

Report to the Cabinet

Meeting to be held on Thursday, 16 May 2019

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Rossendale West;

Hud Hey Road, Haslingden - Shared Use Cycle Track and Waiting Restrictions (Appendix 'A' refers)

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Executive Summary

It is proposed to provide a cycle track with right of way on foot along a length of Hud Hey Road and Rising Bridge Road, Haslingden, forming part of National Cycle Route 6. Proposals for waiting restrictions required in conjunction with the cycle track are also described and decision sought regarding implementation.

Recommendation

Cabinet is asked to approve the removal of the footway and construction of a cycle track with right of way on foot and the implementation of 'No Waiting at any time Restrictions' as shown in Appendix 'A'.

Background and Advice

The East Lancashire Highways and Transport Masterplan includes creation of an East Lancashire Strategic Cycleway Network. National Cycle Route 6 (NCR6) 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, Hud Hey Road and Rising Bridge Road, require an existing length of footway to be removed, widened and replaced by a cycle track with public right of way on foot, the width of which will generally be 3m. This additional width will be obtained by narrowing the carriageway, but sufficient carriageway width above minimum design standards will be maintained. A short length of the cycle track will still be below 3m due to land constraints. It is suggested that it is acceptable that short sections are able to be below 3m so long as safety considerations are still met.

The lesser width is 2.3m where it tapers down to this width from an initial 3m over a distance of 37m. Here it is advised that there is sufficient visibility over this length for the lesser width to be acceptable over the short length.

To support the construction of a shared use cycletrack, 'No Waiting at Any Time' restrictions are required to prohibit vehicles obstructing users, and provide appropriate visibility of the proposed uncontrolled crossing.

A review of current parking was undertaken prior to the measures being developed, this indicated that Hud Hey Road was being used for on-street parking by residents with a higher concentration during evenings on the bridge over the A56 bypass. The cycle track and waiting restrictions proposed have been designed to minimise the loss of on-street parking in this area, however, to deliver an appropriate solution, the available space for on street parking will be reduced.

Consultations

Formal advertising of the proposed waiting restrictions was undertaken during December 2018. The objections are summarised below:

1. On street parking space will be lost or reduced with parking displaced to surrounding roads, increasing danger to cyclists and pedestrians. The parked vehicles currently reduce the speed of HGVs travelling along the road and displacement of the parked vehicles will negatively impact on residents.

In response, surveys have indicated a level of on street parking within the proposed restricted areas and the surrounding roads. As these vehicles currently obstruct the footway and/or impair visibility, it is proposed to provide restrictions along the new cycle track to remove this problem. The creation of the cycle track will also reduce the conflict between cyclists and motorists by providing cyclists with a safer alternative to the carriageway. Whilst it is accepted that parking will be displaced, and residents wanting to park may be inconvenienced, the cycle track will provide a safer route for cyclists and pedestrians.

The current parking on Hud Hey Road Bridge is considered to slow traffic down, as drivers must manoeuvre around parked vehicles and negotiate oncoming traffic. However, this causes a potential hazard to motorists, cyclists, and, when vehicles are parked on the footway, to pedestrians and vulnerable users. These proposals widen the current footway and reduce carriageway width, potentially leading to a reduction in traffic speed. Whilst other proposals have been considered, they have not been progressed as they will result in increased congestion and potential safety issues.

2. Hud Hey Road is unsuitable for a cycle path due to the number of HGVs, the safety of pedestrians and cyclists would not be improved by the proposals which don't look out for prams and children needing to walk on the paths. There is not a demand for the cycle route and funds would be better allocated elsewhere such as installing speed cameras which would be more beneficial and address speeding issues.

In response, the route provided on Hud Hey Road will enable cyclists to travel safely on the cycle track rather than directly alongside the HGVs on the busy carriageway. These proposals prohibit vehicles parking on the cycle track thus reducing obstruction; the widening of the cycle track will provide sufficient space for cyclists and pedestrians to use the facility safely.

The East Lancashire Highways and Transport Masterplan identified a need to develop cycle route NCR6, to link communities with employment and offering the potential for tourism and recreation. Whilst encouraging less journeys by car and increasing cycling and walking opportunities wider benefits of reduced carbon emissions and improved health and wellbeing can also be realised.

Speed cameras may address speeding issues but would not help deliver the cycle route identified within the East Lancashire Highways and Transport Masterplan.

3. Hud Hey Road is not safe for cyclists as there are many accidents along this road. The existing footway is not wide enough to accommodate both cyclists and pedestrians and increased walking distances travelling from parked cars to residences could be dangerous due to speeding vehicles.

In response, the current accident record within the area is considered low. The records indicate one collision within the last 5 years.

These proposals include the widening of the existing footway to create a wider cycle track that separates the cyclists from the vehicles on the carriageway, thus reducing the risk of accidents.

4. Rising Bridge Road/Hud Hey Road are not built for the traffic being experienced since the introduction of the weight limit on the Grane Road, there is a more suitable cycle route.

It is likely that the roads have seen an increase in the number of larger vehicles following the introduction of the weight limit on the Grane Road. Traffic data shows that 5 – 6% of all vehicles are classed as larger, however, the roads are capable of carrying the number and type of vehicles using them.

The alternative route suggested along the A680 from Rising Bridge Road to Worsley Park, does not link the cycle route to subsequent sections of NCR6 without large land purchases. The route would require cyclists to ride in the carriageway of a busy 'A' road for long lengths, or impact a greater number of residential parking through Acre/Holden Vale, where restrictions of the same nature would also be required due to an interface with parked vehicles.

5. Parking restrictions would not prevent parking on the Hud Hey Road bridge, or reversing manoeuvres in to Rising Bridge Road.

Whilst parking restrictions do not physically stop parking on the bridge, the presence of the restriction will act as a deterrent, and enforcement of the parking restriction will be possible. The parking restriction will have no impact on reversing vehicles,

however drivers must take appropriate due care and attention when undertaking any manoeuvre.

6. Are these proposals an attempt to undermine points raised by Hud Hey residents towards Stage 2 of the Rossendale Local Plan?

These proposals have been developed as a result of the East Lancashire Highways and Transport Masterplan.

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 will be required to take a more hazardous route with greater potential for conflict with vehicles along Hud Hey Road.

Financial

The estimated cost of the proposals detailed in this report is £100,000. This will be funded as part of the East Lancashire Strategic Cycleway Programme and is included within the existing budget for the programme. The scheme is part funded by the Lancashire Enterprise Partnership under funding awarded for the East Lancashire Strategic Cycle Network project.

Legal

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 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 and accommodation of pedestrians. This report sets out these considerations.

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

Reason for inclusion in Part II, if appropriate

N/A