

Part I

Electoral Division affected:
Lancaster East

Proposed Shared Use Cycleway, Quernmore Road, Lancaster (S106 Highways Works)

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

It is proposed to convert an existing footway on the north side of Quernmore Road between the junction opposite Walter Lyon House and the Lancaster Moor Development, to a shared use cycle track facility for pedestrians and cyclists. An uncontrolled crossing will be provided over the Stone Row Head junction and additional highway width will be dedicated by Lancaster City Council.

These works form part of a Section 106 Agreement.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve:

- (i) The removal of footway and the construction of cycle track, over which the public have a right of way on foot, from a point 63 metres east of Nightingale Hall Road to a point 98 metres west of Wentworth Drive, a total distance of 393 metres, as identified at Appendix A;
- (ii) The dedication of extra highway width be taken from Lancaster City Council on land which adjoins the existing footway on the north side of Quernmore Road, as shown at Appendix A, so that the highway is widened and the proposed cycle track can be constructed, to a suitable width. The dedication to be on terms agreed by the Director of Governance, Finance and Public Services; and
- (iii) The improvements be funded by previously approved Section 106 monies at an estimated cost of £100,000.

Background and Advice

It is proposed to construct a shared use cycle track from the junction opposite Walter Lyon House to the entrance of Lancaster Moor Development, creating an uncontrolled crossing over Stone Row Head. The existing footway is of insufficient width for a shared use facility, with the current width being 2.0m. It is therefore proposed to remove the footway lengths and construct cycle tracks, with such width and standard that they can accommodate both cyclists and pedestrians. Due consideration has been given to safety of all users.

Guidance states that a width of 3.0m should generally be regarded as the preferred minimum for an un-segregated cycle track shared by pedestrians and cyclists, although in areas with few cyclists or pedestrians a narrower route might suffice. With the exception of two isolated pinch points on the cycle track, which are described in more detail below, the proposals included in this report involve cycle track widths of 3.0m. In order to achieve the 3.0m width the first 44m, east from the junction opposite Walter Lyon House will include the construction of an embankment, furthermore at the Stone Row Head junction the existing traffic island will be removed in order to increase the width of the footway on the west side.

Whilst there are two isolated, narrow pinch points on the cycle tracks, shown as pinch point 1 and 2 at Appendix A, there is good visibility at these locations, for users to slow and pass independently. At pinch point location 1 the width will narrow to 2.0m for a length of 4m, due to the location of a mature tree, a British Telecom (BT) telegraph pole and a street lighting column. The mature tree's root system means that the BT pole and street lighting column cannot be satisfactorily relocated. At location 2 the pinch point will narrow to 2.8m to pass an existing mature tree.

Furthermore, in order to enable the construction of the proposed cycle track, extra highway width is required. Land will need to be dedicated to the County Council by Lancaster City Council. Lancaster City Council has agreed to the proposals in principle, with further details in relation to construction to be agreed.

Lancaster City Council has agreed in principle to the proposed design, with the dedication agreement under Section 72 of the Highways Act 1980 to follow, should this decision be approved, and its terms agreed by the County Council's Director of Governance, Finance and Public Services.

Consultations

Lancaster City Council, as the Planning Authority, has a Section 106 agreement in respect of the development in which the developer will fund the works and is fully aware of the scope and extent of these works. These works have been described in the public planning application process.

Implications:

This item has the following implications, as indicated:

Risk management

If the proposals detailed in this report were not implemented there would be less opportunity for safe and effective sustainable travel within the local area.

The County Council is at no financial risk from carrying out the design, construction and supervision of these works as it is fully funded by Section 106 monies.

Financial

The estimated cost of the proposals is £100,000 to be fully funded from the Lancaster Moor Development Section 106 monies. Approval has already been received to bring the Section 106 funding into the Highways Block of the 2016/17 Capital programme.

Legal

The legal procedure to convert a footway to a cycleway is cited in 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 Highways Authority has 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 and that the proposed cycle tracks will include right of way for pedestrians, wide enough for cyclists and pedestrians to safely share.

The required widening of the highway will be by agreement under Section 72 of the Highways Act 1980 and the owner of the land (Lancaster City Council) is supportive of the proposals in principle with the construction details to be agreed.

List of Background Papers

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