

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;

Booth Street, Vale Street and Station 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 a length of Booth Street, Vale Street and Station 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 a number of objections received.

Recommendation

Cabinet is asked to approve the proposed creation of a cycle track 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, Booth Street, Vale Street and Station Road, Haslingden, require the following measures as shown in Appendices 'A' and 'B', in order to provide a safe purposefully provided route for cyclists;

- (a) Cycle Track Length A – An existing footway will be widened into the carriageway and then removed and a cycle track with right of way on foot constructed. 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) No Waiting at Any Time Restrictions - Two 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.

A review of current parking habits was undertaken prior to the proposed measures being developed. This indicated that Booth Street in particular was being used for on-street parking for the benefit of nearby commercial premises. The cycle track and waiting restrictions proposed have therefore been designed to minimise any loss of on-street parking in this area.

Consultations

Formal advertising of the proposed waiting restrictions was undertaken during December 2018, resulting in a number of objections regarding the loss of on street parking on Booth Street.

The objections are summarised below:-

- Parking will be restricted for the adjacent businesses. The nearest alternative parking will be a 5 minute walk away, on an incline and not well gritted this will cause personnel safety issues during the dark winter months.
- Booth Street is a through road from Haslingden bypass to nearby industrial areas and not for people walking or cycling to work. It is typically used by one cyclist per week and a small number of pedestrians.
- There have been no complaints previously regarding parked vehicles.

In response:

The proposals have been designed to minimise loss of existing on street parking, whilst providing a safe route for cyclists, the additional length of No Waiting at Any Time proposed is equivalent to approximately two car parking spaces.

Alternative on-street parking is available nearby where street lighting is provided.

Whilst existing numbers of pedestrians and cyclists are low, the proposals are designed to increase the number of cyclists using Booth Street for leisure and commuting purposes.

It should be noted that during the advertising process, a short length of Booth Street was incorrectly identified as Vale Street. This error is not considered to have

prejudiced the outcome of the consultation and should Cabinet approve the proposals the correct designation will be applied when the necessary traffic order is sealed.

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 not have a safer alternative and may use the more hazardous route with greater potential for conflict with vehicles exiting A56 Haslingden bypass.

Financial

The estimated cost of the proposals detailed in this report is £30,000. This will be funded as part of the East Lancashire Strategic Cycleway Project and is covered in the existing budget for the programme. This report is to commence the works as programmed 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 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