

## **Report to the Cabinet**

Meeting to be held on Thursday, 9 July 2020

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

#### **Part I**

Electoral Division affected:  
Whitworth & Bacup;

#### **Market Street and Hoyle Street, Whitworth, Parking Restrictions**

(Appendix 'A' refers)

Contact for further information:

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#### **Executive Summary**

It is proposed to introduce parking restrictions to prevent parking along Market Street from its junction with Hoyle Street for a distance of 180 metres northwards on the western side of the carriageway.

This includes widening of the footway and reducing the carriageway width to improve cycle facilities and to encourage cyclists along the Valley of Stone Cycle route.

Consultation and formal advertising of the proposals has been undertaken with objections received from the Town Council.

#### **Recommendation**

Cabinet is asked to approve the installation of Parking Restrictions shown at Appendix 'A'.

#### **Background and Advice**

The East Lancashire Highways and Transport Masterplan includes creation of an East Lancashire Strategic Cycleway Network. The 'Valley of Stone' route forms part of this network, providing an off-road cycle route between Rawtenstall to the north and the Lancashire boundary near Rochdale to the south.

The aim is to create a joined-up network that provides access to workplaces, schools, colleges, shops and other services, as well as providing tourism and recreation opportunities. The routes will be based on old disused railway lines and will mainly be off road 'greenways'.

They will be places where you can teach children how to ride their bikes, take toddlers for a walk or in a pushchair, use a wheelchair or mobility vehicle, go for a horse ride, bike ride, do a 5km run or take a leisurely walk.

The Valley of Stone route requires widening of this short section of footway and reducing the carriageway width to improve cycle facilities and to encourage cyclists along the Valley of Stone Cycle route.

Vehicles parking on both sides of the carriageway would result in insufficient space being available for two way vehicular traffic to proceed along Market Street, resulting in delays and increased congestion. It is proposed to introduce waiting restrictions to prevent parking along Market Street from its junction with Hoyle Street for a distance of 180 metres northwards on the western side of the carriageway.

As part of the scheme, Market Street, Whitworth, requires the following measures as shown in Appendix 'A', in order to provide a safe route for cyclists:

- (a) Cycle Track Length A – An existing footway will be replaced by cycle track with a right of way on foot. The proposed cycle track will be at least 3 metres wide, which is considered adequate width to be safely shared by both pedestrians and cyclists.
- (b) No Waiting at Any Time Restrictions - The length of the 'No Waiting at Any Time' parking restrictions is required to prohibit motor vehicles from parking, due to the narrowing of the carriageway. It will improve cyclist visibility when joining the carriageway. Without these restrictions it would create a hazardous environment with the risk of unnecessary conflict for road users.

## **Consultations**

Formal advertising for the proposed waiting restrictions was undertaken during February 2020, resulting in an objection regarding the loss of on street parking on Market Street.

The objection from the Town Council is summarised below:-

- Parking would be restricted for surrounding properties and for visitors to the church including patrons of Whitworth Amateurs using the facilities.
- The funds could be better spent elsewhere for the benefit of residents.
- Several years ago there had been plans for an alternative route to join this section of the greenway using a land exchange between the county council and Slingco Ltd. and that this was a better option.

In response:

The proposals have been designed to provide a safe route for cyclists whilst minimising the loss of on street parking. The length of No Waiting at Any Time proposal is equivalent to the loss of approximately 25 car parking spaces. Two out of the four properties along this section have private driveways, which leaves two

properties requiring on-street parking. It is considered that there is sufficient on street parking available nearby.

Alternative routes have been explored including the 'Slingco' option, but were found to be unviable and undeliverable due to factors outside of the county council's control.

### **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, on a major arterial road, with greater potential for conflict which may reduce the use of the route.

### **Financial**

The estimated cost of the proposals detailed in this report is £44,500. This will be funded as part of the East Lancashire Strategic Cycleway 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.

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		
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Reason for inclusion in Part II, if appropriate		
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