

## **Active Travel Fund – your views**

The Department for Transport has awarded Lincolnshire £645,000 as part of their Active Travel Fund, for projects that help encourage walking and cycling across the county.

Lincolnshire County Council is seeking the views of local residents, businesses and organisations on the prospective schemes below. Our survey is open from Wednesday 17 March until Sunday 16 May 2021; complete the survey now

<https://snaps.lincolnshire.gov.uk/snapwebhost/s.asp?k=161555034981>.

If they are supported by the public, each of the schemes will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain them.

### **Boston east-west cycling corridor**

This proposed scheme will create a traffic-free corridor along a section of West Street.

West Street will be closed to all vehicles from the junction of James Street to Rosegarth Street. Pedestrians and cyclists will still be able to access this section of West Street. The junction of George Street and West Street will also be closed.

It is hoped this scheme will provide an easier cycling and walking corridor across Boston as well as allow traders on West Street more outdoor space.

The closure will be implemented by using temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it.

### **Grantham active travel zone**

This proposed scheme will create improved cycling and pedestrian facilities in Grantham by implementing the following:

- Allow more space for pedestrians and create a dedicated cycling lane by introducing a one-way system southbound on High Street/Watergate from the junction of North Street to St Peter's Hill, and reducing it from two lanes to one southbound between St Peter's Hill to the junction of the A52.
- Introduce a one-way system northbound on Westgate from the junction of Dysart Road to the junction of Conduit Lane. Remove on-street parking from one side of the street on Westgate. This will provide an opportunity for increased outdoor trading and improved pedestrian and cycling space.
- The closure of both Marketplace and Guildhall Street to through-traffic.

All closures and provision will be implemented by using high quality temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it, or elements of it.

## **Lincoln and North Hykeham Newark Road cycle lane protection and speed reduction**

This proposed scheme will see protection introduced to the existing on-road sections of the cycle lane on Newark Road between The Plough Pub in Bracebridge Heath and Ascot Way in North Hykeham.

This protection will be in the form of on-road dividers that create a partial physical barrier between cyclists and traffic.

Driveway and bus stop access will be maintained along the length of the route and the protection will only be implemented for the on-road sections, not the shared use pedestrian/cycle paths.

In addition a 30mph speed limit is proposed from the junction of Rookery Lane to Roman Way.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it, or elements of it.

## **Louth active town centre**

This proposed scheme will see three measures implemented:

- The total closure of Cornmarket to all motor traffic and the removal of all on-street parking. This would apply from the junctions of Mercer Row to Market Place and would provide dedicated space for pedestrians and cyclists, as well as creating outdoor opportunities for traders and hospitality.
- The closures of Burnt Hill Lane at the junction of Queen Street, and the closure of Aswell Street at the junction of Kidgate. This would provide an improved north/south link for pedestrians and cyclists in a safe traffic free environment.
- The restriction of parking on Mercer Row from the junction with Upgate to the junction with Market Place. This would provide the opportunity to improve the area for pedestrian and cyclist flow.

A 20mph speed limit is also proposed to complement the above measures.

All closures and provision will be implemented by using high quality temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it, or elements of it.

## **Mablethorpe High Street active travel corridor**

This proposed scheme will create a motor traffic free corridor along a section of High Street.

High Street will be closed to all vehicles from the junction of Victoria Road to Quebec Road/Gibraltar Road. Pedestrians, cyclists and buses will still be able to access this section of High Street. Traffic will be able to continue southbound from Quebec Road to Gibraltar Road.

It is hoped this scheme will provide an easier cycling and walking corridor in Mablethorpe as well as provide more outdoor space for businesses and traders on High Street.

The closure will be implemented by using temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it, or elements of it.

## **Skegness Lumley Road active travel corridor**

This proposed scheme will create a traffic-free corridor along a section of Lumley Road.

Lumley Road will be closed to all vehicles from the junction of Roman Bank/Wainfleet Road to the junction with Drummond Road. The junctions with Beresford Avenue and Rutland Road will also be closed to through traffic accessing Lumley Road.

Roman Bank, Wainfleet Road and Drummond Road will all remain open to motor traffic, as will the section of Lumley Road from the Clock Tower Roundabout to Drummond Road.

It is hoped this scheme will provide a safe, dedicated and pleasant space for pedestrians and cyclists in central Skegness as well as allowing traders increased outdoor space to operate.

The closure will be implemented by using temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it.

## **Spalding town centre active travel zone**

The proposed scheme will create a circular loop in the centre of Spalding to encourage cycling as a method of transport.

New temporary cycle lanes will be created in the town centre, as well as reallocating space on one-way roads. Planters, traffic wands, and other quality infrastructure will be used to ensure the appropriate visual aesthetic.

The following streets are proposed to be affected:

- Market Place – Allowing cycling at all times.
- Double Street – Removal of on-street parking to create a protected cycle contraflow to Herring Lane.
- Broad Street – Removal of on-street parking to create a cycle lane.
- New Road – 20mph limit for the section between Broad Street and Swan Street with additional signage
- Hall Road – Cycling permitted to Sheepmarket.
- Sheepmarket – Removal of on street parking to create additional pedestrian space.
- The Crescent – made entirely one-way westbound with removal of on-street parking for a cycling contraflow.

In addition to this a 20mph limit will be imposed across all of the areas above to improve active travel.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it, or elements of it.

## **Sturton By Stow low traffic neighbourhood**

This proposed scheme will create a low traffic neighbourhood by eliminating rat-running between the A1500 and the B1241 through the village.

A closure will be installed at either the junction of the B1241 and The Close, or the A1500 and Eastfield. The location of the closure will be decided by local residents via this consultation.

The closure will be implemented by using high quality temporary infrastructure such as traffic planters.

The scheme will initially be temporary for between a year and 18 months. After this time a decision will be made after further engagement with local residents and organisations whether to maintain it.