

Review of Options for Long Leys Cycle Paths and Footpaths

Jon Davies Version 1.1 26 August 2019

Objective of Review

To support the 2021-2040 Long Leys Neighbourhood Plan development by identifying possible route options which improve the safety and ease of access for those wanting to travel by foot, cycle or horseback into neighbouring areas and the city centre.

Introduction

The 2021-2040 Long Leys Neighbourhood Plan, currently under development, has an objective of enabling people to walk and cycle around and out of the Long Leys Neighbourhood Plan area to improve health and reduce pollution, by developing safe, traffic free access to areas of Long Leys, together with exercise routes.

Provision of new, safer multi-use routes is particularly challenging as Long Leys is constrained to the north by the A46 dual carriageway, to the west by the busy A57/Saxilby Road and to the east by the gradient of the Lincoln Ridge. Long Leys Road itself also has a 700 metre stretch of 60mph road with no footpath or cycleway, leading to the A57. At Bishop's Bridge, a footpath to the south and a bridleway to the north are separated by a dangerous to cross section of the A57 on a bend.

This option paper was produced to support the planning process and is intended for discussion and feedback. To implement any of the options below, would require significant detailed study of the routes, consultation and co-operation with a number of stakeholders as well as funding to be available.

Initial Consultation

Feedback was requested from residents on their creative ideas on how best to travel to illustrative locations inside and outside of the Long Leys plan area:

- Whitton Park play area / St Faith's School / Bailgate area of Lincoln / Lincoln City Centre / Lincoln Brayford Pool / Pyewipe / Burton Village

Following this feedback, six suggested route options for pedestrians, cyclists and horse riders have been mapped and briefly assessed, using the following principles:

- Routes should generally separate walkers/cyclists/ horse-riders from vehicles
- Routes should be suitable for 10-year old cyclist without adult supervision
- No encroachment on West Common
- Multi use paths should have codes of conduct which encourage consideration of all types of path users (e-bikes /e-scooters need clarification).

At this early stage costs have not been considered in any detail. Other than the cost of path installation, significant capital costs would be for light controlled crossings (estimate £50,000 per crossing) and for bridge links across the Catchwater Drains (estimate £70,000 for 15m length 3m wide steel/wood bridleway bridge).

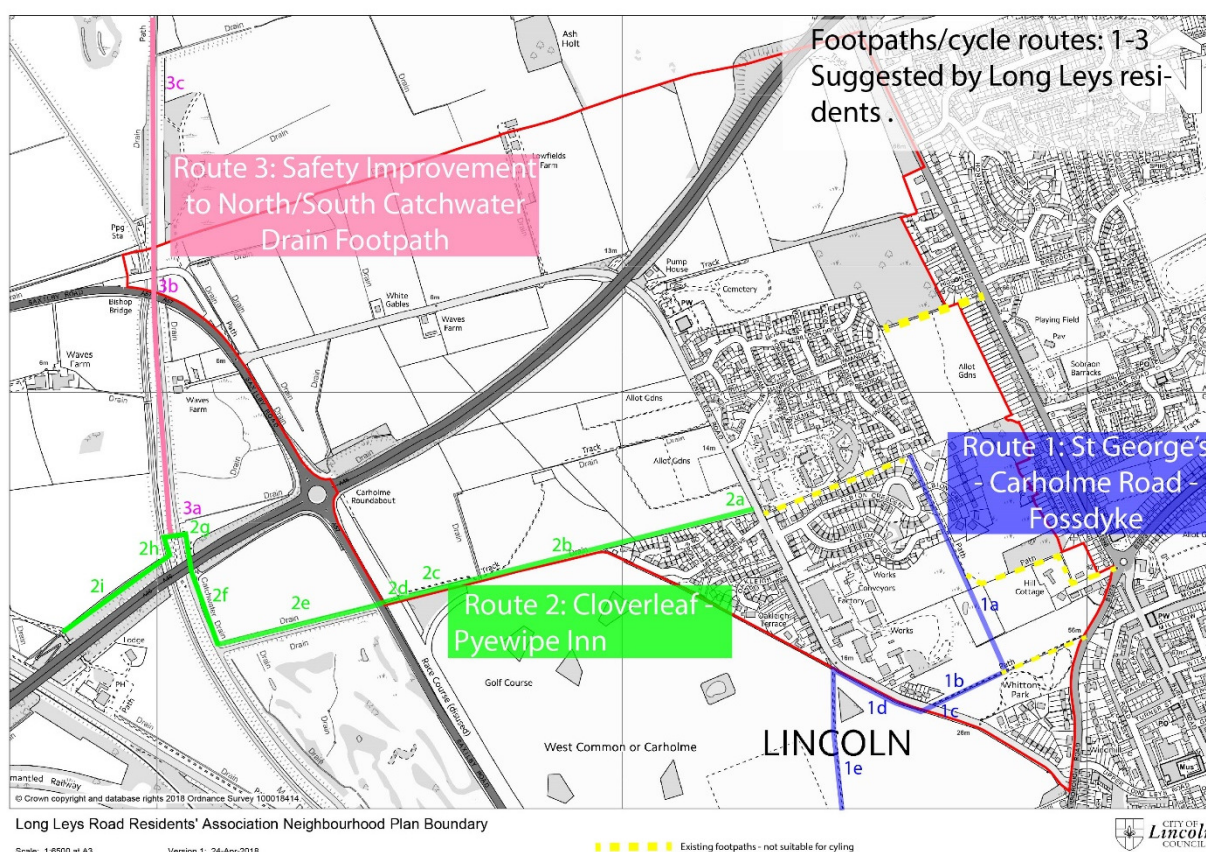
The results of this review will now be communicated to the community for further comment and dialogue.

Overview of Routes

Option	Proposed Priority	Comment
1: St George's to Fosssdyke Navigation via Whitton Park	High	Provides off-road access to Whitton Park, St Faiths school and into Lincoln Brayford Pool.
2: Option 2: Cloverleaf Care Home to Pyewipe Inn	High	Provides off-road access to National Cycle Route 64 from north of city.
3: Safety Improvements to North/South Catchwater Drain Footpath	Medium	Would make existing north/south Catchwater drain route more usable by getting users safely across the A57 with 60mph traffic.
4: Long Leys Road to Bishops Bridge	Low	A cycleway along the whole of Long Leys Road offers an alternative approach to options 2 + 3 to arrive at Bishops Bridge.
5: Long Leys Road (main West Common entrance) to Yarborough Road	Medium	An off-road route to Yarborough Road along Long Leys Road, running alongside West Common.
6: Yarborough Road to Long Leys Road via Whitton Park	Medium	Allows cycling short cut between Yarborough Road and Long Leys Road, avoiding a busy, light controlled junction.

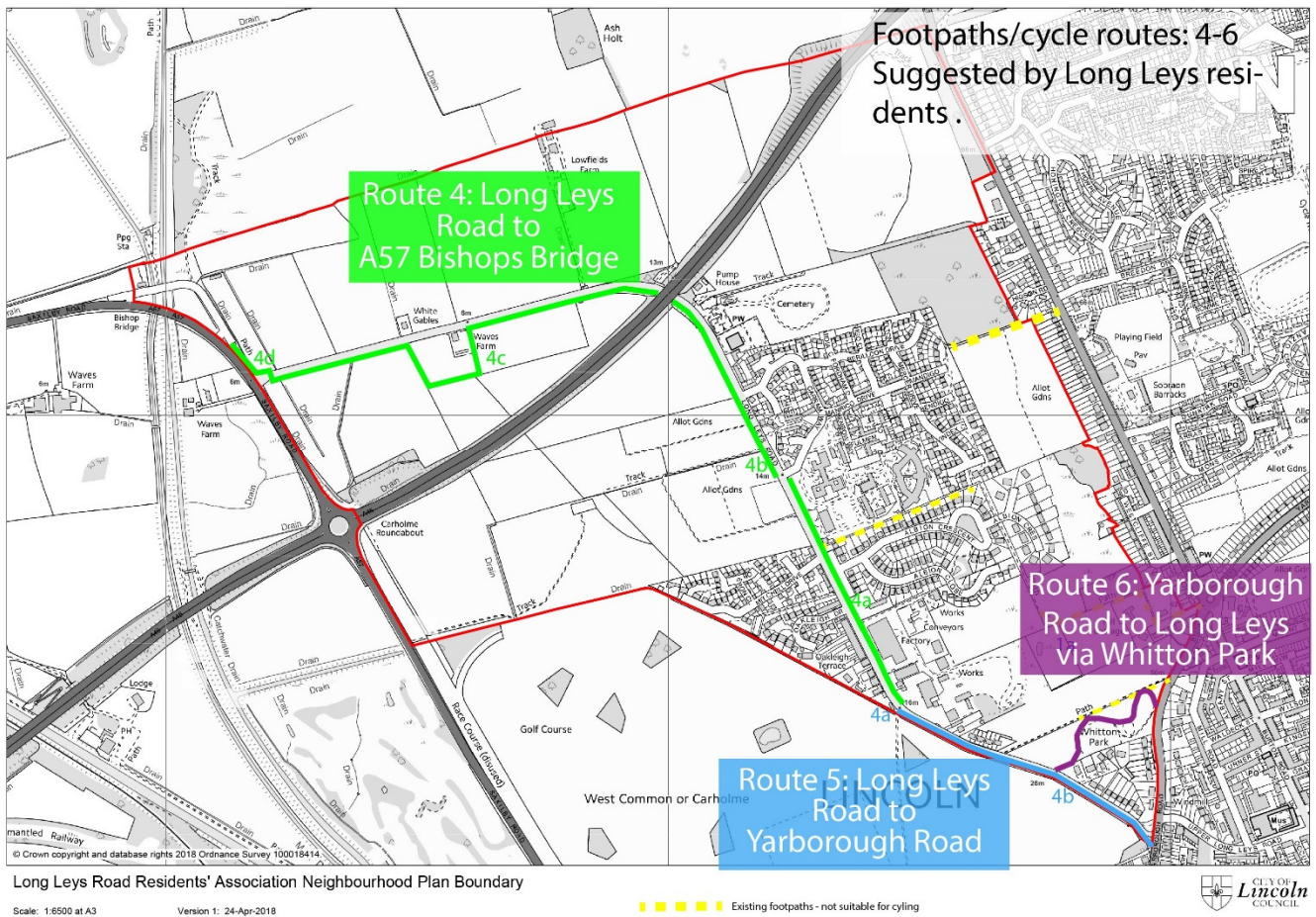
In addition, other feedback and suggested routes are commented on in section 7.

Map: Options 1-3

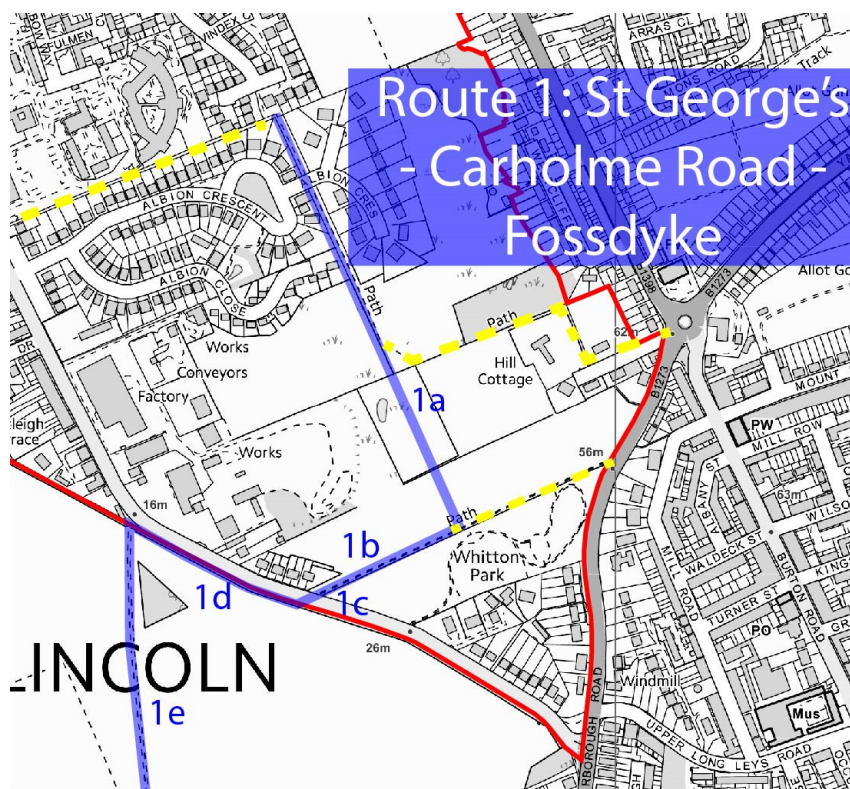


Note: Awaiting detailed map of route 1 to south of West Common/Fosssdyke Navigation

Map: Options 4-6



Option 1: St George's to Fosdyke Navigation via Whitton Park



Note: awaiting more detailed map of West Common to Fosdyke Navigation section

Potential Benefits:

Families and children could cycle off-road from St George's to:

- Whitton Park playpark
- St. Faiths school
- The Fosdyke Navigation multi-use path to the Brayford.

Proposed Priority: High

Rationale: A route in high demand for access to St Faiths school and into Lincoln.

Usage: Weekday usage by those traveling from St George's into Lincoln by foot or by cycle.

Major costs items: Light controlled crossing on Long Leys Road.

Route description:

1a: South east from Mercer Drive on St George's via Albion Crescent footpath to Hobblers Hole join with footpath running alongside Whitton Park.

1b: South west along Hobblers Hole footpath to Long Leys Road

1c: Crossing Long Leys Road using light controlled crossing (preferred) or central refuge suitable for cycles, pushchairs and mobility scooters.

1d: North west alongside West Common (using the strip between the fence and the hedge) until it reaches the main Long Leys gate.

1e: The existing multi-use path to the West Parade entrance to West Common.

1f: At West Parade gate, route picks up the footpath running to the south behind the rear of houses in Hewson Road. School children could also use West Parade to arrive at St Faith's Infant School.

1g: Crossing Carholme road using existing light-controlled crossing.

1h: Running through the easterly path across the golf course to arrive at the Fosdyke Navigation (National Route 64 of the National Cycle Network) allowing access to Brayford Pool. This would require some changes to the surface of West Common which would need extensive consultation with stakeholders.

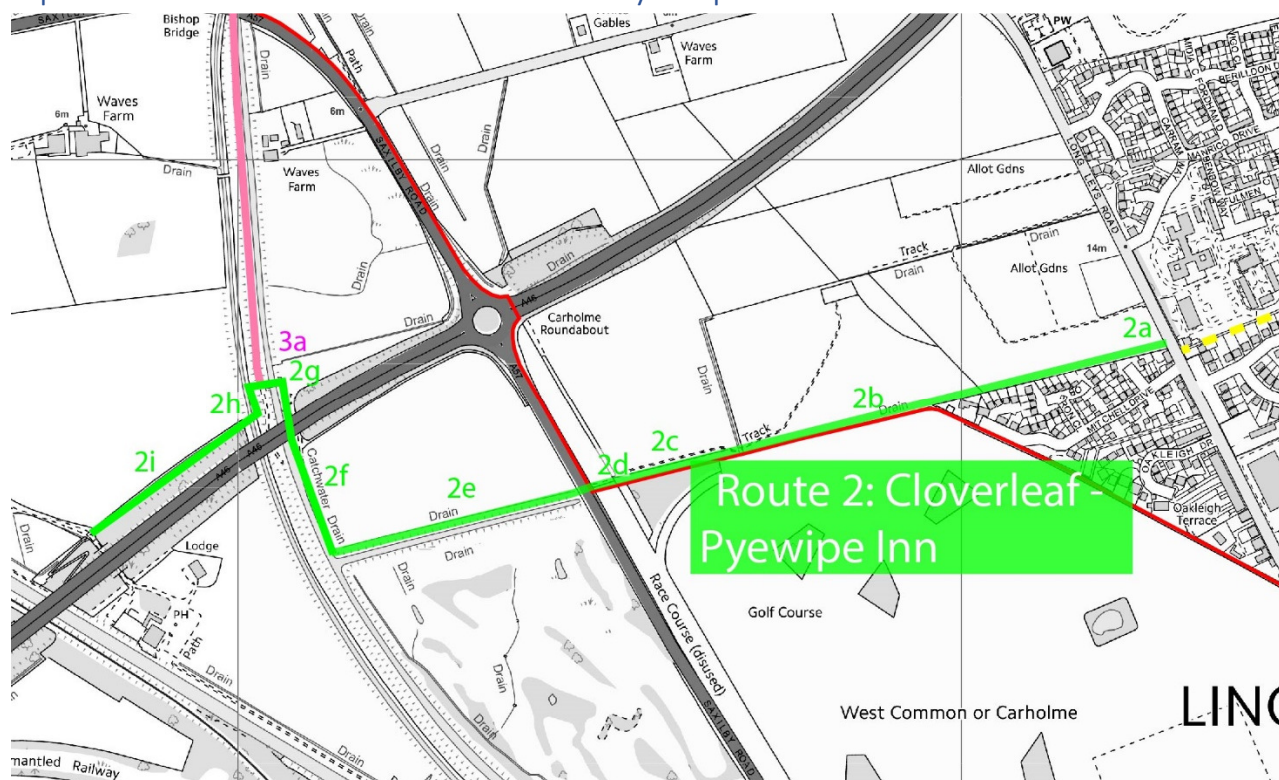
Consultation & Support

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, Lincolnshire County Council Highways, Lincolnshire Wildlife Trust, Carholme Golf Club, Commons Advisory Panel, LLRA, WERA, Carholme Community Forum

Specific requirements to implement (organisations controlling in brackets)

- Confirmed Right of Way between Albion Close and Whitton Park (requires support of City of Lincoln Council and Lincolnshire Wildlife Trust) + Willingness to install semi-permeable 2-metre wide path.
- Light controlled crossing over Long Leys Road (Lincolnshire County Council Highways)
- Conversion of strip between hedge and fence running along Long Leys Road / just outside West Common to cycle path. Width may present slight challenges in places due to trees. (City of Lincoln Council)
- Convert status of existing footpath to rear of Hewson Road homes to remove no-cycling signs (City of Lincoln Council)
- Consider widening existing path across West Common (easterly path running past club house) (Carholme Golf Club, City of Lincoln Council, Commons Advisory Panel).

Option 2: Cloverleaf Care Home to Pyewipe Inn



Potential Benefits:

Provide access to routes to the west and north of Long Leys, including the National Cycle Route, reducing safe walking/cycling distance covered from Cloverleaf to Pyewipe Inn from 3km to 1.5km. This would open up destinations such as Skellingthorpe, Doddington, Harby, Saxilby and beyond. Uses by pedestrians, cyclists, horse-riders.

Proposed Priority: High

Rationale: Provides easy off-road access to National Cycle Route 64 from north of city.

Usage: Leisure usage by those traveling on the National Cycle Route.

Major Cost Items. Light controlled crossing on Saxilby Road. One 10 metre length bridleway steel/wood bridge across low level Catchwater Drain. Conversion of existing concrete bridge across high level Catchwater Drain.

Route description:

2a: Crosses south side of allotments running parallel to drainage ditch

2b: Crosses fields running parallel to drainage ditch.

2c: Uses existing overgrown vehicle access running alongside existing drain

2d: At Carholme road either a central refuge or a light controlled crossing could then provide access to the banks of the east/west drain.

2e: Use the northern bank of the drain to meet the Catchwater Drain

2f: Take the east bank to the north along the Catchwater Drain.

2g: Modify existing concrete bridge crossing the high-level drain as a pedestrian /cycle / horse bridge. Would require 1.8 metre height balustrade to be added. Bridge currently 5 metre width with 4 metres of useable roadway. Estimate £10k to convert.

2h: A new 10m length 3 metre width bridleway bridge could span the low-level drain.

2i: A new path running alongside the fence to the north of the A46 would allow access to National Cycle Route 64 and the Pyewipe.

If modification of existing concrete bridge was not possible (depends on width of any agricultural vehicles currently using it) then a new 15 metre length, 3 metre width bridge would be required in a similar location.

Consultation & Support

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, Lincolnshire County Council Highways, Highways England, Upper Witham Drainage Board, Environment Agency, LLRA, WERA, Carholme Community Forum

Specific requirements to implement (organisations controlling in brackets)

- Create Right of Way across allotments -2a (City of Lincoln Council).
- Create Right of Way across edge of fields used for grazing – 2b (City of Lincoln Council).
- Create Right of Way across edge of field leading to Saxilby Road – 2c (City of Lincoln Council).
- Light controlled crossing over Saxilby Road -2d (Lincolnshire County Council Highways)
- Permit cycling/riding along northern bank of drain – 2e (City of Lincoln Council).
- Conversion of existing concrete bridge to be suitable for use as a bridleway by adding balustrade to height of 1.8m. Cost estimate £10,000.

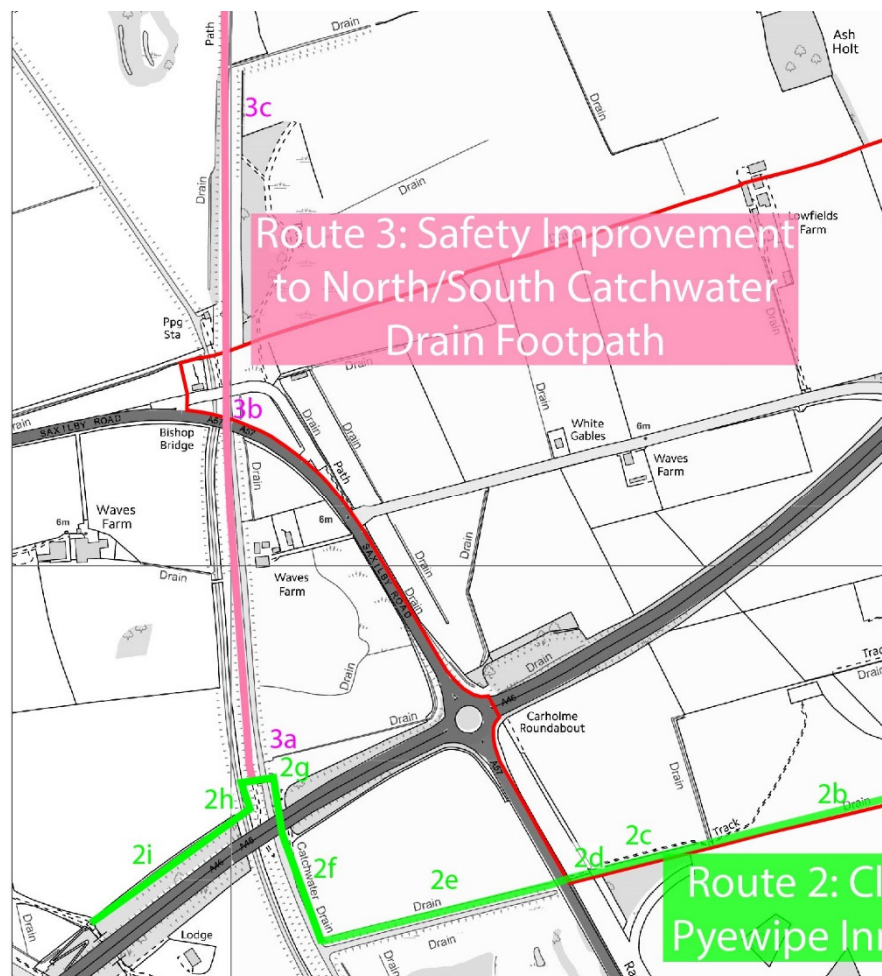
If a new bridleway bridge was required cost estimate is £70,000 including footings for full installation of 15 metre length, 3 metre wide, 1.8m railing height bridleway bridge constructed in steel/wood – 2g (City of Lincoln Council, Upper Witham Drainage Board).



Photo: Existing concrete bridge across high level Catchwater Drain

- Construction of 10 metre length bridleway bridge suitable for crossing lower level Catchwater Drain. Assume £60,000 for full installation including footings of 10 metre length, 3 metre wide, 1.8 metre railing height bridleway bridge constructed in steel/wood – 2h (City of Lincoln Council, Upper Witham Drainage Board)
- Create path and right of way to Pyewipe – 2i (Highways England)

Option 3: Safety Improvements to North/South Catchwater Drain Footpath



Potential Benefits:

This is an existing footpath north to Bishops Bridge and the A57 then a bridleway further north. Its usefulness is reduced due to the extreme danger of crossing the busy A57 at Bishops Bridge.

Proposed Priority: Medium

Rationale: Would make existing route more usable, Getting users safely across the 60mph A57 (on a bend) may be cost prohibitive depending on likely future usage.

Usage: Leisure usage by those traveling to destinations to the north of Lincoln.

Major Cost Items. Either light controlled crossing on Saxilby Road or an underbridge walkway.

Route description:

3a: Existing footpath in middle of north/south Catchwater Drain.

3b: Underbridge or overbridge access to safely cross A57.

3c: Existing bridleway heading north to South Carlton and Lincolnshire showground.

Possible options for crossing the A57 could include:

- Light controlled crossing
- Central refuge for pedestrians and cyclists (horses may be more of a challenge)
- Path under the bridge, similar to those used historically on canals to allow horses pulling barges to walk under a bridge.

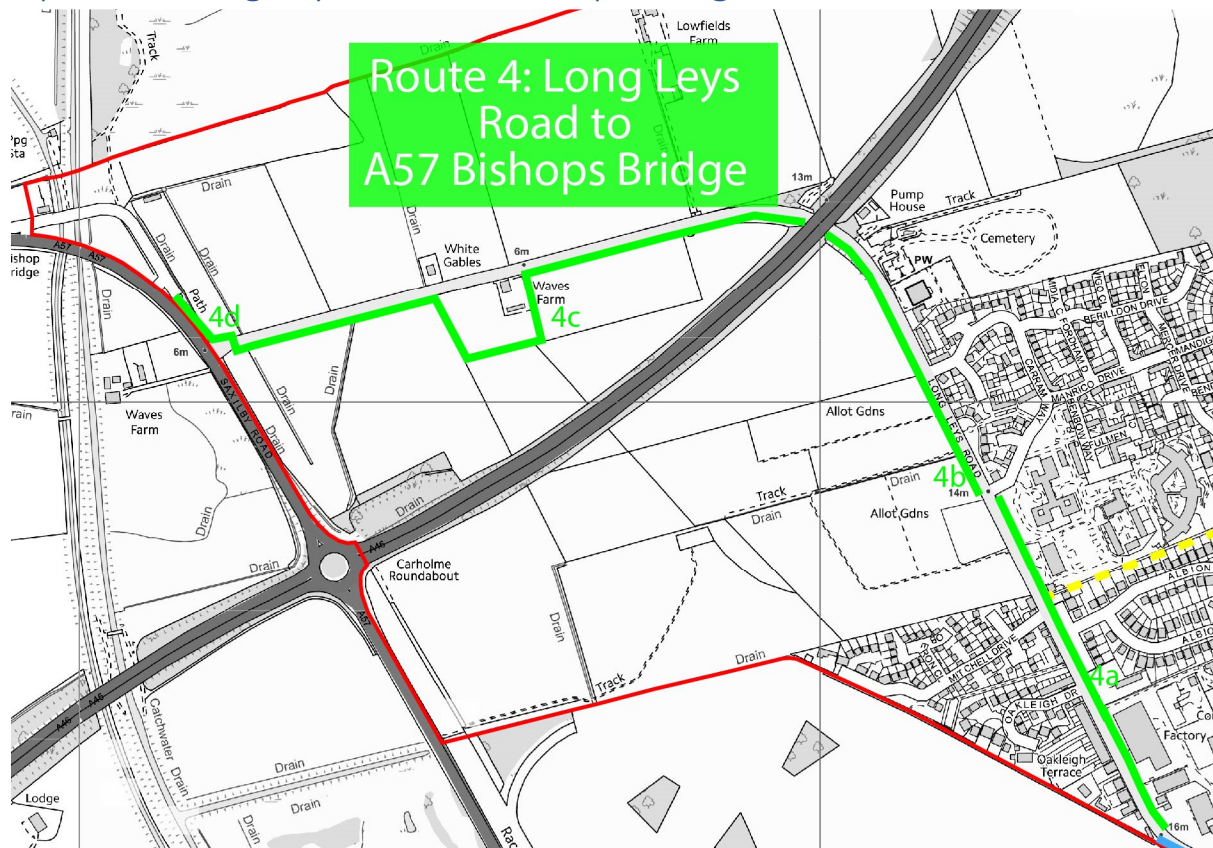
Consultation & Support:

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, Lincolnshire County Council Highways, Upper Witham Drainage Board, LLRA, WERA, Carholme Community Forum

Specific requirements to implement (organisations controlling in brackets)

- Underbridge or overbridge solution for A57 crossing. Cost estimate of £50,000 based on light controlled crossing (underbridge solution could be cost competitive) – 3b (City of Lincoln Council, Lincolnshire County Council Highways, Upper Witham Drainage Board)

Option 4: Long Leys Road to Bishops Bridge



Potential Benefits:

A walking/cycling route from West Common main gate on Long Leys Road through to Bishops Bridge, separating pedestrians/cyclists from vehicles.

Proposed Priority: Low

Rationale: This route was included as a number of residents suggested looking at it. To provide a fully off-road solution would require major changes and co-operation of a number of private landowners. On initial inspection a combination of option 2 and 3 opens up more potential to link to other off road routes.

Usage: Leisure usage by those traveling to destinations to the north of Lincoln. Commuter and school usage for St George's (although route 1 offer off-road solution for most).

Major Cost Items. Light controlled crossing on Long Leys Road.

Route description:

4a: East pavement side of Long Leys Road converted to multi-use path.

4b: Cross road to west side of Long Leys Road and under A46.

4c: Route required to avoid 179/180 Long Leys Road.

4d: Light controlled crossing of Long Leys Road and access to Bishops Bridge.

Consultation & Support:

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, Lincolnshire County Council Highways, LLRA, Carholme Community Forum, local landowners (to be identified)

Specific requirements to implement (organisations controlling in brackets)

- Not fully considered as route is complex. If priority changed then a more detailed study would be needed.

Option 5: Long Leys Road (Main West Common entrance) to Yarborough Road



Potential Benefits:

A walking/cycling route alongside West Common from the main gate on Long Leys Road through to Yarborough Road, using the strip between the hedge and the West Common fence.

Proposed Priority: Medium

Rationale: A more pleasant and off-road route to Yarborough Road. A light controlled crossing on the Long Leys Road bend would be an alternative to one by Whitton Park proposed in option 1.

Usage: Commuter and leisure use to Burton Road and Bailgate

Major Cost Items. Light controlled crossing on Long Leys Road.

Route description:

4a: A light controlled crossing across Long Leys Road.

4b: Route follows the strip between the hedge and the West Common fence from the main West Common entrance on Long Leys Road to the Yarborough Road.

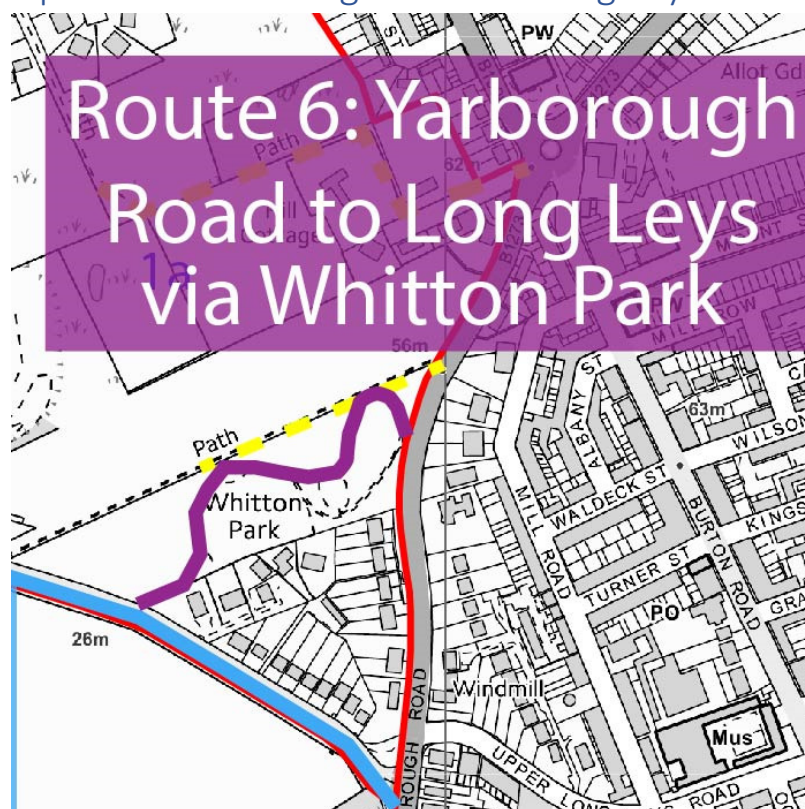
Consultation & Support:

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, Lincolnshire County Council Highways, Commons Advisory Panel, LLRA, Carholme Community Forum

Specific requirements to implement (organisations controlling in brackets)

- A light controlled crossing would be required (Lincolnshire County Council Highways).
- A semi-permeable surface avoiding trees (City of Lincoln Council).
- Further consideration required on how to bypass the car park opposite Whitton Park and proposed new horse feeding station on Long Leys Road.

Option 6: Yarborough Road to Long Leys Road via Whitton Park



Potential Benefits:

Allows cycling access from Yarborough Road to Long Leys Road, avoiding the main Yarborough Road/Long Leys Road junction with traffic lights.

Proposed Priority: Medium

Rationale: A useful alternative to a busy junction when heading downhill from Yarborough Road. Would be less easy for the uphill journey. Realistically would need clear and safe separation between cyclists and other users of Whitton Park (which would be more likely if playpark received investment).

Usage: Commuter and leisure use between Yarborough Road and Long Leys Road

Major Cost Items. None identified.

Route description:

6: From the west side of Yarborough Road downhill through the park to Long Leys Road.

Consultation & Support:

The following organisations need to be consulted for all or part of the route: City of Lincoln Council, LLRA, Carholme Community Forum

Specific requirements to implement (organisations controlling in brackets)

- A safe route for cycles, to avoid other users of the park, would need to be developed (City of Lincoln Council).

7: Response to Other Feedback Provided by Residents

Some of these suggestions may be used to further extend routes described in options 1-6.

- Fossdyke Navigation cycle path is also designated for use by horse-riders. Many cyclists and pedestrians seem to be unaware of this. Having these three types of users on this path, particularly when the bank is overgrown is potentially hazardous.
When traveling towards the Pyewipe along the Foss Dyke, the situation is dangerous for both cyclists and pedestrians in the Summer when the grass is high. The path is then extremely narrow. Even though the grass is cut several times, there remains a border of long grass after mowing, that still limits the width of the path.
Comment: This will be raised with City of Lincoln Council via the Carholme Community Forum
- How about gate access to the common for bikes from Mitchell drive and a new path up the side to join the current path.
Comment: It is unlikely that this route would gain consensus support so it would not be considered as an option. No Cycling signs are in place on South Common and the Cowpaddle and it was only after extensive lobbying that these were removed from new signage on West Common.
- A dedicated cycle path from west common path down past the tennis courts to Carholme Road.
Comment: See comment above
- Something should be done to with the steps up to Higson Road to make it easier for pushing a cycle. Ideally the steps would be removed leaving a flat surface all the way up the hill. At the very least a steel channel could be installed (similar to the set up in Town with the bridge near the train station).
Comment: This will be raised initially with Lincolnshire County Council Highways.
- Suggestion is to have a pedestrian crossing on Burton Road close to the top of the steps at Higson Road. There is nowhere to cross in this area and if you have dragged your bike up the steps you then need to cross the road to ride into Lincoln!
Comment: Not within our control but we can suggest it as part of the overall solution. This feedback will be fed into any further Lincoln Transport Strategy consultations.
- Make the path from Albion Crescent through to the Yarborough Road/Burton Road roundabout more suitable for cycling. There is a steep drop on this path so it would require strong fencing and good lighting.
Comment: There are concerns about the stability of this path and its closeness to the quarry. Significantly further work would need to be done to establish whether this was viable as a multi-use path given this and the steepness of the descent.
- Please think about adding seating to any additional routes.
Comment: This will be considered as part of any detailed plan.
- It would be good if there was a crossing (even a zebra one ie minus lights) across the Saxilby Rd to get to the Pyewipe. A pathway from Bishop's Bridge to the crossing would be great.
Comment: Getting across the A57 is one of the key challenges. Options 2 + 3 would hopefully cover this.
- I appreciate your focus is on walking and cycling but it would be great if horse riders were able to use the paths as well.
Comment: Consideration will be given to horse riders who will be consulted on any detailed planning via the Commons Advisory Panel and Carholme Community Forum.

- The pedestrian crossing on Long Leys road (as well the pedestrian crossings Yarborough Road and on Carholme Road (at Gresham Street)) have been designed in such a way that they make the street narrower, and therefore more dangerous for cyclists (especially when being overtaken). The situation on Carholme Road is particularly dangerous when wanting to go into Gresham street. If there is traffic on Carholme Road going towards the Brayford, and as a cyclist one has to wait in the middle of the road, it is not uncommon to be passed by trucks on both lanes. Especially for children this is very dangerous, and accidents are likely to happen (and have happened).

Comment: This will be raised with City of Lincoln Council via the Carholme Community Forum

- The situation coming from Carholme Road and going under the bridge at Wigford Way is also unclear. Pedestrians and cyclists there share the sidewalk. There is no clear indication what part is for cyclists, and what part for pedestrians. Even though there is some indication what part of the sidewalk is for cyclists and what part is for pedestrians, pedestrians tend to use the cycle path as a pedestrian sidewalk on Carholme Road (in front of Sainsbury's), on Wigford way, etc. The split should be clearer.

Comment: This will be raised with City of Lincoln Council via the Carholme Community Forum

- Considering the number of young (students inc) people that access Lincoln along West Parade, I could see a 'progressive' idea for the greater good, could be to remove all parking on one side and form a designated (2 way) cycling/walking route all the way to town say the Tap and Spile area?

- Comment: This was suggested as part of the Lincoln Transport Strategy consultation. We are awaiting a response to the consultation input but is likely to meet resistance as it reduces resident parking spaces in the West End.

- Yarborough Road is dangerous to cycle down. Cycling on the pavement is disliked by the city and county councils for safety reasons and as a result there is no safe route.

Comment: This feedback will be fed into any further Lincoln Transport Strategy consultations.