

## Report to the Cabinet

Meeting to be held on Thursday, 6 February 2020

### Report of the Head of Service - Design and Construction

#### Part I

Electoral Division affected:  
Lytham;

### The Introduction of Contraflow Cycling along the Central Section of North Clifton Street, Lytham

(Appendix 'A' refers)

Contact for further information:

Zamir Ukadia, Tel: (01772) 534478, Design and Construction

zamir.ukadia@lancashire.gov.uk

#### Executive Summary

This report outlines proposals to provide for lawful contraflow cycle use along a one way length of North Clifton Street, Lytham, between Pleasant Street and Bannister Street.

Consultation and formal advertising of the proposals has been undertaken with two objections received.

#### Recommendation

Cabinet is asked to approve the proposed exception for cyclists to the one way order, enabling them to travel east to west along North Clifton Street, Lytham as set out in the plan attached at Appendix 'A'.

#### Background and Advice

It is proposed to allow contraflow cycling along a one way length of North Clifton Street between Pleasant Street and Bannister Street, a distance of 210 metres.

Informal contraflow cycling is currently taking place to avoid more major roads, the local cycling group is aware of this and has requested that this be formalised and made safer with an exception to the one-way traffic order, signs and road markings.

North Clifton Street sits within a 20mph area, it is a straight road providing excellent forward visibility and the observed vehicle numbers are very low. For these reasons the designer considers contraflow use by pedal cyclists appropriate.

Permitting contraflow cycling has a number of safety-related benefits, such as encouraging cyclists to avoid major traffic routes and reducing footway cycling.

## **Consultations**

The proposal was advertised and formally consulted on during a four week period in April/May 2019. Two objections to the proposals have been received, which are summarised below together with the county council's response.

## **Objections Summary**

- Current speeds, especially in the evenings, are high.
- They would not feel safe cycling in a contraflow system, even though cyclists and cars make this manoeuvre at present.
- People on foot exiting many of the properties on the South side of the road would face the additional possible danger of collision with a cyclist.
- There is no road sign telling motorists that the part of the street from Pleasant Street to Shoppers Walk is one way. Cars and cyclists frequently drive the wrong way.
- Cars/Vans parking illegally on double yellow lines.

## **In response**

The location has been visited on a number of occasions and traffic speeds are considered low with informal contraflow cycling already taking place.

Whilst contraflow cycling already occurring is not in itself sufficient reason to introduce an exemption for cyclists, it does indicate the level of demand for the route. The proposals aim to legalise, formalise and make safer this use through the installation of signs and road markings.

Whilst a limited number of properties do not have the benefit of a footway directly outside the property, it is suggested that residents will already be aware of the proximity of vehicles and cycles and will take that into account when accessing and exiting their properties.

The proposals include regular 'repeater' signs on all entry points along North Clifton Street, reminding drivers of the one way nature of the street. The contraflow cycling will be highlighted at intersections with signing and road markings in appropriate locations.

This proposal represents a practical design solution to formalise the current informal practice.

The concern relating to parking on double yellow lines has been passed on to local officers and will be monitored through parking enforcement as appropriate.

It is the designer's recommendation that the matters raised in the small number of objections received are not sufficient reason to cancel the scheme. The benefits to

many vulnerable users of the highway network are sufficiently evident for the introduction of the contraflow system.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

The proposed scheme aims to reduce the number of collisions involving vehicles, cyclists and pedestrians on the busy main road of Clifton Street by creating an attractive alternative route via North Clifton Street.

Failure to implement the proposed changes could lead to further collisions on Clifton Street.

It is proposed to erect supplementary warning and information signs, temporarily to aid recognition and compliance with the scheme. Additional 'repeater' signs will also be provided at intervals along North Clifton Street, to remind drivers of the one way nature of the street.

### **Financial**

The estimated construction cost of the proposals detailed in this report is £3,000. The scheme is being funded from the 2017/18 Cycling Safety Scheme capital programme.

### **Legal**

The proposals have been drafted and advertised in accordance with sections 1, 2 and 4 and part IV of schedule 9 to the Road Traffic Regulation Act 1984 to revoke the existing 'one-way' restriction on North Clifton Street, Lytham and a 'one-way except for pedal cycles' exception will be introduced if the Order is made.

### **List of Background Papers**

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