

# Long Leys Input to Lincoln Transport Plan

## Overall

The transport strategy should enhance rather than destroy Lincoln's heritage and place emphasis on encouraging walking and cycling for short journeys around the city. Many areas of the city were built before car ownership became widespread and this has led to many streets in the city acting as glorified car parks with little space available for other uses, such as cycling lanes. Greater use of buses (ideally zero pollution options such as electric or fuel cell powered) and better train options for long distance journeys is also essential.

## Pedestrians and Cyclists:

A step change is needed in accommodating pedestrians and cycling in Lincoln. Improving pedestrian and cycling capabilities would be relatively low cost and quicker to implement than big road schemes. General principles would be:

- Making walking/cycling the easiest and pleasantest method of travelling
- Greater separation of cars and cyclists/pedestrians
- Bigger central refuge islands that can accommodate disabled buggies/push chairs/cycles
- Greater urgency on improving footpaths into city so they are suitable for commuter journeys to work as well as leisure (i.e. that could be used in wet winter weather without walking boots)
- Adding or adopting new paths into the city and for leisure uses (allowing for an ageing population by putting seating at appropriate locations along walking routes)
- Ensuring that any reduction in the volume of traffic that results from switching vehicles to the eastern bypass is also used to benefit pedestrians and cyclists; with more frequent opportunities to cross busy roads (such as the West Parade/Avenue junction) rather than simply rewarding car drivers with quicker journey times and more places for on street parking.

### **Within Carholme these could include:**

- Widening the refuge island at main entrance to West Common on Long Leys Road (see Fig 1)
- Upgrading existing footpaths and adopting others within Long Leys (see Fig 1) to allow children to walk along car free routes to school.
- Adding seating on West Common path from West Parade to Long Leys Road.
- Considering designation of Long Leys Road as for vehicles of a maximum of 7.5 tonnes in weight to reduce risk to pedestrians and cyclists (except for access to local businesses).
- Providing safe and secure storage bike boxes in key locations (such as West Parade) as an additional alternative to the residents parking scheme (see Fig 2).
- A joined-up city wide plan on cycling and potential encouragement of considerate cycling on suitable pavements – under 10mph and giving way to pedestrians, alerting with bell where required. Alternatively, finding other locations/solutions for residents parking may release road space on roads such as West Parade for a dedicated cycle lane.
- Facilitating wider adoption of cycling by permitting cyclists to use certain paths and pedestrian areas. LLRA understand it's illegal to cycle on footways next to roads (which are covered under the highway code), but it's only illegal on footpaths and pedestrian areas away from roads if a bylaw makes it so. There are places where 'considerate cycling' is

welcomed in areas that would normally be considered pedestrian only and it seems to work well. It operates in Westminster on the embankment (Fig 3), and on Derby high street (which is much like Lincoln's pedestrianised high street). Additionally, the right to cycle on rural footpaths might also give people more commuting options from villages.

- Adding a 100m “cantilevered” section of cycle path over the canal to allow a direct route on Foss Bank where cycling is currently prohibited (from the junction with Harvey Street to the junction with Homes Road). This avoids the need to divert Foss Bank cyclists onto the busy Carholme Road (see Fig 4).

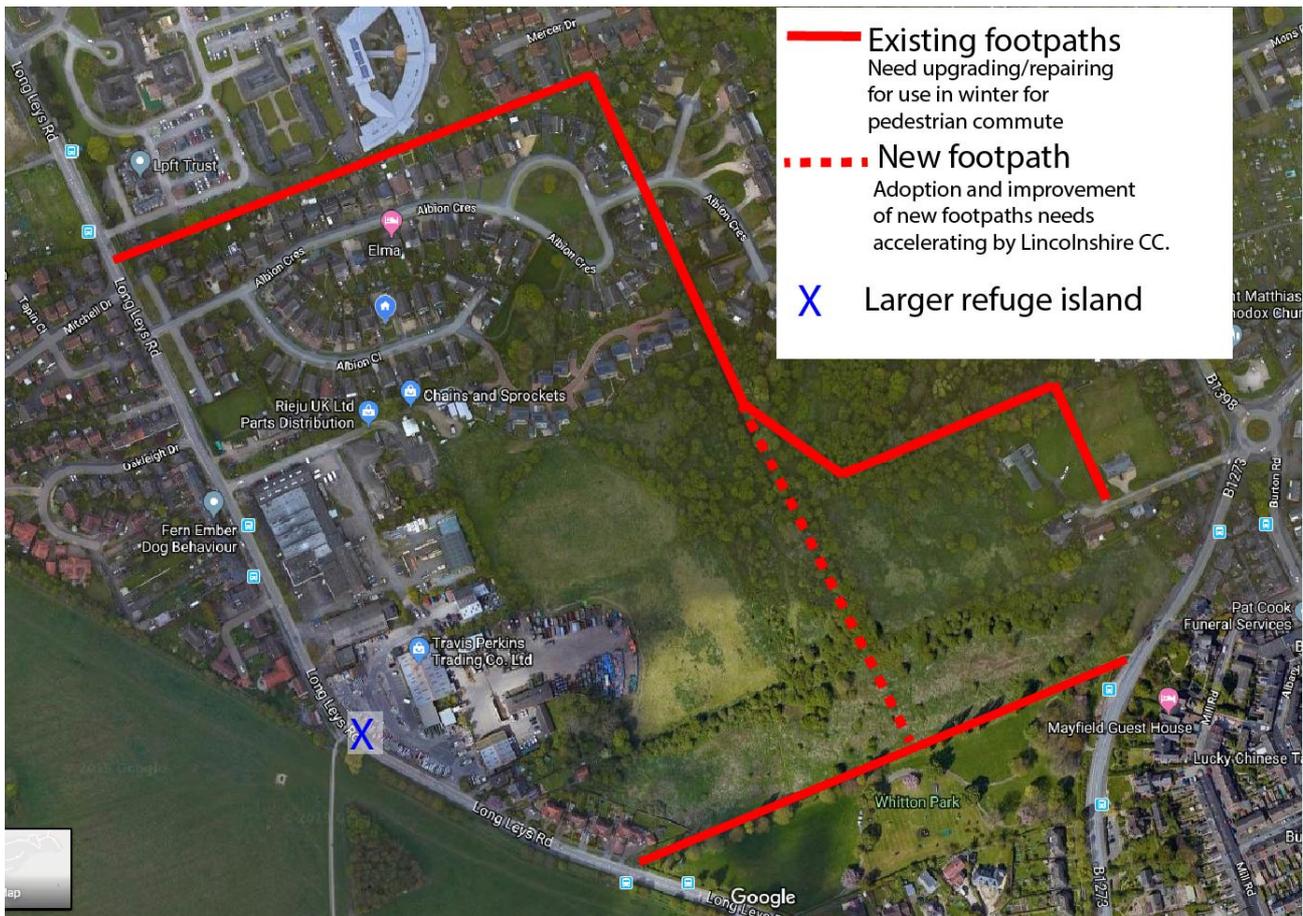


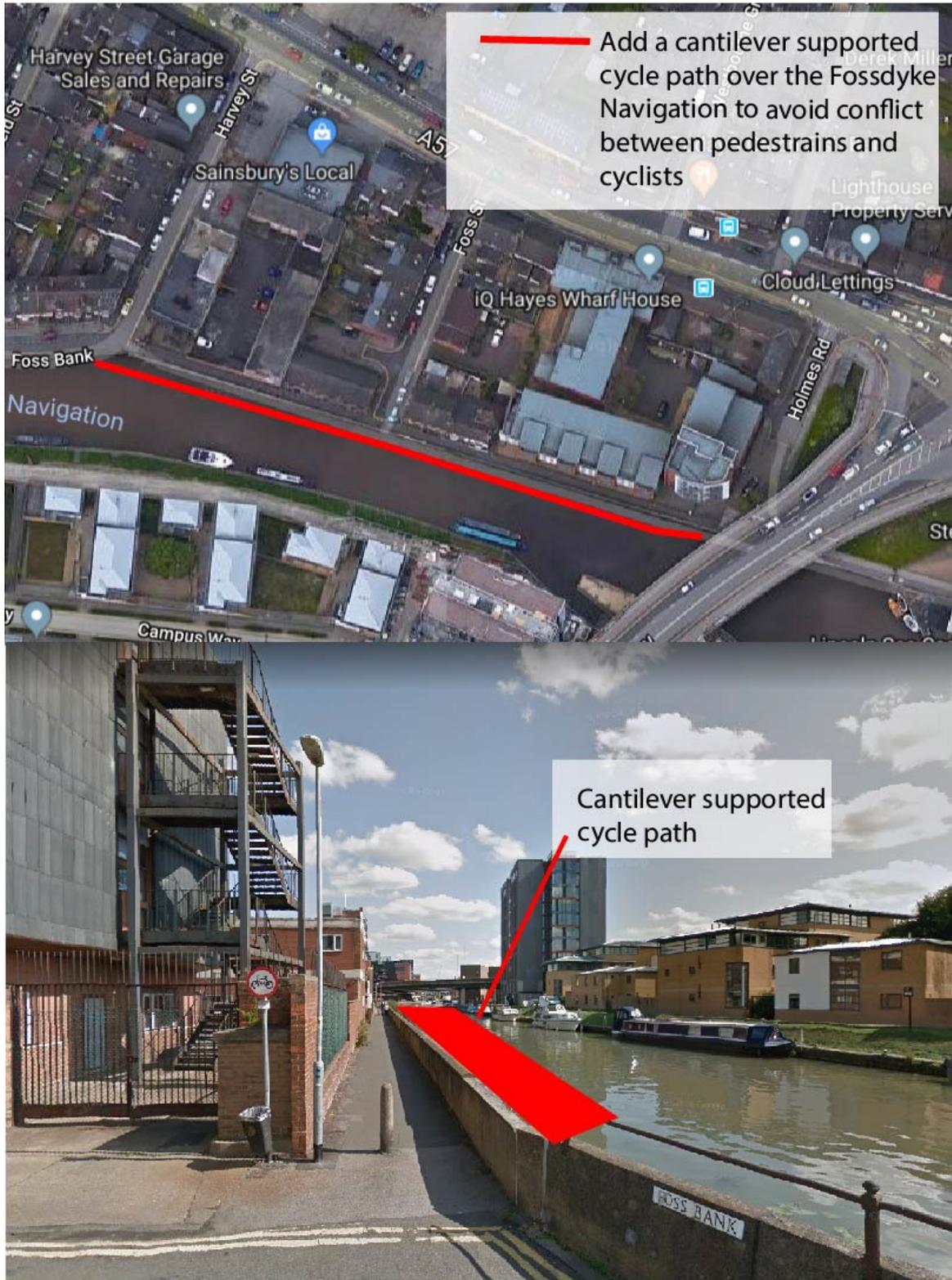
Figure 1: Long Leys area of Lincoln – footpaths and pedestrian refuge island



**Figure 2: Secure storage bike boxes**



**Figure 3: Considerate Cycling Scheme on London Embankment**



**Figure 4: Cantilever cycle path over Fosdyke to keep cycle traffic off Carholme Road  
(Harvey Street to Holmes Road path)**

## Cars and Resident Parking

Due to its overall convenience when travelling door-to-door, car ownership is hugely popular. In the next decade it is likely that car ownership may start to evolve, with fractional ownership and/or self-driving vehicles creating other options for car journeys and new locations where unused vehicles could park. The Transport Strategy should enable Lincoln to remove some of the cars currently parked on streets in the city by offering secure off-street parking for residents' cars either nearby (next decade) or at a central location (longer term for self-driving vehicles). The alternative is to condemn Lincoln's historic streets to being clogged with vehicles for decades to come, preventing the use of the space for pedestrians and cyclists.

## Park & Ride

Bringing regular commuters into a historic cathedral city like Lincoln by car for the next 20 years is nothing short of ridiculous. A well-designed Park & Ride system on the outskirts of Lincoln would appeal to day tourists and commuters from nearby villages wishing to avoid expensive parking charges in the city. The Park & Ride could offer the traveller the option of continuing their journey to the city centre either by bus, or by cycle/e-bike on a dedicated cycle route. This would reduce both congestion and pollution within Lincoln and offer a fitness option for busy commuters; an assumed 2 mile cycle along a secure route may result in quicker journey time than waiting 10-15 minutes for the next park and ride bus.

## Buses

The big reduction in financial support for rural bus services in Lincolnshire has left many villages without adequate public transport, making the offer of a free bus pass to older and disabled people nonsensical as well as encouraging journeys by car due to lack of other options. The Lincoln Transport Strategy needs to address this, rather than manage the clear decline in journeys by bus.

Within Long Leys, the current bus service (route 20) through Long Leys offers little benefit to commuters (to the city or to St George's hospital) or night time visitors to the city centre. Whilst providing a lifeline for non car drivers, the tortuous route means that it is often quicker and more convenient to go by car. The level of bus fares means that two adults (non-concessionary) would be better off driving and paying the car park fees. It is hard to see this situation improving in Long Leys without a radical change in approach in terms of timetable and fares; Long Leys Residents Association recognises that the area may not have the population to sustain a comprehensive bus service.

Re-routing one of the Saxilby bus services (106) down Long Leys Road rather than Carholme could supplement existing services. It is somewhat surprising to note that the 15-minute scheduled journey time from Saxilby to Lincoln Bus Station (a 7 mile journey) is the same duration as the journey from Long Leys to Lincoln Bus Station (less than 2 miles).

## Rail

Carholme residents have access to Lincoln station. A more frequent rail service to key locations would give long distance travellers an alternative to using cars.

## Canals & Boating

The Fosdyke Navigation is an asset which could be used for tourist boats to Burton Waters which could help boost the economy of this satellite development. The use of electric boats would make the Brayford environment more pleasant.

## Innovation and Choice

The Transport Strategy should consider how to enable use of modern electric personal transportation devices, such as scooters, so called 'hover boards', skateboards, segues, etc. At the moment, these are illegal everywhere except private property, but are actually widely tolerated if used considerately. This may require changes to national laws (cf. mobility scooters), but why can't Lincoln trail-blaze? This could be particularly popular with our urban students, and other sub-5 mile commuters.

Public charging points for electric vehicles, and potentially a hydrogen fuelling station for hydrogen powered fuel cell cars, buses and even trains should be part of the plan.

**Long Leys Residents Association (LLRA) input to CCF Lincoln Transport Strategy submission v2  
25 February 2019**