

Sustrans

Peterborough Green Wheel Condition Report 2020 Update to August 2017 report

June 2020



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Executive Summary

This document provides a condition report, carried out by Sustrans, on the Peterborough Green Wheel cycle route. The Green Wheel cycle route is a signed route around the outskirts of Peterborough, with 'spokes' extending from the city centre to the 'rim' of the wheel. It is composed of both on and off road sections and is over 45 miles in length. The first sections were opened in 2000. The route is primarily a leisure route but there is potential for at least some parts of the route to be used for commuting.

This report was commissioned by Peterborough City Council in order to help set priorities for investing in route improvements. It provides an update to a previous condition report published by Sustrans in 2017. To a very large extent the previous condition report remains valid and there has been little change in the overall conditions reported at that time.

Section 1 of this report introduces the Green Wheel cycle route. Sections 2 and 3 consider each section of the rim and the spokes of the route respectively. We detail the current condition, highlight where changes have occurred since 2017, and make recommendations for those interventions that could have the greatest impact on use of the Green Wheel, listed in our suggested order of priority and based on the principles of:

- improving areas of high use first,
- promoting routes that can be both leisure and commuter routes, and
- Improvements which have the greatest impact on safety.

Section 4 details a recent Sustrans physical audit of the National Cycle Network (NCN) with a particular focus on user safety. One significant impact is the proposal by Sustrans to de-designate and remove from Sustrans' mapping a significant portion of the eastern rim of the Green Wheel route¹. The main factor in this decision is the stretch includes large sections of rural roads that have 60mph speed limits. Although traffic here is generally light, Sustrans policy no longer considers such sections to be suitable for inclusion in the NCN. In this section we also include a list of other sections not currently scheduled to be de-designated but where the speed limit is also 60mph. The single most effective intervention to retain the Green Wheel within the NCN would be to reduce speed limits to maximum 40mph on all those sections of road that form part of a designated cycle route.

Section 5 considers signage, where action is needed to replace missing signs and to clearly mark junctions. A consistent signage format is recommended in order to differentiate between the rim, spokes, spurs and loops of the cycle route. As a primarily leisure route, good way-finding is crucial and improving this would be of major benefit and could be done relatively quickly.

Section 6 lists a number of small interventions that will not require major investment, and Section 7 details the sections where vegetation removal and minor maintenance are most urgently required.

Section 8 outlines the major interventions which, in Sustrans' view, have the greatest potential to benefit students and other commuters in addition to leisure users. These recommendations have been prioritised based upon the highest levels of current usage.

¹ Sustrans currently plans to de-designate the route from Willow Drove where it meets the Asholt Drain track to the junction of Willow Hall Lane and Northey Road.

1 Introduction to the Green Wheel

The Green Wheel is designated as Regional Route 21, sections are also designated as parts of the National Cycle Network (Routes 12, 53 and 63). The Green Wheel 'Spokes' not only provide links out to the 'Wheel' from central Peterborough but also forms shorter circular routes ideal for encouraging people wishing to try out cycling or for family groups. The circular route taking in the North and South Banks of the River Nene provides a 9km (5.5 mile) route taking in the River Nene Bridge. On the West side of the City a 12km (7.5 mile) route utilises the rowing course before linking through Orton and Woodston.



2 Existing route condition of the Green Wheel rim

To facilitate comparison, this report mirrors the layout of the 2017 report. That report divided the rim into sections between villages/settlements.

2.1 Peakirk to Newborough

Within the village of Peakirk there is a 30mph speed limit. Speed limit reduction and/or traffic calming would help to encourage less experienced cyclists to use this part of the route. There is an issue at the junction of the B1443 and Thorney Road where Green Wheel signs point in three directions with one sign pointing to a spur to the Deepings. Following 21 signs the route crosses the railway and the river Welland Bridge, then turns onto a surfaced side road that gives access to the unsurfaced path running alongside Asholt Drain. This section is quite rough with major potholing. If the route were either graded and rolled or paved it could form part of a significant route for students and commuters from both Newborough and Crowland heading for Glington and Peterborough. This would however need landowner agreement and be a major project.

The Green Wheel turns south onto Willow Drove heading towards Newborough. This is designated a Quietway and is long and straight and despite the Quietway designation it is officially national speed limit 60mph. The surface is generally good and traffic is light.



The route then crosses the B1443 which is a 40mph limit and proceeds onto Guntons Road through Newborough which is 30mph and has been traffic calmed but becomes 60mph just before the turn onto Middle Road,

2.2 Newborough to Eye

Middle Road is another long straight 60mph road with little traffic. This proceeds to an underpass for the A16 onto off road cycleway.

The junction for the underpass is a critical junction and presents a substantial danger to cyclists heading towards Eye.



Although traffic is very light the road has a 60mph limit and the turn across traffic onto the approach to the underpass has no visibility for oncoming traffic. Coming from Eye, cyclists and pedestrians would be able to see traffic on White Post Road. Considering the low traffic volume, the installation of a traffic mirror to allow a view of oncoming traffic might be sufficient.

The surface of the path after the underpass is generally in good condition. The path would benefit from being widened but is generally good for the majority of its length. The path along Turves Road deteriorates abruptly and severely approximately a half mile before joining Green Road.



From Green Road the path proceeds to a shared use path along Crowland Road that crosses traffic near the roundabout. It might be possible to reroute the path to the pedestrian crossing near the junction of Green Road and Crowland Road and upgrade the crossing to a toucan which would benefit cyclists crossing what can be a busy road at peak times. The route continues over a pedestrian and cycle bridge over the A47. Particularly the approach from the Eye Green side becomes quite narrow and would benefit from being widened.



2.3 Eye to Stanground

The route through Eye itself from the roundabout down Eyebury Road is traffic calmed but the road becomes 60mph before turning onto a farm access road that quickly turns into a rough track leading to Willow Hall Lane.



The track to Willow Hall lane is narrow and rough and at one point nearly disappears altogether. There is also a crossing of an entrance to a waste disposal site.

Willow Hall Lane is yet again a quiet rural road with the national speed limit. The lane ends at another critical junction with Northey Road which is busier. The main issue here is visibility at the crossing which is very close to a bend and narrowing of the road.



An attempt to improve visibility for cyclists has been made by creating a short off road extension path alongside Willow Hall Lane but an issue is that the drop curb for the crossing is at the point of the

curve where the largest amount of grit and road debris is deposited. This has resulted in a significant reduction in the space available for a bike to turn and also a poor surface. This crossing needs maintenance.

The path the other side of the crossing heading towards Flag Fen has been substantially narrowed by overgrowing vegetation and the surface is in poor condition.



Once cyclists reach the river Nene the route along the river and over the Millennium Bridge is generally good although it could stand to be widened particularly with current requirements for social distancing. Again signage could be improved but in general the route to Stanground is in good condition.

2.4 Stanground to Farcet

In general, this section of the route is in good condition up to the point where the path reaches the underpass at Toll Road Bridge. As with most routes, widening the route would be useful but is probably not essential.

Once through the underpass the route changes to a quite narrow stone-rolled path heading towards Cardea and the new developments. The surface of the path is in reasonable condition but it is far too narrow to allow for comfortable two-way traffic. There is also an issue with signage in that people heading towards the city appear to be directed onto the road and will then be unable to access the underpass.





2.5 Farcet to Hampton Vale

The route through Farcet is on road. Most of this is on relatively quiet roads but the section that includes the junction of Main Street with Broadway B1091 and Broadway to Haddon Lane is fairly busy and would be intimidating to inexperienced cyclists. This section was surveyed during a busy weekend and numerous families were cycling on the pavement. If possible it would be good to consider widening the pavement and creating a shared use path.



From Haddon Way the route passes through Crown Lakes Country Park. Much of this route is rutted, unsurfaced and in poor condition. The approach to the bridge over the railway has narrowed significantly due to vegetation and the hedgehog of pillars meant to prevent motorcycles is a major obstacle to people using trailers, tricycles or mobility scooters. The path from the bridge to Hampton Vale has deteriorated and narrowed significantly. Despite this the route appears to be well used.



This section linking up with the new routes put in as part of the ongoing Hampton developments could provide a very useful link for students and commuters from both Farcet and Yaxley. One positive development is the opening up of a link to Hampton Gardens secondary school. Combined with the route through Hampton Lakes to Yaxley, this represents a significant improvement for student commuting.



2.6 Hampton Vale to Haddon

There is an issue with missing signage at the junction with Aqua Drive / Eagle Way where it would be easy for cyclists not familiar with the route to head in the wrong direction.



This section also seems to have the only A frame type barrier on the rim. The track to New Road has deteriorated significantly and is currently unsuitable for road bikes. The junction with New Road is also on a bend and is not really suitable for inexperienced cyclists.



While travelling along New Road cyclists come to the route 53 cycleway through the new Haddon industrial development, which is a short cut on the Green Wheel that cuts off the Haddon Loop. The Haddon Loop is labelled as unsuitable for families largely due to the speed limit on some of the roads. This bypass is generally of very high quality but has short sections that have not been surfaced yet as construction continues.

2.7 Haddon to Ferry Meadows

The official rim avoids the Haddon Loop and takes cyclists through the new Haddon industrial development and into Ferry Meadows through the Ortons. For the most part the path through the new industrial estate is on a wide smooth tarmacked path. There are occasional gaps in the tarmac, presumably where construction has not finished. Once through the estate the path parallels the Frank Perkins Parkway heading for a pedestrian and cycle bridge over the Parkway.



This section needs to have the vegetation cut back as the path is narrowing. This could be a commuter route for people living in Orton and working in the new industrial estate.

The path heading towards Orton Centre could stand to be wider but is in reasonable condition. The main issue with the route from Orton Centre to Ferry Meadows is missing or vandalised signage.



The other minor issue with this route would be to make the crossings of the entrances into the caravan parks on Ham Lane 'Cycle and Pedestrian' priority.

2.8 Haddon to Chesterton

The route continues under the A1 along rural roads to Bullock Road. This route is quiet and popular with cyclists. However, when cyclists turn from Bullock Road onto Oundle Road they are then on what can be a very fast and occasionally busy road. Some segregation or alternative provision along this section is needed for less experienced cyclist.



2.9 Chesterton to Castor

This section includes some sections of shared use path next to Oundle Road going past Lynch Road business park and into Ferry Meadows Country Park along an unsurfaced path that is however of reasonable quality. The route continues through Ferry Meadows, over Milton Ferry Bridge towards Castor. Purely from a cycling perspective this section could do with being surfaced but it may be considered that this would detract from the feel of the country park.



2.10 Castor to Marholm

This section is along a quiet rural road and has no major issues. Occasional repeater signs might be useful just to reassure people unfamiliar with the route that they are still on the Green Wheel.

2.11 Marholm to Etton

The route follows quiet rural roads. The only notable obstacle is the manned crossing of the railway. This is safe but may involve a considerable wait.



The junction of Woodcroft Road, B1443 Main Road has good visibility but the B1443 Gllinton Road is quite fast and traffic can be heavy especially if there has been a build-up of traffic at the level crossing. The signage at the crossing of the B1443 Gllinton Road is not obvious and it would be easy for a cyclist to miss the staggered junction.





Although not technically part of the Green Wheel, the shared use path alongside the B1443 between Helpston and Glinton is used by students and other commuters frequently and is narrow and in poor condition. As can be seen in the photo above there is not room for cyclists to pass pedestrians safely. If upgrading this is within the remit of the available money it would be a good candidate for an upgrade. It needs both widening and resurfacing.

2.12 Etton to Glinton

The Main Road through Etton is quiet and 30mph, but reverts to 60mph before the Green Wheel turns off onto a gated tarmacked section of path. The section between Main Road and the Lincoln Road is generally in good condition. The section that goes through the woods near the A15 underpass could do with sweeping but this is not a priority. The dual drain pipe underpass of the A15 is somewhat iconic of the Green Wheel and although most riders duck their heads when going through, in reality only the tallest riders are actually in danger of hitting their heads.



One issue that could stand to be addressed is the access to the path at the Lincoln road crossing. This needs clearing back and making longer to avoid a very tight turn to get through the gate.



The staggered crossing of Lincoln Road is also a potential site for improvement.

Mile Drove and North Fen Road leading into Glinton have both had some surface repair work done which is welcome. However, it should be noted that both are national speed limit roads at 60mph.



Several of the Millennium sign boards along this section are also missing.

2.13 Glington to Peakirk

The route from Glington to Peakirk follows the B1443 road. There is some provision of a mixed use path for much of the length, but this crosses the road near the edge of Glington and the path is too narrow to allow for comfortable two way traffic and to allow for both pedestrians and cycles. At times this route can be quite busy with students heading for both the primary school and Arthur Mellows College. A wider shared use or segregated path that was continuous on one side of the road would be useful.

3 Existing route condition of the Green Wheel spokes

3.1 Spoke 1, Route 12: Train Station to Glington

Most of this route is off road and the majority of improvements needed are relatively minor. The current official route is through the station car parks towards the underpass near Russel Street. The path through the station car park is generally in good repair but is narrow. Priority crossings for cyclists at the various entrances and exits to car parks would be useful. One issue is the lack of a dropped curb onto the segregated cycleway just outside the station property.



It might well be worth considering re-routing the official route to utilise the new Bourges Boulevard and Bright Street crossings. One issue with this is the short narrow section at the Bright Street toucan crossing.



The route continues along a segregated route towards Rhubarb Bridge passing through a number of underpasses. Vegetation needs cutting back outside Gladstone Primary. There is also an issue with cars parked on the path.



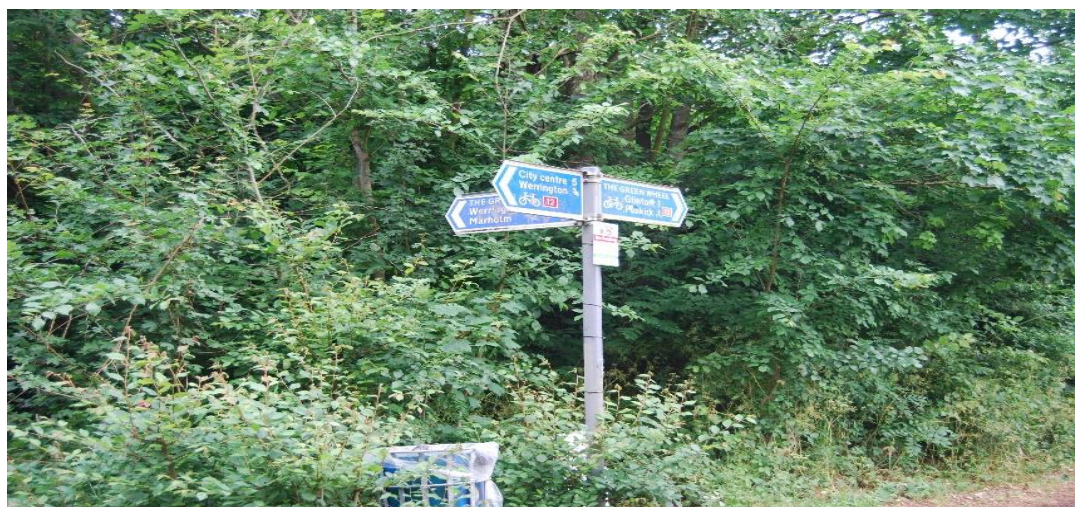
Once over Rhubarb Bridge the route continues on road towards Werrington Centre. Most of these roads are relatively quiet. Fox Covert Road can be a problem at school drop off and pickup times as it is dead end for vehicles and has parking in one lane. This can make it difficult for cycles to access the off road shared use path going past Ken Stimpson School.



There might be enough space to create a cycle lane by the side of the road. The shared use path towards David's Lane is adequate but could stand to be widened. One notable issue is the very narrow chicane just after the underpass which is too tight for trailers, cargo bikes or mobility scooters.



Once again signage is an issue. This below is the first mention of the Green Wheel on route 12, and it is not part of route 21 but points in two different directions to spurs of the Green Wheel which could be confusing.



The route continues over the recent railway bridge which is a bit too narrow for social distancing, and re-joins Fox Covert Road which is quiet but narrow with some bits of poor surface.

3.2 Spoke 2, NCN 63: Rail Station to Ham Lane

Leaving the rail station the route follows the shared use path along Bourges Boulevard to the Rivergate Shopping centre. The shared use path along the entrance to Rivergate is far too narrow. Vegetation is also encroaching towards the river end. The path then joins the riverside path via a narrow slope with steps adjacent.



The path along the river is adequate although vegetation is encroaching along the NVR wildlife centre. Immediately after the section recently upgraded the path narrows significantly due to encroaching grass. If this were scraped back at least 0.5 metres of path could be reclaimed.



The path narrows again as it approaches the rowing lake. The path along the rowing lake is in good condition but this section is very heavily used by cycles, walkers, joggers and support for rowers. Widening this section would be beneficial especially during current social distancing requirements.

The next section that would benefit from upgrading is the path between Orton Locks car park and Goldie Lane. This section is narrow and suffers greatly from root heave. At present many cyclists prefer the hard packed dirt next to the tarmac as a smoother ride.

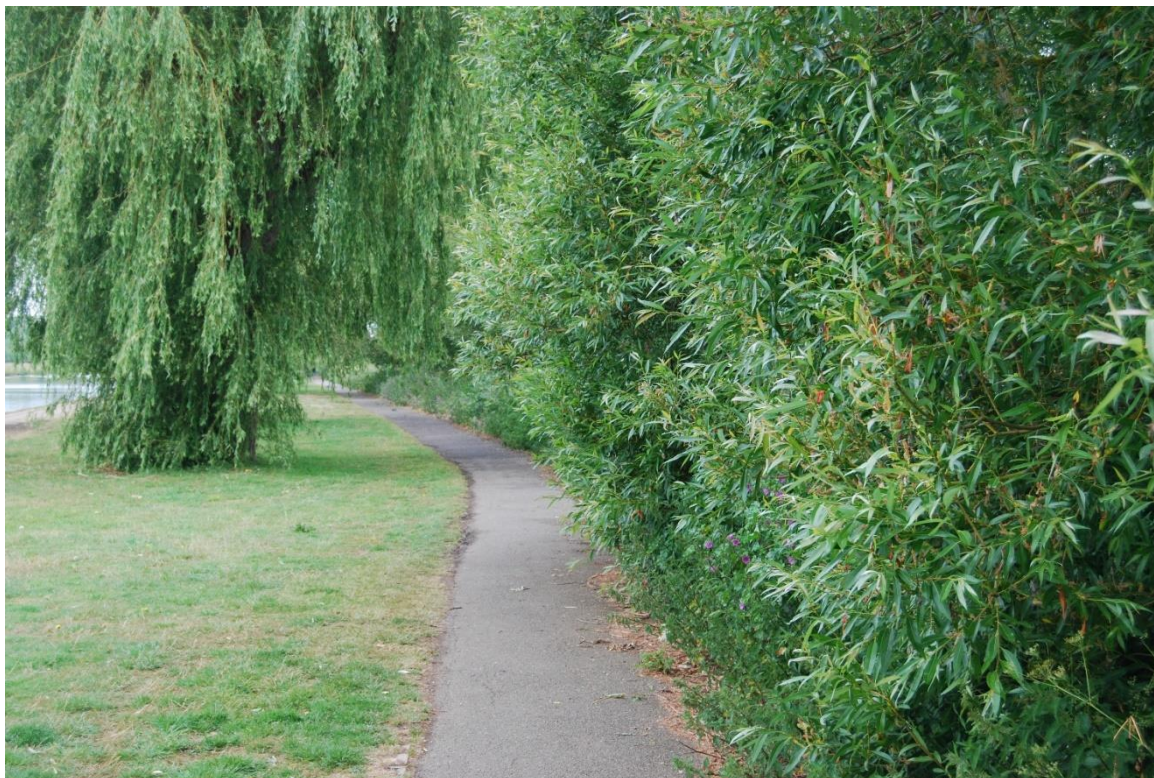


If heading into Ferry Meadows along the segregated path next to Ham Lane it would be useful to designate the crossings for the entrance and exit to the caravan parks as priority for cyclists. The main issue with the route through the Ortons is vandalised signage.



3.3 Spoke 3, NCN 63: City Centre – Embankment - Flag Fen

This route is off road. The route along the embankment from the slipway into the river to the narrow bridge is narrow and the willows along the path are overhanging the route. The grass and nettles are also encroaching.



There is a narrow bridge over a drain with a poor surface.



The remainder of the route is in reasonable condition. It shows some evidence of subsidence, likely caused by vehicles, but no major action is currently needed.

4 The physical audit of the Network

4.1 Quietway standard

All 16,575 miles of the National Cycle Network were surveyed by a team of independent assessors during 2015 and 2016 and all key characteristics recorded, including surface type, width, lighting, barriers and signage, as well as road classification for on-road sections.

The data was captured in the field on hand-held devices, then uploaded to our online geographic information system (GIS) for analysis.

The audit data has created a snapshot of the condition of the Network and provides a level of understanding and

overview for the Network that has never been available before.

In order to compare different sections of route, Sustrans has developed a Level of Service Measure scoring system based on four route quality indicators:

- Surface quality
- Way-finding and signage
- Flow
- Traffic-related safety

Surface quality

Is the surface smooth enough for all types of cycle to be used here?

All on-road sections are scored relatively high as they generally have a smooth surface. Traffic-free sections do have poor surfaces in some locations and this is reflected in the score for this measure.

Way-finding and signage

Can this route be followed without a map?

The score reflects whether a section is signed in both directions, one direction or not at all.

Flow

Can a relaxed speed (typically around 8 mph) be continually and safely maintained here?

Path width, pinch points and restrictive barriers are the main constraints under this measure. (A relaxed speed may be lower than 8 mph in some circumstances.)

Traffic-related safety

The question our surveyors had to answer was:

Would most people allow an unaccompanied 12-year-old to cycle here?

This is the most subjective measure as it is based on the surveyor's assessment of whether a section of road is suitable. Due to inconsistencies between surveyors, Sustrans has acquired INRIX traffic data, which gives an objective measure of traffic volume and speed, based on information from commercial fleets, GPS, cell towers, mobile devices and cameras.

This means that we can set threshold criteria for on-road sections and define what would be acceptable for a quiet-way section. The INRIX data was validated

using actual traffic count data for all roads in Cornwall, with thanks to Cornwall Council.

Weighting is applied to the safety measure in order to recognise that a traffic-free route should have a higher traffic-related safety score than an on-road route.

- Traffic-free route +6
- On-road section meeting quiet-way traffic criteria +4
- Other roads -4

Urban Rural Classification	Section Average Speed ¹	INRIX Volume Index ²	Equivalent AADT ³ traffic volume
Urban	<= 15 mph	<= 11	2,500
Rural	<= 25 mph	<= 9	1,000

Scoring

Each measure has a four level scoring system either Yes, Perhaps, Probably Not or No, with a score of 3, 2, 1 or 0 assigned.

Score	3	2	1	0
Level	Yes	Perhaps	Probably Not	No

Classifications

The highest possible score for a high quality traffic-free section is 15 points and this is considered to meet the Very Good standard. Lower scores are classified as Good, Poor or Very Poor as below:

Score	15	10-14	6-9	0-5
Classification	Very Good	Good	Poor	Very Poor

1. It is recognised that the use of average speeds only provides an approximate indication of the speed characteristics of a road. As part of the improvement of sections of National Cycle Network designated as quiet-way it will be a requirement for there to be a speed limit of 40mph in rural areas (or 20mph in built-up areas).

2. INRIX Traffic Volume Index - measured on a scale 1-16 with 1 being very low traffic volume and 16 very high traffic volume

3. AADT - Annual Average Daily Traffic is a measure of traffic flow and is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

4.2 Reduction of speed limits for on-road sections

As previously noted, Sustrans is undertaking a major review of the entire National Cycle Network and its mapping. The ultimate goal is to have all of the NCN traffic-free by 2040. In the interim Sustrans intends to de-designate routes that do not meet the Quietway standard. A key element of this is a requirement that rural routes have a maximum speed limit of 40mph. At present a majority of the on-road sections of the Green Wheel are national speed limit 60mph and as such will not meet the new standard.

Sustrans currently plans to de-designate the route from Willow Drove where it meets the Asholt Drain track to the junction of Willow Hall Lane and Northey Road. The following sections would need to have their speed limits reduced to a maximum of 40mph to avoid de-designation:

- B1443 Glinton to Peakirk
- Willow Drove Newborough
- Extend lower limit on Guntons Road to the junction of Middle Road Newborough
- Middle Road Newborough to A16 underpass
- Green Road Eye Green
- Extend lower speed limit Eyebury Road Eye
- Willow Hall Lane Thorney

The following roads are not currently scheduled to be de-designated but will not comply with the new Sustrans standards. As such we would advise that their speed limits are also reduced to a maximum of 40mph:

- New Road / Haddon Road
- Marholm Road / Castor Road
- Woodcroft Road
- Main Road Etton
- Mile Drove
- North Fen Road

5 Signage

An issue that became very apparent during the survey of the Green Wheel was the somewhat inconsistent and confusing signage of the route. At present there are a number of different styles of signs present including blue rectangular signs, blue stickers, older green signs many faded to illegibility, and even some of the original round green plaques. There are also a number of large interpretation boards around the route that often have excellent information but many of these have been vandalised or fallen into disrepair.

The second issue with signage is the fact that the outer rim is only designated by route number stickers 21, some of which are faded and missing. It is not uncommon to come across sign posts with three or more “Green Wheel” signs pointing in different directions. A comprehensive and consistent update of signage that clearly differentiates between the rim, spokes, spurs and loops would be of enormous benefit to cyclists that are unfamiliar with the route and do much to encourage more use of the Green Wheel.

Examples of faded and vandalised signs:



Above right: signs at a location pointing in four directions



An example of poor differentiation between spoke and rim



A missing sign where there is a good chance of people unfamiliar with the route going the wrong direction.

There are multiple examples of missing and confusing signs. At present the only way to differentiate the rim of the Green Wheel is to try and follow the route 21 stickers. The most effective solution would be to install distinctive new Green Wheel rim signs. A cheaper option however would be to place new distinctive stickers on the signs for the rim.

At the same time it would be very helpful to install signs and or stickers to distinguish the official spokes of the Green Wheel. Presently most spokes have no mention of the Green Wheel until the rider is nearly at the rim. The stickers for the spokes could be colour coded similar to the way Peterborough have used the solar studs on some named cycle routes.

At present there are also a large number of signs such as those pointing to the Deepings or Bullock Road – A605 Haddon loop that are labelled Green Wheel but are not part of route 21. We suggest that these are relabelled as loops and spurs and are distinguished from the rim. These measures would greatly enhance the wayfinding for the Green Wheel.

In addition to way finding signs the Green Wheel also features a number of information boards. These range in condition from excellent to completely missing. Examples of display boards:



6 Smaller interventions

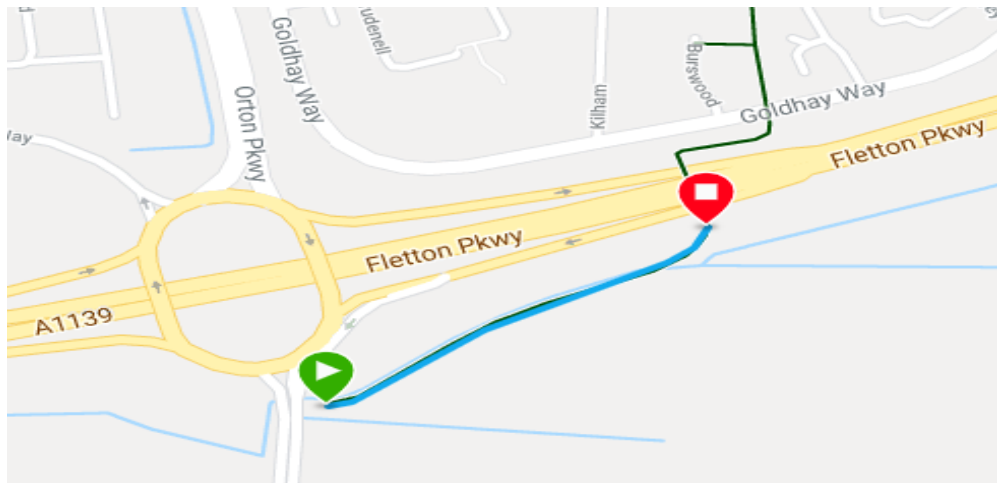
During the condition survey, we have identified a number of small interventions that will not require major investment. We recommend the following improvements are undertaken:

1. Remove chicane in Werrington near David's Lane.
2. Cut back vegetation outside Gladstone Primary KS2 old Bourges Boulevard.
3. Widen Bright Street toucan link.
4. Scrape back path along the Nene between Vermont Street access and Thorpe Lea access.
5. Remove steps and broaden sloped access to path along the Nene behind Asda.
6. Remove A frame barrier Hampton Vale.

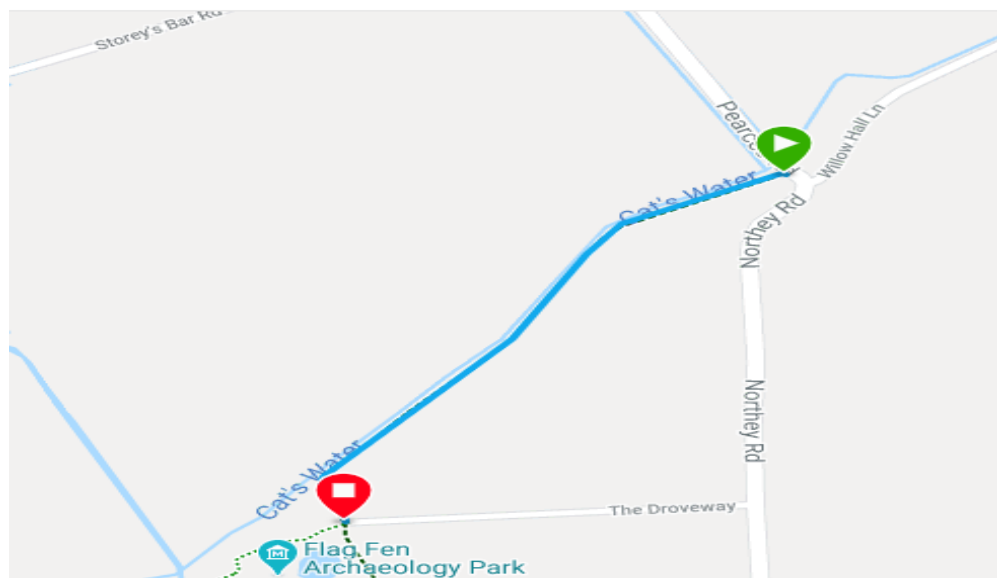
7 Vegetation cutting and scraping back edges

This section details the areas of the Green Wheel where vegetation removal and minor maintenance are most urgently required.

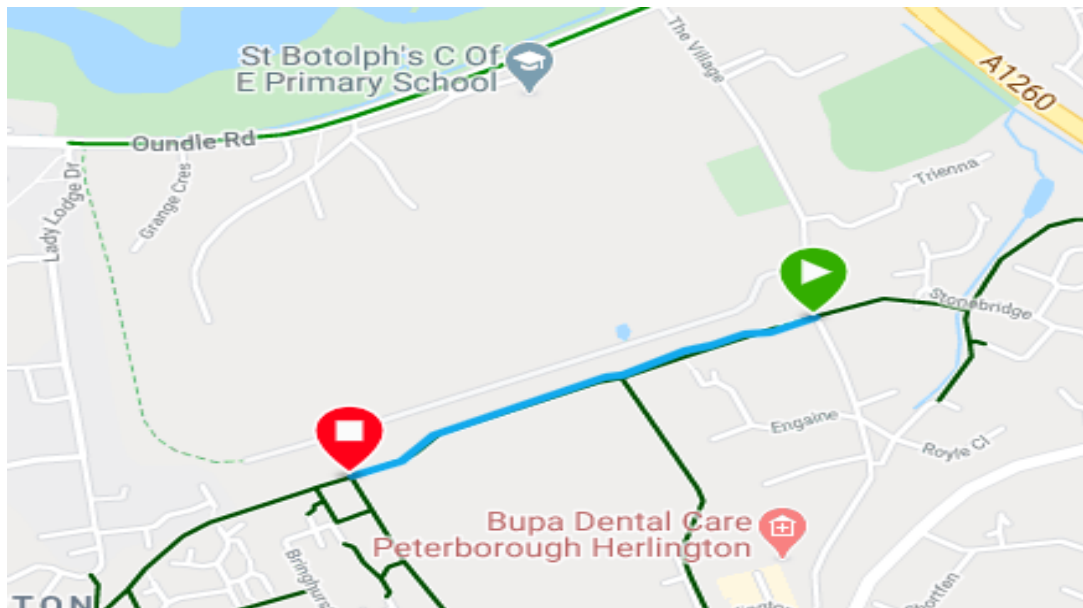
1. Cutting back vegetation along the path parallel to the Fletton Parkway between the bridge and the start of the new industrial estate. This route may be being used by workers at the new industrial estate and is currently suffering significant narrowing due to vegetation.



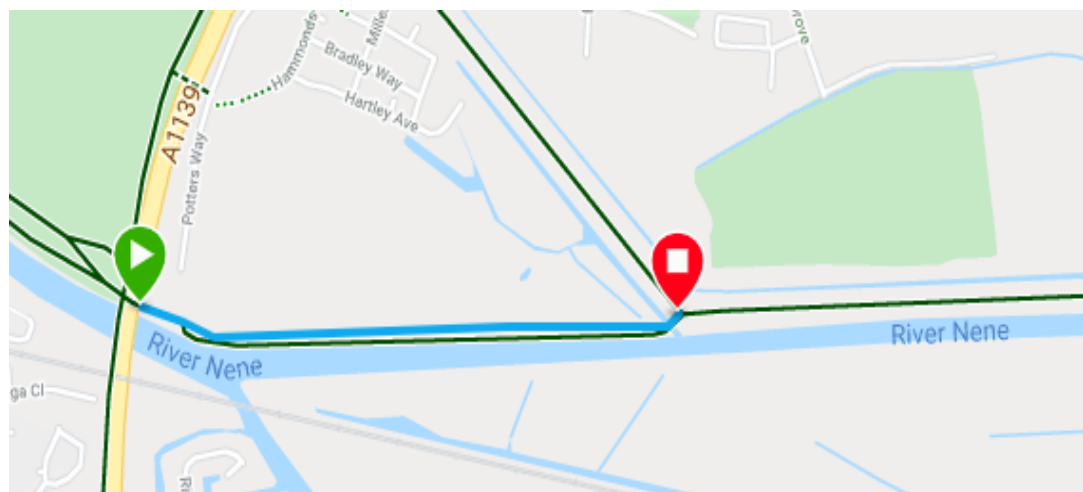
2. Cut back vegetation and repair surface from Northey Road to Flag Fen. This section currently has the greatest narrowing of a tarmacked path and is in most need of clearing.



3. Although not part of the Green Wheel, vegetation along the Wellingtonia cycle way through Orton is causing problems.



4. Cutting overhanging willows and scraping back and or widening the path along the Embankment. The red marker is also where there is a very narrow bridge with a poor surface.

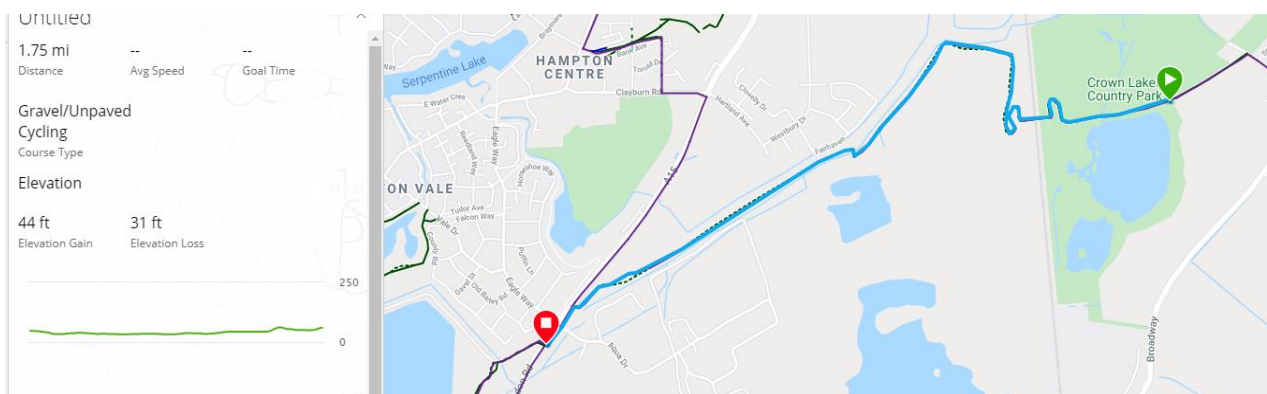


8 Resurfacing and major upgrades

Throughout this report we have highlighted a number of desirable interventions on the Green Wheel. This section outlines the major interventions which, in Sustrans' view, specifically have the greatest potential to benefit students and other commuters in addition to leisure users on the Green Wheel. These recommendations have been prioritised based upon the highest levels of current usage, starting with the most vital.

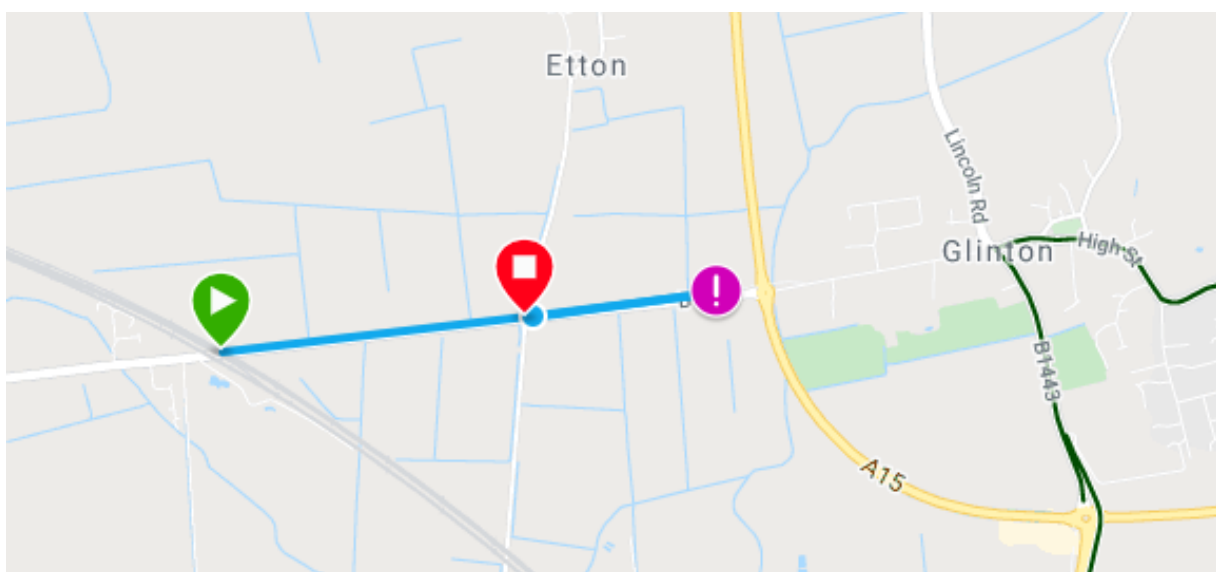
In addition to these measures, all of those upgrades recommended in the 2017 report but which have not been highlighted here, would still be considered useful.

1. Widen and resurface the path from Crown Lakes Country Park to Hampton Vale. This section appears to be well used and would provide a useful link to the new high quality paths being put in the new Hampton developments including the new links to Yaxley.



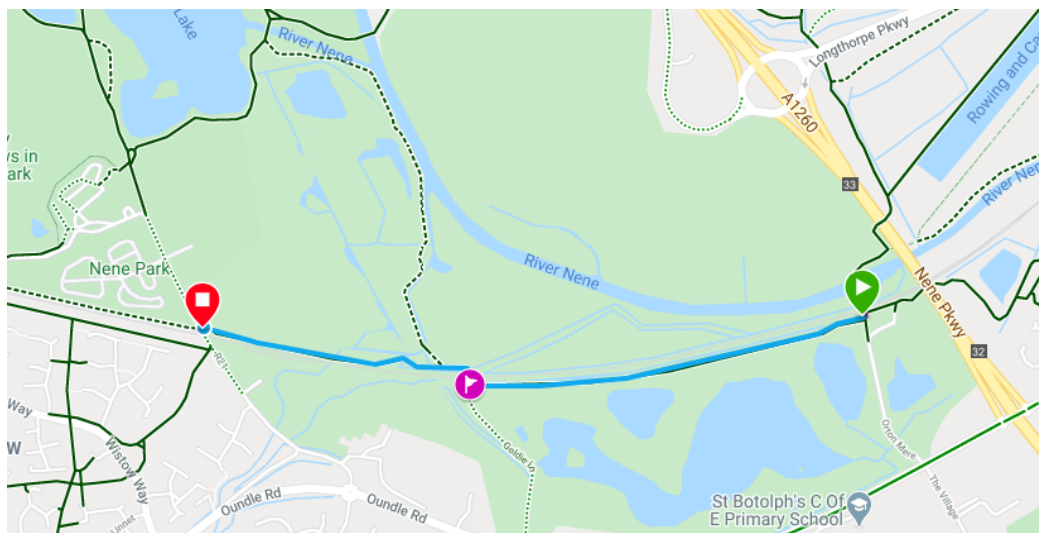
2. Widening the shared use path between Helpston B1443 and the bridge over the A15 to Glinton would provide a much enhanced route for students and commuters. The B1443 is fast and busy and the current path is very narrow and in poor condition. This section could form a useful link which is a shortcut avoiding the Etton loop into Glinton.

The red marker is the intersection with the Green Wheel and the purple marker indicates a dropped curb is needed.



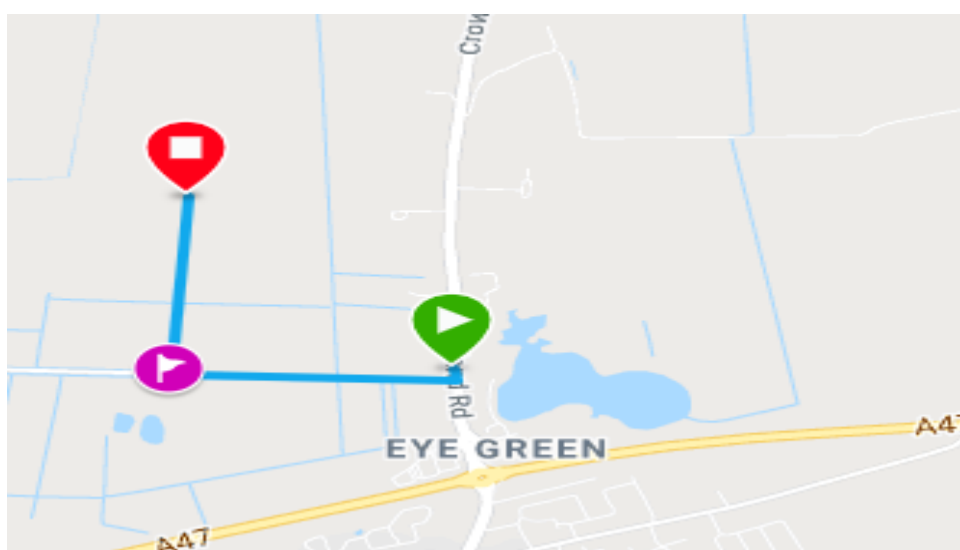
3. Resurface and widen the path between Orton Mere and Ham Lane. The section between the Orton Locks car park and Goldie Lane has a relatively high volume of traffic, is narrow and suffers from significant root heave. Many cyclists now prefer the hard packed dirt beside the path as offering a smoother ride.

The path is in the worst condition between the green and purple marker.

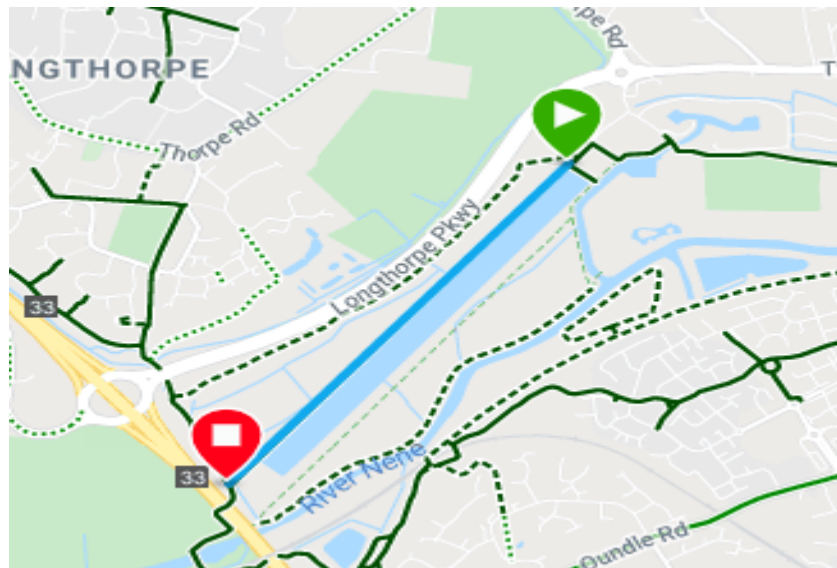


4. Resurface Turves Road to link up with Green Road. The section from the A16 underpass to Green Road is generally of good quality. The slightly older section could do with widening but if the budget is tight this is not essential. The final half mile of very poor surface creates a barrier. If there was additional money available, consider changing the route slightly at Crowland Road to upgrade the pedestrian crossing to a toucan and have a shared use path down one side of Crowland Road rather than the uncontrolled crossing nearer the roundabout.

The path between purple and red marker needs resurfacing. The green marker is a potential location for a new toucan crossing.

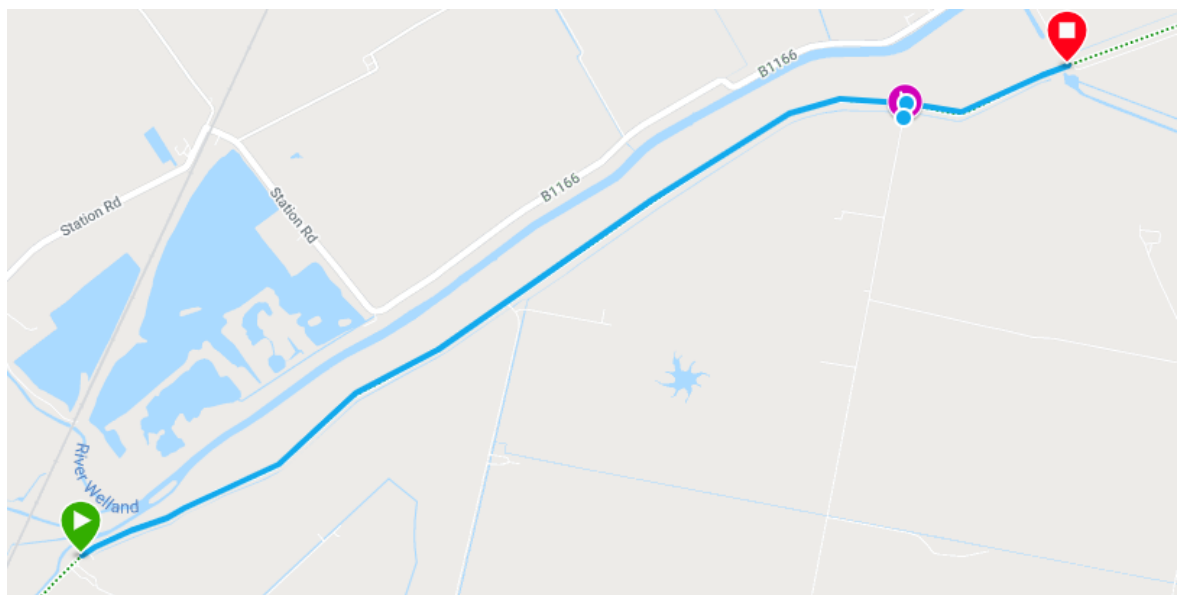


5. Widen the path alongside the rowing lakes. This is a very high traffic path and is often crowded.







6. Fencing and resurfacing of the Asholt drain path. This would provide a good link to both Newborough and Crowland. The reason this is not higher on the priority list is the fact that it would be a major undertaking and require a relatively large amount of funding.

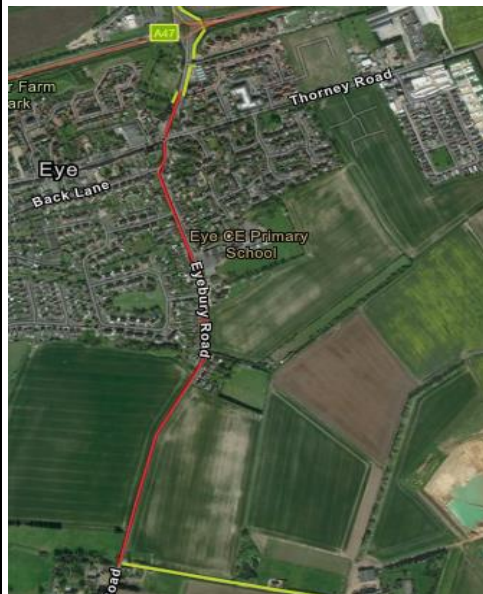
The path between the green marker and the purple marker is part of the Green Wheel and is approximately 2.4 miles. Extending the paved surface to the junction with Low Road would make the section 2.9 miles.



Appendix 1: Sections proposed for de-designation from the National Cycle Network

No	Section	Section Score	Photo	Issue	Recommendation																
1 - Junction of Willow Hall Lane and Northey Road		<div>Section Category= Very Poor</div> <table><tr><td>Route Number</td><td>21</td></tr><tr><td>Link Number</td><td></td></tr><tr><td>Section Score</td><td>5</td></tr><tr><td>Mean Flow Score</td><td>3</td></tr><tr><td>Mean Safety Score</td><td>1</td></tr><tr><td>Weighted Safety Score</td><td>-4</td></tr><tr><td>Mean Surface Score</td><td>3</td></tr><tr><td>Mean Signage Score</td><td>3</td></tr></table>	Route Number	21	Link Number		Section Score	5	Mean Flow Score	3	Mean Safety Score	1	Weighted Safety Score	-4	Mean Surface Score	3	Mean Signage Score	3		NCN crosses the road at the apex of a tight bend in the road. The level of visibility provided from the crossing to the north is not known and may be impacted by vegetation in the verge	Controlled crossing, vegetation clearance, clear waymarking, reduce speed to 40mph.
Route Number	21																				
Link Number																					
Section Score	5																				
Mean Flow Score	3																				
Mean Safety Score	1																				
Weighted Safety Score	-4																				
Mean Surface Score	3																				
Mean Signage Score	3																				
2 - Willow Hall Road		<div>Section Category= Very Poor</div> <table><tr><td>Route Number</td><td>21</td></tr><tr><td>Link Number</td><td></td></tr><tr><td>Section Score</td><td>5</td></tr><tr><td>Mean Flow Score</td><td>3</td></tr><tr><td>Mean Safety Score</td><td>1</td></tr><tr><td>Weighted Safety Score</td><td>-4</td></tr><tr><td>Mean Surface Score</td><td>3</td></tr><tr><td>Mean Signage Score</td><td>3</td></tr></table>	Route Number	21	Link Number		Section Score	5	Mean Flow Score	3	Mean Safety Score	1	Weighted Safety Score	-4	Mean Surface Score	3	Mean Signage Score	3		Speed limit is 60mph	Speed reduction to 40mph to bring these sections up to Quietway standards. Clear signage. Refer to 2017 report.
Route Number	21																				
Link Number																					
Section Score	5																				
Mean Flow Score	3																				
Mean Safety Score	1																				
Weighted Safety Score	-4																				
Mean Surface Score	3																				
Mean Signage Score	3																				

3 - Eyebury Road



Section Category= Very Poor

Route Number	21
Link Number	
Section Score	5
Mean Flow Score	3
Mean Safety Score	1
Weighted Safety Score	-4
Mean Surface Score	3
Mean Signage Score	3



From the junction with the Green Wheel which is currently 30mph, the route joins Eyebury Road which is a 60mph road. Once at the entrance of Eye the network is 20mph and traffic-calmed.

Speed reduction to 40mph to bring these sections up to Quietway standards.

4 - Turves Road



Section Category= Poor

Route Number	21
Link Number	
Section Score	9
Mean Flow Score	2
Mean Safety Score	3
Weighted Safety Score	4
Mean Surface Score	1
Mean Signage Score	2

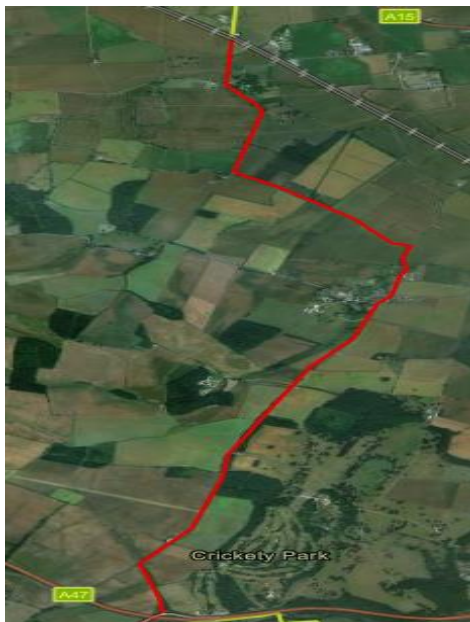


Green Road is 60mph joining a quite lane with no facilities for cyclist or warning for drivers as cyclist join the network. Overgrown vegetation around signage

Refer to 2017 report

5 - Middle Road, Willow Drove		<div>Section Category= Very Poor</div> <table><tr><td>Route Number</td><td>21</td></tr><tr><td>Link Number</td><td></td></tr><tr><td>Section Score</td><td>3</td></tr><tr><td>Mean Flow Score</td><td>3</td></tr><tr><td>Mean Safety Score</td><td>1</td></tr><tr><td>Weighted Safety Score</td><td>-4</td></tr><tr><td>Mean Surface Score</td><td>2</td></tr><tr><td>Mean Signage Score</td><td>2</td></tr></table>	Route Number	21	Link Number		Section Score	3	Mean Flow Score	3	Mean Safety Score	1	Weighted Safety Score	-4	Mean Surface Score	2	Mean Signage Score	2		This section of road is 60mph. No clear indication these roads are shared with cyclists. Poor junction facilities	Speed reduction to 40mph to bring these sections up to Quiet Way standards. Clear signage. Refer to 2017 report
Route Number	21																				
Link Number																					
Section Score	3																				
Mean Flow Score	3																				
Mean Safety Score	1																				
Weighted Safety Score	-4																				
Mean Surface Score	2																				
Mean Signage Score	2																				
6 - Thorney Road, Peakirk		<div>Section Category= Very Poor</div> <table><tr><td>Route Number</td><td>12</td></tr><tr><td>Link Number</td><td>12</td></tr><tr><td>Section Score</td><td>2</td></tr><tr><td>Mean Flow Score</td><td>3</td></tr><tr><td>Mean Safety Score</td><td>1</td></tr><tr><td>Weighted Safety Score</td><td>-4</td></tr><tr><td>Mean Surface Score</td><td>3</td></tr><tr><td>Mean Signage Score</td><td>0</td></tr></table>	Route Number	12	Link Number	12	Section Score	2	Mean Flow Score	3	Mean Safety Score	1	Weighted Safety Score	-4	Mean Surface Score	3	Mean Signage Score	0		This section of road is 60mph. No clear indication these roads are shared with cyclists. Poor junction facilities	Speed reduction to 40mph to bring these sections up to Quietway or upgrade shared use path
Route Number	12																				
Link Number	12																				
Section Score	2																				
Mean Flow Score	3																				
Mean Safety Score	1																				
Weighted Safety Score	-4																				
Mean Surface Score	3																				
Mean Signage Score	0																				

7 - Guntons Road, Newborough



Section Category= Very Poor

Route Number	21
Link Number	
Section Score	4
Mean Flow Score	3
Mean Safety Score	1
Weighted Safety Score	-4
Mean Surface Score	2
Mean Signage Score	3



60mph road.

Quietway treatment required or traffic-free route needed to bring this section up to NCN standards.