

Lydney Cycle Improvements - FAQ's

Why are these improvements being proposed?

The scheme has been developed with the aim of promoting cycle usage and reducing car journeys within Lydney. The Lydney Cycleway Improvement scheme will improve access and increase connectivity by creating a pleasant, safe and accessible network of pathways around Lydney linking together Aylburton, Lydney Town Centre, Railway Station, Dean Academy, and residential developments.

How did you decide on which cycleway links would be progressed?

Preliminary design has been completed on the entire cycleway network identified within The Lydney Neighbourhood Development Plan (Lydney Cycle and Walking Path Network), which enabled budget estimates to be produced. Whilst this work shows there is insufficient budget to deliver the full network at this stage, the proposed links have been chosen to remove barriers to cycling and encourage cycle usage whilst maintaining a coherent and useable network for commuting, utility and leisure cyclists.

When will work start and when will it be finished by?

The works will commence on site in the Spring 2019. The individual links will be phased to minimise disruption with the entire network completed and open to the public during Summer 2019.

What is the total cost of the scheme?

The estimated total cost of the entire scheme is £1,000,000.

Who's paying for the scheme, where's the funding coming from?

The funding for the scheme is coming from the GFirst LEP Growth Deal.

Who are the GFirst LEP?

Set up by Central Government in 2011 to work with local businesses, local voluntary organisations and Local authorities, the role of GFirst LEP (Gloucester First Local Enterprise Partnership) is to drive sustainable economic growth in the county, and by doing so, create jobs and business opportunities. Run by a voluntary board of senior executives and elected representatives from Business and Local Authorities and a small full time staff of 18 people. Based in the Growth Hub at the University of Gloucestershire. The LEP also supports a number of business sector groups that provide opportunities for business to "talk to government" directly.

Why can't these funds be spent on routine maintenance, such as filling potholes?

Because the funds are for "Transformative Projects" that will drive economic development, focussed on transport infrastructure, skills infrastructure (e.g. colleges), business growth (i.e. the creation and expansion of the Growth Hub Business Support facility & infrastructure) and remediation work on land to bring sites into use for housing and business use.

These works may disrupt my journey, what are you going to do about this?

Whilst it is too early to confirm the exact arrangements required to manage traffic during the works, we will be maintaining access to businesses and residents and will be working hard to minimise disruption to the travelling public.

How will you avoid creating excessive noise/pollution/dust and mud during construction?

As part of the tender process, the contract documents will set out the requirements for methods of working. This will set out the approach to minimising and mitigation of the impacts of noise/pollution etc. during the construction period.

Will you have to remove any vegetation as part of this scheme?

A small number of overhanging trees and hedges will need to be cut back to allow adequate clearance for sight lines and footway/cycleway use. There is the opportunity to enhance the area creating habitat for wildlife and pruning trees correctly as part of environmental mitigation works.



What is a Toucan crossing?

A Toucan type crossing allows cyclists and pedestrians to cross together (they are wider to allow this to be done safely). They have the green man/cycle symbol on the pole as part of the push button unit so pedestrians are facing oncoming traffic as well as the signal. Overhead detection monitors slow walking and vulnerable pedestrians and keeps the signal on red. Equally, fast crossing pedestrians allow the signals to change to green quicker.



Why are combined pedestrian/cycleway routes proposed and are these safe for pedestrians?

The shared use footway/cycleway has been proposed due to both the anticipated level of use and width available. Effective segregation of pedestrians and cyclists would require a higher flow of cyclists and a minimum of 4.5m total width. The proposed widening of the existing paths will ensure sufficient width for pedestrians and cyclists to interact and pass safely.

Where can I get copies of the material presented at the Public Share Event?

www.gloucestershire.gov.uk/lydney-town-centre-improvements

