

Report to the Cabinet

Meeting to be held on Thursday, 11 April 2019

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Rossendale West;

St Crispin Way, Flip Road and Grane Road, Haslingden Cycle Track and Waiting Restrictions

(Appendices 'A' and 'B' refer)

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Executive Summary

This report outlines proposals to provide a cycle track with right of way on foot along lengths of St Crispin Way, Flip Road and Grane Road Haslingden, which is part of National Cycle Route 6. Proposals for waiting restrictions required in conjunction with the cycle track are also described.

Consultation and formal advertising of the proposals has been undertaken with one objection being received.

Recommendation

Cabinet is asked to approve the proposed provision of three cycle track lengths with right of way on foot and the implementation of No Waiting At Any Time Restrictions as shown in Appendices 'A' and 'B'.

Background and Advice

The East Lancashire Highways and Transport Masterplan includes creation of an East Lancashire Strategic Cycleway Network. National Cycle Route 6 forms part of this network, providing a cycle route between Accrington to the north and the Lancashire boundary near Stubbins to the south.

As part of the scheme, it is proposed that St Crispin Way, Flip Road and Grane Road, Haslingden, require the following measures as shown in Appendices 'A' and 'B', in order to provide an improved route for cyclists;

- (a) Cycle Track Length A - An existing footway will be widened into the carriageway and then removed and cycletrack constructed being the old footway width and this cycle track will be for cycles with right of way on foot. The minimum width of this cycle track will be 3.0 m, this is considered wide enough to be safely shared by pedestrians and cyclists. The change to carriageway width is not considered to impact on carriageway use or safety
- (b) Cycle Track Length B – That subject to the dedication of extra highway width from Highways England, remove the verge and construct a cycle track over which the public have a right of way on foot. The minimum width of this cycle track will be 3.0 m, this is considered wide enough to be safely shared by pedestrians and cyclists.
- (c) Cycle Track Length C – An existing footway will be removed and cycletrack constructed being the old footway width. This will be a cycle track with right of way on foot, the minimum width of this cycle track will be 3.0 m, and this is considered wide enough to be safely shared by pedestrians and cyclists.
- (d) Cycle Track Length D – An existing footway will be widened into the carriageway then removed and cycletrack constructed being the old footway width and this cycletrack will be for cycles with right of way on foot. The minimum width of this cycle track will be 2.8 m, this is considered wide enough to be safely shared by pedestrians and cyclists. The change to carriageway width is not considered to impact on carriageway use or safety.
- (e) No Waiting at Any Time Restrictions - Various lengths of 'No Waiting at Any Time' parking restrictions are required to prohibit motor vehicles from restricting use of the cycle track to its intended users. This will also improve visibility to and of cyclists crossing and joining the carriageway.

Consultations

Formal advertising of the proposed waiting restrictions was undertaken during December 2018 resulting in one objection regarding the loss of on street parking.

- Insufficient parking currently available for local business in St Crispin Way with no alternatives available together with inadequate transport connections, there is a potential threat of a loss of jobs if the proposal is enforced.

In response:

The proposals have been designed to minimise loss of on-street parking. Site observations show that the north-western side of St Crispin Way is most heavily used by parked vehicles. The existing on street parking will remain available in this area as the proposed Cycle Track Length B and associated No Waiting at Any Time only affect the eastern side of the St Crispin Way where vehicles do not currently park.

Alternative on-street parking locations are available within a reasonable distance.

The proposed cycle tracks are intended to provide additional opportunities for sustainable travel to work.

It is not believed that the proposals will impact on the viability of local businesses.

Implications:

This item has the following implications, as indicated:

Risk management

Should the cycle track and waiting restrictions identified in this report not be implemented, cyclists using National Cycle Route 6 would be required to cycle in the carriageway rather than be provided with an "off-road" facility.

Financial

The estimated cost of the proposals detailed in this report is £80,000. This will be funded as part of the approved East Lancashire Strategic Cycleway Programme. This report is requesting permission to start the works already included in the programme and not to request additional funding or a change to the programme.

Legal

A decision to change the width of carriageway within the overall width of a vehicular highway is provided for in s75 Highways act 1980 which says that where a highway comprises both a footway and carriageway the highway authority may vary the relative widths of the carriageway and any footway.

The legal procedures to convert a footway to a cycle track are under Section 66 of the Highways Act to remove the footway and under Section 65 to construct a cycle track, although this may involve little actual physical work.

Under Section 66, the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. It is considered that discrete footways for pedestrians only are no longer necessary at the locations in this report as the proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

A decision to remove footways and replace them with cycle tracks with a right of way on foot should be made with proper consideration of the implications for the safety an accommodation of pedestrians. This report sets out these considerations one of which is the available width.

In this matter some dedication of extra highway width is needed from Highways England before Cycle Track Length B could be constructed. As partners in the project Highways England have informally indicated that the required dedication of land is forthcoming.

No Waiting at Any Time restrictions are provided under the Road Traffic Regulation Act 1984.

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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