced within the next few weeks and then some over the next few months.

Quick and easy measures

- 1) Cut overhanging trees back, widen pathways and resurface to make them smoother and wider to encourage and enable walking and allow social distancing. These paths are often too narrow, e.g Northampton Road; Oxford Street.





- 2) Remove the 'pedestrian chicanes' from designated cycle routes. Dotted at close intervals along shared use pathways over Wellingborough are these railings. They cause an inconvenience to pedestrians and force people closer together at pinch points. For people who cycle with a trailer, tandem or mobility adapted cycle, it is impossible to navigate around them and causes a delay and bottleneck. They are intended to stop motorcycles yet they do not and cause a hindrance to the above. These discredited obstacles to active travel could be removed or pinned back swiftly at negligible cost.



- 3) Close roads immediately outside schools. Create 'school streets'. Make walking and cycling to school more attractive, easier and safer. Physically stop people parking their cars very close to schools. Social distancing needs to take place outside schools and with space available this will be possible. Parents and the school staff

can enact this; lots of precedents from elsewhere in the country in respect of methodology.

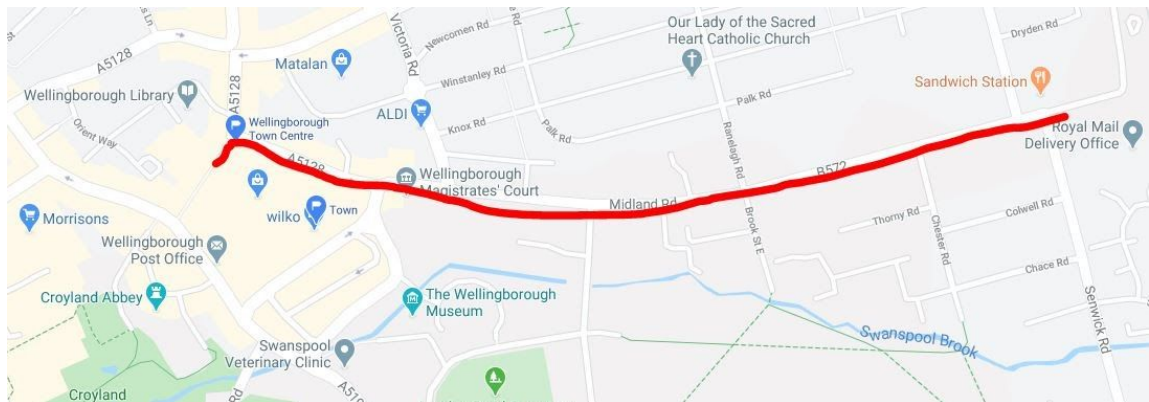
Barriers / cycling wands - example:



- 4) Put barriers / cycling wands up along Northampton Road to make cycling safer.
- 5) Put barriers / cycling wands up along Broad Green, Gold Street and to the Hemmingwell
- 6) Put barriers / cycling wands up along the full length of Midland Road.



- 7) Continue the cycle barrier / wands along Midland Road continuing up the side of Swansgate in a contraflow. This will require a change of priority where the one way section currently ends.



- 8) Put barriers / cycling wands along the Embankment / B573 and Senwick Road to connect up. Retarmac pavement and make it smooth. At the moment this route is inhospitable to pedestrians or cyclists. One way traffic on this route was recently enacted for utilities works; this could be restored to provide a safe, segregated route to and from the station from the Irchester direction, and to enable residents of the streets north of Midland Road to access supermarket and other retail premises

around London Road and Turnells Mill Lane.



9) Put barriers / cycling wands along the Harrowden Road / A5193



10) Put barriers / cycling wands along the the roads of Queensway and Kingsway and enforce the 20mph limits.

11) Put barriers / cycling wands along the full length of Hardwick Road and Sywell Road so workers can cycle to work social distancing from pedestrians. In many places the carriageway is wide but the shared use footways are inadequate.



12) Put barriers / cycling wands along Gleneagles Drive

13) As well as creating a physical separation for these cycle lanes, mark and delineate the cycling area with red coloured tarmac (not paint).

14) Remove 'cyclists dismount' signs around the town, respecting the Boateng guidance; if routes are incoherent, then the gaps should be filled. Samuel asked last year for the redundant ones along London Road to be removed. Below photo is near Northampton Road. (Also these pedestrian chicanes).



15) Sort out this junction below. Imagine sitting in the ASL waiting at the red on the right lane whilst traffic passes on the left and comes ahead from your right. Stuck in the middle. Where is the area for cyclists to enter the ASL? Why are there tactile kerbs but no crossing facilities? It is impossible to access the shared use footway on the

new road past the station front (which is being well used already) to/from Midland Road.



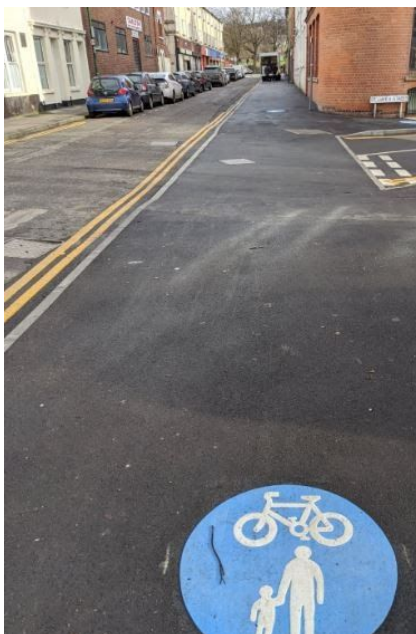
16) 20 mph speed limit on Midland Road, Northampton Road, Oxford Street and basically every road where there could be a pedestrian walking alongside it / residential area as they may need to step in the road to pass someone else. Creating segregated cycleways will in places create narrower lanes - physical separation and reduced speeds at the obvious mitigation for this.

17) Put a toucan crossing / zebra / tiger crossing on Croyland Road and on Monks Way where the cycle pathway passes the road, so that users of the path can cross safely. Alternatively, alter the road layout to give walking and cycling priority, with drivers giving way to the Croyland Path. Visibility at the Croyland Road crossing can be improved. Cyclists should be able to see pedestrians and car drivers should see cyclists and pedestrians clearly. Propose the abolition of the pedestrian refuge as it is not big enough to accommodate bicycles, users cannot socially distance there and for cyclists using Croyland Road itself, this is a hot spot for aggressive close passes

from motorists, particularly those inexperienced cyclists not using primary position

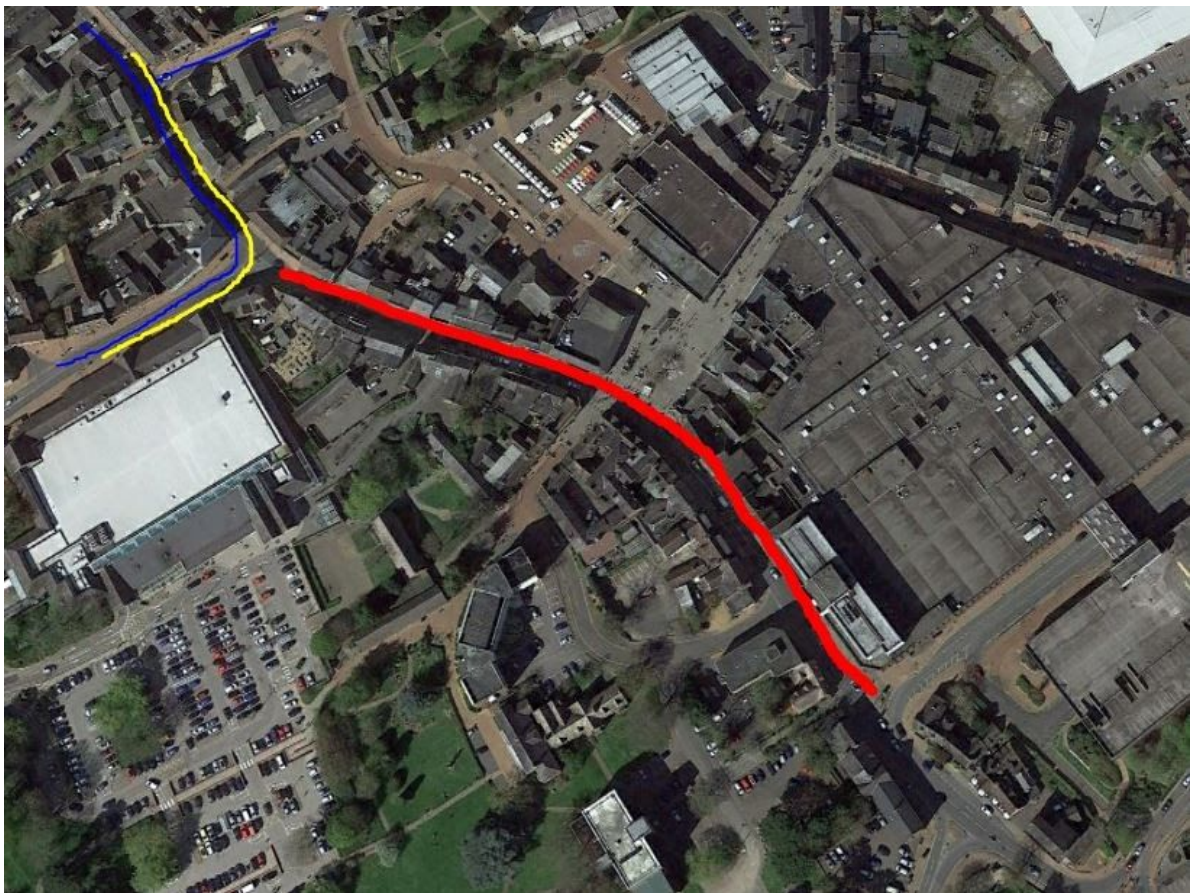


18)



19) Close motor traffic off through Sheep Street and Silver Street. It is preposterous that the very heart of the town centre, in the middle of an area full of pedestrians, is a thoroughfare used, as the most expedient route, by traffic heading for the A509 which could avoid the town centre altogether. Town centres are destinations not

throughfares for convenience.



In above image only, red shows the road closed to motortraffic.

- 20) Make Sheep Street and Silver Street a contraflow cycle lane
- 21) Close Cambridge Street as a through road. Access only. This would reduce the traffic cutting through the town centre
- 22) At all puffin crossings, change the time sequence so they instantly change to allow pedestrians to flow freely.

23) Consult with Sainsbury's to sort out this junction. The junction is incredibly favoured to cars. The tiny sliver of an island in the middle needs extending massively to allow for pedestrians / cyclists to cross and socially distance.



The swing from Wilby direction needs to be removed and pathway extended here so pedestrians and cyclists can see if anything is turning. The island needs extending. Some exit road space can be taken. Alternatively, making this a pedestrian / cyclist priority junction or putting a crossing in would be a good idea. Drivers must therefore yield.

24) Particularly extend the surface area for cyclists to wait on the toucan crossing along Northampton Road near Sainsbury's. Currently there is not enough room for more than one to socially distance. There is a sliver of pavement.



25) Samuel reported filling in the holes where the bricks have sunk from the weight of vehicles on them. This needs to be sorted as soon as to allow people to walk in the road at a safe social distance. Gloucester Place bus gate shall (finally) soon be installed to reduce private vehicle flow along Market Street.



26) Put in dropped kerbs at every junction but importantly on the desire line. How are disabled people and those hard of walking meant to travel the short distance by foot to the shops?



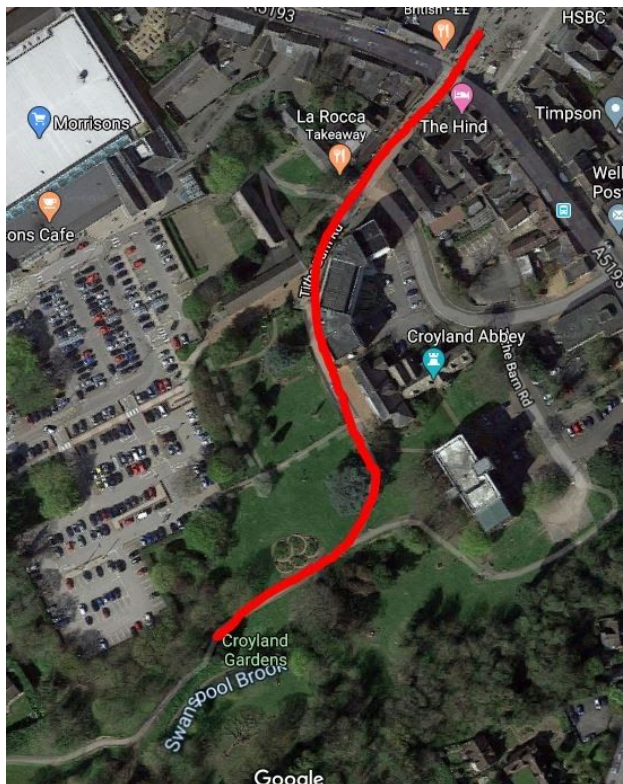
Above two photos are Queensway, Wellingborough



Croylund Road

27) Create a dedicated cycle lane up through the town centre up Sheep Sheet and Silver Street and up Broad Green

28) Make the official cycle route through Swanspool Gardens additionally go up to Tithe Barn Roa near Morrisons up to The Hind Hotel. See below:

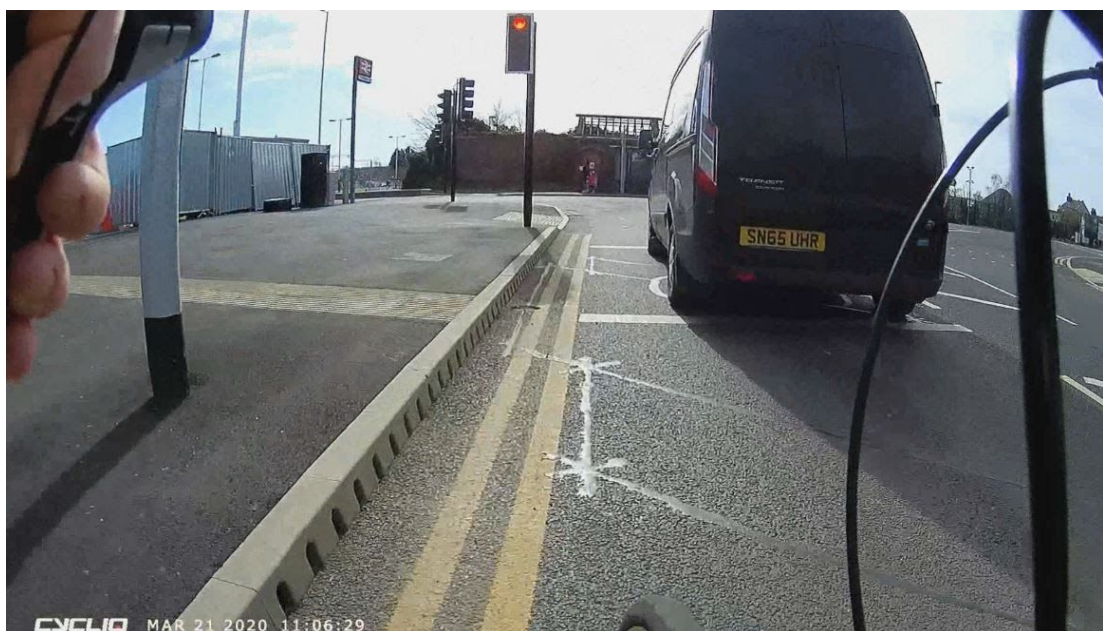


- 29) Install bicycle storage (Sheffield stands approximately 10) just outside the Swansgate and by the railings near Castello lounge. Ensure these bicycle stands have a shelter like a bus shelter to protect from the rain. If shopping is needed, people can cycle to town and should be able to leave their bicycles just outside in a conspicuous location.



- 30) Remove the care door area cycle lanes on Northampton Road. These are dangerous.

- 31) Create Advanced Stop Lines at the traffic lights at the bottom of Queensway in all directions and create an entrance for cyclists to enter them. (unlike the image below)



32) At every available opportunity have cycle lanes and cycle infrastructure around Wellingborough join up? How are cyclists supposed to rejoin the road once the route ends? See photo below.



33) Where are the pedestrian traffic light crossing points here? Walking needs to be enabled, encouraged and made safe. Install pedestrian crossings to enable quick and safe crossings - there are already tactile dropped kerbing installed (see photo below). Where is there no crossings at this junction?



34) London Road cycle path - completely resurface the walks. At the moment, it has concrete slabs on the vast majority of the route which have risen and fallen causes sharp bumps and trip hazards. Make it wider, smoother and more friendly to walk or cycle on.



35) Also create a crossing point from the Dog and Duck make a segregated cycle lane to KFC area lessening the requirement to drive to these establishments. Red suggested cycle lane. At the moment, there is no way to access this by bicycle from London Road unless you join the dual carriageway and come back on yourself. Do not recommend.



Long term goals

- 36) Put a toucan / pelican crossing on Park Farm Way from Wilby to Sainsbury's (Samuel requested for months and months). This will enable and encourage people to walk the short distance maintaining social distancing through Wilby to Sainsbury's and beyond



- 37) Retarmac and widen the pedestrian pathway making it a shared pathway from the end of Wilby to Earls Barton. At the moment it does not exist in some places and is a few centimetres wide.



- 38) Build a segregated two way cycle lane on the southside of the A4500 from Sainsbury's Wellingborough to at least Ecton Brook
- 39) Build a segregated two way cycle lane from Wellingborough to Kettering parallel to the A509
- 40) Retarmac and create a wide two way cycle lane along Wellingborough Road from Wellingborough to Finedon making it wide. At the moment the "official" cycle path is

so narrow full of potholes, overgrown and dangerous



41) Create a multidirectional segregated cycle lane along the A509 from Little Irchester to Wollaston and then Bozeat, Olney and to Milton Keynes.

42) Make pedestrian priority at junctions the norm for new developments (Samuel requested this as Stanton Cross for route 10 but it was ignored. See Route 9 below. The road safety audit for this road Route 9 Roundhouse Way stated that there was likely to be potential conflicts between pedestrians and cyclists and that of vehicles at side roads. This needs retrofitting. Cyclists have to stop, look over their shoulder and check at every single junction.



43) As the new Grenvale Park development is being built, put in zebra crossings at the beginning of the junction to allow people and cyclists to cross the street safely, easily and quickly.



References

<https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>

- (1) <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>