

## **Report to the Cabinet**

Meeting to be held on Thursday, 12 October 2017

### **Report of the Head of Service, Design and Construction**

#### **Part I**

Electoral Division affected:  
Preston Rural

### **A6 Corridor Works, Broughton, Cycle Tracks**

(Appendices 'A' and 'B' refer)

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#### **Executive Summary**

The renewal of planning consent granted for Broughton Bypass included a condition that proposals be developed for cycling, walking and environmental enhancements along the existing A6 Garstang Road, Broughton.

The measures proposed include new cycle tracks and the removal of an existing cycle track. This report describes these cycle tracks and the consultation that has taken place regarding the proposals.

#### **Recommendation**

The Cabinet is recommended to approve the construction and removal of cycle tracks as detailed at Appendix 'A' and shown at Appendix 'B'.

#### **Background and Advice**

Planning consent for the construction of Broughton Bypass was renewed in December 2013. Condition no. 8 included a requirement that within six months of the bypass works commencing, a scheme of environmental enhancement and traffic calming measures for the A6 Garstang Road through Broughton village be submitted to the Planning Authority for approval. This was to include improved walking and cycling facilities on Garstang Road, including a length of the Preston Guild Wheel.

The former Cabinet Member for Highways and Transport approved a package of proposed measures in March 2016. These were subsequently submitted to the Planning Authority, which approved the proposals in April 2017. This report relates specifically to the establishment and dis-establishment of cycle track facilities. The proposed cycle tracks are shown at Appendix 'B' and are described below.

### **(i) Cycle track A**

Traffic flows on Garstang Road through Broughton will fall considerably, once the Broughton Bypass is completed and open to traffic. For the predicted traffic flows, the existing Garstang Road carriageway width is excessive. It is therefore proposed to reduce the carriageway width to 6.0 metres. This is considered adequate for the expected nature and volume of traffic. The remaining width of existing carriageway will be converted into a cycle track and verge. The proposed cycle track will be two-way, located on the western side of Garstang Road and between 2.5 metres and 2.9 metres wide. This is considered adequate width for the safety of cyclists. The proposed verge will separate the cycle track from the carriageway and will be between 2.0 metres and 0.6 metres wide. The new cycle track will form part of the Preston Guild Wheel, replacing a cycle track, with right of way on foot, currently located on the eastern side of Garstang Road and described in cycle track B below.

Vehicular access over the cycle track will be required into properties on the western side of Garstang Road.

### **(ii) Cycle track B**

In November 2011, the former Cabinet Member for Highways and Transport approved the construction of a cycle track, with right of way on foot, along this length of Garstang Road to replace the existing footway. This cycle track was created as part of the Preston Guild Wheel. Given that sufficient highway width will be available to provide cycle track A on the western side of Garstang Road, as described above, the existing eastern cycle track with right of way on foot is no longer required. It is proposed that this cycle track is re-designated as a footway. This will require little physical work.

### **(iii) Cycle track C**

An existing toucan crossing is located on Garstang Road, south of the junction with Church Lane. It is proposed to replace this with a parallel pedestrian and cyclist highway crossing point. This is a new form of crossing, similar in layout to a zebra crossing, but which cyclists are permitted to use. There is insufficient highway width available for cycle track A to commence adjacent to the new crossing. There is, however, enough width available to provide a cycle track, with right of way on foot, to link the new crossing with the start of cycle track A, thereby providing a safe and continuous route for cyclists. The cycle track would be in excess of 3.0 metres wide and is therefore considered wide enough to safely accommodate cyclists and pedestrians.

### **(iv) Cycle track D**

Cycle track A terminates a short distance south of where the Preston Guild Wheel leaves Garstang Road before it continues off-road to the south of Broughton Business and Enterprise College. In order for cyclists to gain access to and from the Guild Wheel, a length of cycle track, with right of way on foot, is required to replace

the existing footway. The cycle track will be in excess of 3.0m width which is considered adequate for cyclists and pedestrians to safely share.

### **(v) Cycle track E**

To provide a dedicated entry for northbound cyclists onto A6 Garstang Road at the junction with Broughton Bypass, a cycle track is proposed. This will be constructed within existing carriageway, separated from the remaining carriageway by a traffic island.

## **Consultations**

In March 2015, the former Cabinet Member for Highways and Transport approved commencement of a public consultation regarding proposals for the A6 Garstang Road. The consultation concerned an overall package of cycling, walking, public realm and landscaping improvements and was not solely related to the cycle tracks described in this report.

A "drop-in" event took place in Broughton during March 2015, which outlined the initial design concept. A further event was held in December 2015, where a more detailed design was presented based on feedback from the earlier event. Broughton Parish Council were engaged as part of this consultation process, which was also made available via the City Deal website. The cycling group CTC have also been consulted.

A summary of comments received during the consultation process, specifically in relation to the cycle track proposals detailed in this report, is as follows:

- Changes to the Guild Wheel route along Garstang Road, to create a separate cycle path on the western side, are welcomed.
- The current use of shared paths is unpopular with pedestrians as cyclists travel too fast, are dangerous and at times aggressive. Residents would like all cyclists to be more considerate.

In response, the County Council has previously been made aware of some dissatisfaction with the shared-use cycle track that replaced the footway on the eastern side of Garstang Road, as part of the Guild Wheel project. In response to this, additional road markings and surface treatment have been applied to the cycle track to warn cyclists of private driveways following representation from residents. The proposed cycle track A, solely for the use of cyclists, on the western side of Garstang Road, along with the removal of cycle track B and the re-instatement of a footway on the eastern side will resolve these issues.

- The shared path on the east of A6 to Church Lane should be left as a shared cycle and footway.

In response, and as described above, there has been feedback expressing concern about the existing shared use cycle track on the east side of Garstang Road. The proposals, as detailed in this report, strike a balance between the

need for a high quality Guild Wheel route, whilst addressing the concerns of residents about the existing eastern shared use cycle track.

- Cycle track A will be two-way and very busy. It should at least meet the DfT minimum guidance of 3.0 metres but it should probably exceed it.

In response, Highways England guidance on cycle only routes recommends 3.0 metres width, although 2.0 metres is considered an acceptable minimum. Even allowing for an element of "kerb shyness" due to both edges of the cycle track being bounded by kerbs, cycle track A, of proposed width between 2.4 and 2.9 metres, is therefore considered to be of an acceptable width. Providing a cycle track of greater width would compromise provision of the proposed verge and tree planting that will separate the cycle track from the carriageway. This would reduce the environmental benefits of the scheme.

- Tree planting shouldn't be put on verges narrower than 0.8 metres because it will interfere with the cycle track.

In response, trees will only be provided where the verge is 2.0 metres wide or greater and where ground conditions permit.

The county council's member for the electoral division affected has been consulted regarding the proposals and has made no objection.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

Should the cycle tracks identified in this report not be implemented, the Highway Authority will have failed to improve cycling and walking facilities as required as part of planning consent for Broughton Bypass.

### **Financial**

The estimated cost of providing the cycle tracks identified in this report is £284,000. Funding for the cycle tracks, to be implemented in conjunction with the other walking, cycling and public realm improvements through Broughton on completion of the bypass, has been secured through the Preston, South Ribble and Lancashire City Deal Infrastructure Delivery Fund, as part of the financial provision for Broughton Congestion Relief

### **Legal**

The power to construct a cycle track within the highway is under Section 65(1) of the Highways Act. The legal procedure to convert a footway to a cycle track is under Section 66 of the Highways Act, although this may involve little actual physical work.

Under Section 66 the Highway Authority is under a duty to provide proper and sufficient footways, for use on foot only, by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. In the case of cycle tracks C and D, it is considered that a discrete footway for pedestrians only is no longer necessary as the proposed cycle tracks will include a right of way for pedestrians and be wide enough for cyclists and pedestrians to safely share.

Under Section 65(2) of the Highways Act, the Highway Authority may also remove a cycle track previously constructed by them under the same section, as is required in relation to cycle track B.

### **List of Background Papers**

Paper	Date	Contact/Tel
Preston Guild Wheel Proposed cycle tracks Garstang Road and D'Urton Lane, Broughton	November 2011	David Davies/(01772) 534495
Broughton Bypass, Planning Condition, Public Consultation on the Proposed A6 Improvement Works	March 2015	David Davies (01772) 534495
Approval for Highway Works at A6 Garstang Road, Broughton, Preston	March 2016	David Davies (01772) 534495

Reason for inclusion in Part II, if appropriate

N/A