

Report to the Cabinet Member for Highways and Transport
Report submitted by: Head of Service, Policy, Information and Commissioning
(Live Well)
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Part I

Electoral Divisions affected:
Preston Central South; and
Preston City

Proposed Cycle Tracks, Ringway, Corporation Street and Fleet Street, Preston
(Appendix 'A' refers)

Contact for further information:

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Executive Summary

The 2014/15 Road Safety Programme includes funding of £4,886 to improve safety for vulnerable road users at this location. Proposals have now been developed to provide off-carriageway cycle facilities around the junction of Ringway, Corporation Street and Fleet Street, Preston.

The provision of such facilities at this major junction will assist in encouraging cycling within Preston city centre.

The total cost of the proposals is £12,900. The proposals would be funded jointly from the County Council's 2014/15 Road Safety Allocation at a cost of £2,900 and Section 106 funding from Preston City Council totalling £10,000.

This report outlines the proposals and describes the results of a public consultation.

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to:

1. Approve a revised allocation of £2,900 from the 2014/15 Road Safety Programme;
2. Approve the addition of Section 106 funding with a value of £10,000 from Preston City Council to the 2014/15 Road Safety Programme; and

3. Approve the removal of footways and the construction of cycle tracks over which the public have a right of way on foot, on the following lengths of road, and as identified at Appendix 'A':
 - 3.1 Cycle track length A, Ringway, north side, from the junction with Corporation Street, eastwards for a distance of 7 metres.
 - 3.2 Cycle track length B, Corporation Street, east side, from the junction with Ringway, northwards for a distance of 43 metres.
 - 3.3 Cycle track length C, Corporation Street, west side, from the junction with Ringway, northwards for a distance of 12 metres.
 - 3.4 Cycle track length D, Ringway, north side, from the junction with Corporation Street, westwards for a distance of 77 metres.
 - 3.5 Cycle track length E, Ringway, south side, from the junction with Corporation Street, westwards for a distance of 11 metres.
 - 3.6 Cycle track length F, Corporation Street, west side, from the junction with Ringway, southwards for a distance of 26 metres.
 - 3.7 Cycle track length G, Corporation Street, east side, from the junction with Ringway, southwards for a distance of 19 metres.
 - 3.8 Cycle track length H, Ringway, south side, between Corporation Street and Fleet Street.
 - 3.9 Cycle track length I, Un-named Road, south side, from the junction with Fleet Street, westwards for a distance of 49 metres.
 - 3.10 Cycle track length J, Fleet Street, south side, from the junction with an un-named road eastwards for a distance of 21 metres.
 - 3.11 Cycle track length K, Fleet Street, north side, from the junction with Ringway, eastwards for a distance of 25 metres.
 - 3.12 Cycle track length L, Ringway, south side, from the junction with Fleet Street, eastwards for a distance of 32 metres.

Background and Advice

The Ringway junction with Corporation Street and Fleet Street is a strategic junction within Preston city centre. During 2013 the County Council implemented public realm improvements at the junction. These included the provision of high quality paving materials, landscaping works and removal of unnecessary street furniture. Existing traffic signals were also upgraded to include toucan crossings for future use by cyclists.

The County Council is now proposing to provide off-carriageway routes for cyclists around the junction. This is particularly designed to benefit those cyclists who may feel vulnerable cycling in the carriageway at this location. This will assist in encouraging cycling within Preston city centre. In addition, the recently completed Fishergate Central Gateway Phase 1 shared space scheme links the proposed cycle tracks with Preston railway station, further enhancing opportunities for sustainable travel.

There is insufficient width for both the new cycle tracks proposed and the existing footways. It is therefore proposed to remove the footway lengths. This is an important decision as under S66 Highways Act 1980 the Highway Authority has a duty to provide proper and sufficient footway for use by the public on foot only, where necessary or desirable for the safety or accommodation of pedestrians. A footway must have been considered necessary or desirable in the past as one has been provided. It is therefore proposed to construct a cycle track but of such a width and standard that it can be used by both cyclists and pedestrians. Due consideration has been given to safety of all users.

The width of proposed cycle tracks A, B, C, D, E, F, G, H, J and K would be as follows:

Cycle track length A	-	3.5 metres
Cycle track length B	-	2.8 metres minimum
Cycle track length C	-	Varies 2.5 to 4.6 metres
Cycle track length D	-	3.3 metres minimum
Cycle track length E	-	4.2 metres
Cycle track length F	-	3.9 metres
Cycle track length G	-	2.9 metres minimum
Cycle track length H	-	3.0 metres minimum
Cycle track length J	-	Varies 2.6 to 4.7 metres
Cycle track length K	-	3.0 metres minimum

At the junction concerned, the above widths are considered adequate for pedestrians and cyclists to share.

There are however 2 locations where the space available results in a narrower width. Cycle track length I is an irregular shape. It has an average width of 2.9 metres although there are isolated pinch points of 1.8 and 2.1 metres. However, at this location the footway is flush with the adjacent carriageway of the un-named road, vehicular access onto this un-named road is restricted by rising bollards and traffic flows are therefore minimal. Site observations show this area is treated as a shared space, and as such it is deemed that sufficient width exists for pedestrians and cyclists to share.

Cycle track length L, at 2.2 metres width, is below that which would usually be considered for use as a cycle track with right of way on foot. However, whilst pedestrian flows on certain arms of the junction are high, pedestrian flows along length L are observed to be low. In addition, this length is only intended for cyclists

travelling in a westbound direction. There is no adopted highway verge at this location into which the existing footway could be widened prior to creation of the cycle track. Consideration has been given to consulting with the adjacent landowner regarding the dedication of extra land for highway purposes in order to create a wider footway. However, due to the presence of a boundary wall and tree roots, it would not be possible to provide a cycle track of width that was continuously significantly wider than 2.2m. Neither would it be appropriate to restrict the width of the Ringway carriageway at this location in order to widen the existing footway.

The provision of cycle track length L would allow cycle access onto the other off-road facilities proposed around the junction. By providing an alternative off-road route for cyclists the risk of collisions between cyclists and vehicles turning left from Ringway into Fleet Street would also be reduced. The potential for such collisions, particularly involving Large Goods Vehicles, is a safety concern at junctions of this type. On balance therefore, whilst below the preferred width, given its relatively short length, low pedestrian flow and potential benefit to the safety of cyclists, it would be appropriate to provide cycle track length L.

Consultations

A public consultation was carried out during January 2015.

The following individuals or groups have been consulted, none of whom have raised any objections to the proposals:

- 1) Lancashire County Council's Members for the electoral divisions affected
- 2) Lancashire Police
- 3) CTC (Cyclists Touring Club)
- 4) University of Central Lancashire Cycling User Group
- 5) The occupiers of adjacent premises

Implications:

This item has the following implications, as indicated:

Risk management

Without implementation of the proposals detailed in this report, there will be less opportunity for safe and effective sustainable travel within the local area concerned.

Financial

The estimated cost of providing the cycle tracks detailed in this report is £12,900. It is proposed to fund this with a revised contribution of £2,900 from the County Council's 2014/15 Road Safety Allocation and a £10,000 Section106 agreement contribution from Preston City Council.

Legal

The legal procedure to convert a footway to a cycle track is 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. In this case it is considered that footways for pedestrians only are no longer desirable as the proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A