

Footpath Alongside the John Burrill Almshouses and Barleyfields: Suggested Conversion to Shared Use for Cyclists and Pedestrians

A suggestion was received from a local resident in response to our public consultation on the Water End proposals in September 2008. Below is an extract from the response to the resident's letter:

I note your specific suggestion about cyclists using the footpath that runs alongside the John Burrill Homes and Barleyfields. Although I appreciate that your suggestion is made with the benefit of cyclists in mind, I consider that this may not be suitable for a number of reasons outlined below:

- The middle part of this existing pedestrian footpath is too narrow for pedestrians and cycles to share. It could not be widened without land purchase on one side or the other;
- In using this route, those wishing to continue their journey on Rawcliffe Lane would have to turn right, across the A19 at a point very close to the traffic signals;
- For those travelling northbound on the A19, the existing riverside route would be a much more attractive and practical route to use;
- The actual benefit to cyclists appears to be minimal, given that the proposed scheme safely guides cyclists to the Clifton Green signals, and that after making the left turn, there is just a relatively short section of the A19 leading to the Rawcliffe Lane signals. In my experience when riding this route, the vast majority of motorists tend to follow behind cyclists on this section of road, as there is not enough room for them to pass, which also gives cyclists the opportunity to move into the right turn lane approaching the signals before turning into Rawcliffe Lane;
- A relatively narrow route that mixes pedestrians and cyclists (which is also overgrown and not particularly well lit) is not likely to be considered as an attractive route to the vast majority of cyclists, and is therefore not likely to be well used. This tends to be confirmed by the fact that it is not well used at the moment by cyclists.

In addition, the resident's comments together with an Officer response was included for consideration by Members at the EMAP meeting on 20th October 2008. Below is the extract from that EMAP report:

Comment 11: The existing path adjacent to the John Burrill Homes could be converted for use as a cut-through for cyclists between Water End and Shipton Road, thereby avoiding the Clifton Green junction.

Officer response

Currently, this pedestrian path is extremely overgrown, which suggests that it is not well used. There is no lighting provision along its length, and there is a particularly narrow section in the middle, which is not suited to shared use. Officers are not convinced about the benefits of such a conversion, and consider that the likely cost of upgrading this path to the required standards would not represent good value for money.

A survey of cyclists' turning movements from Water End at the Clifton Green junction was conducted in the am peak hour on 20th October 2008. The survey counted left and right turning cyclists, including those that used the slip road in the wrong direction, and those who used the footway to turn left. Of the 81 cyclists counted, 23 turned left (28.4%), 53 turned right (65.4%) and 5 used the slip road (6.2%). From this survey, it is clear that less than one third of cyclists riding east along Water End would benefit from the existing path

being converted to shared use alongside the John Burrill Almshouses and Barleyfields. This would be fine for those wishing to continue their journey northbound on the A19, although it is considered that cyclists would be more likely to ride along the riverside if heading north. However, for those cyclists wishing to head up Rawcliffe Lane, the path would bring them out at a point approximately 20 metres north of the traffic signalised junction of Shipton Road and Rawcliffe Lane. This means that they would need to perform a potentially awkward right turn onto the A19 before turning left at the signals, or ride south along the footpath to reach the pedestrian crossing stages of the signals. If converting the path to shared use, it would make sense to also convert the footway link along Shipton Road to the traffic signals, and also convert the pedestrian crossing stages into Toucan facilities. Therefore, Officers concluded that the suggestion did not appear to represent good value for money, given the disproportionate amounts that would be incurred to implement the required changes, against the likelihood that only a few cyclists would benefit from such a scheme.

N.B. Photographs of the existing path alongside the John Burrill Almshouses and Barleyfields are shown on the following pages. There is also an aerial photograph and plan showing the entire length of the existing path between Water End and Shipton Road:



Photo 1
Water End entrance to driveway



Photo 2
Corner of driveway / start of path



Photo 3
Varying widths / overgrown vegetation



Photo 4
Narrow and overgrown section



Photo 5
End of unsurfaced path / cycle barrier



Photo 6
Final section: driveway to Shipton Road