

Democratic Services

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Your ref:**Our ref:** CRS**Date:** 05 Jan 2012**E-mail:** Democratic_Services@bathnes.gov.uk**To: All Members of the Cabinet**

| | |
|---------------------------|--|
| Councillor Paul Crossley | Leader of the Council |
| Councillor Nathan Hartley | Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth |
| Councillor David Bellotti | Cabinet Member for Community Resources |
| Councillor Simon Allen | Cabinet Member for Wellbeing |
| Councillor Tim Ball | Cabinet Member for Homes and Planning |
| Councillor Cherry Beath | Cabinet Member for Sustainable Development |
| Councillor David Dixon | Cabinet Member for Neighbourhoods |
| Councillor Roger Symonds | Cabinet Member for Transport |

Chief Executive and other appropriate officers
Press and Public

Dear Member

Cabinet: Wednesday, 11th January, 2012

Please find attached a **FURTHER SUPPLEMENTARY AGENDA DESPATCH** of late papers which were not available at the time the Agenda was published. Please treat these papers as part of the Agenda.

Papers have been included for the following items:

13. PROPOSED KINGSMEAD SQUARE CYCLE LINK, BATH (Pages 3 - 10)

Yours sincerely

Col Spring
for Chief Executive

If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.

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| Bath & North East Somerset Council | | |
|---|--|---|
| MEETING: | Cabinet | |
| MEETING DATE: | On 11th January 2012 | |
| TITLE: | Proposed introduction of a cycle link at Kingsmead Square | EXECUTIVE FORWARD PLAN REFERENCE: E2336 |
| WARD: | Kingsmead | |
| AN OPEN PUBLIC ITEM | | |
| <p>List of attachments to this report: Appendix 1: Plans TC8511/70A showing the proposals Appendix 2: details of consultation.</p> | | |

1 THE ISSUE

- 1.1 It is proposed that the section of the paved footway between Monmouth Street and Kingsmead Square is converted to a cycle track (appendix 1). This would allow it to be used by both cyclists and pedestrians, providing important links in the Strategic Cycle Network for Bath.
- 1.2 In order to convert a footway to cycle track, the footway must be removed under Section 66(4) of the Highways Act 1980 and a cycle track 'constructed' under Section 65(1) of the Act. No physical construction is necessary but there needs to be clear evidence that the power has been exercised. This evidence will come from the recording of the decision making process.

2 RECOMMENDATION

- 2.1 The Cabinet is asked to agree that the footway referred to in paragraph 1 is converted to a cycle track as shown on plan TC8511/70A.

3 FINANCIAL IMPLICATIONS

- 3.1 The works required for this scheme include signs and lines/symbols. A funding item is included in the 2011/12 Transportation Capital programme. The cost of the scheme is approximately £4-5,000. This is an approximate figure as there may be a need to carry out some of the work at night because of its location which will add to the cost.
- 3.2 There will be minimum additional future maintenance costs. The maintenance costs are not included in this budget and would be part of a future highway maintenance budget. These costs would be minimal as the scheme consists of signs and lines so it is unlikely that these will need replacing very often.

4 CORPORATE PRIORITIES

- 4.1 Improving transport and the public realm.

5 THE REPORT

- 5.1 As part of the exercise to develop and improve the Strategic Cycle Network in Bath, a group of representatives from Bath cycling groups were asked to identify existing barriers to cycle movement, or other improvements to improve the network. As a result a number of locations were highlighted, including Kingsmead Square where some cyclists currently ride on the footway across the square.

Cyclists currently use this route in both directions and so the proposed cycle track would regularise an existing movement. The proposal is to provide a cycle track which will be adequately signed to minimise any potential conflict between cyclists and pedestrians.

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 A proportionate equalities impact assessment has been carried out using corporate guidelines. In addition consultation has been carried with disability groups as detailed in Appendix 2. There is no impact on persons with protected characteristics.

8 HUMAN RIGHTS

- 8.1 In order to be compatible with the European Convention of Human Rights (the Convention) regard must be had to Convention rights in the decision making process. Therefore the Council must strike a fair balance between the competing interests of individuals and the community as a whole.

9 RATIONALE

9.1 The rationale of this scheme is to encourage more people to cycle rather than using cars. It will provide a more direct route for cyclists where currently cyclists have to use a longer route or cycle illegally across Kingsmead Square. It constitutes an important link in Bath Strategic Cycle Network. If cyclists are forced to use a more circuitous route it could be a deterrent to cycle use.

10 OTHER OPTIONS CONSIDERED

10.1 The only other option for Kingsmead Square would be to do nothing, however, this makes it potentially more hazardous for pedestrians as they may not expect to encounter cyclist and cyclists are likely to use a number of routes across the square again making it more hazardous for all users.

11 CONSULTATION

11.1 Ward Councillor; Cabinet members; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies as detailed in Appendix 2.

12 ISSUES TO CONSIDER IN REACHING THE DECISION

12.1 Customer Focus; Sustainability; Health & Safety; Other Legal Considerations

13 ADVICE SOUGHT

13.1 The Council's Monitoring Officer (Council Solicitor) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

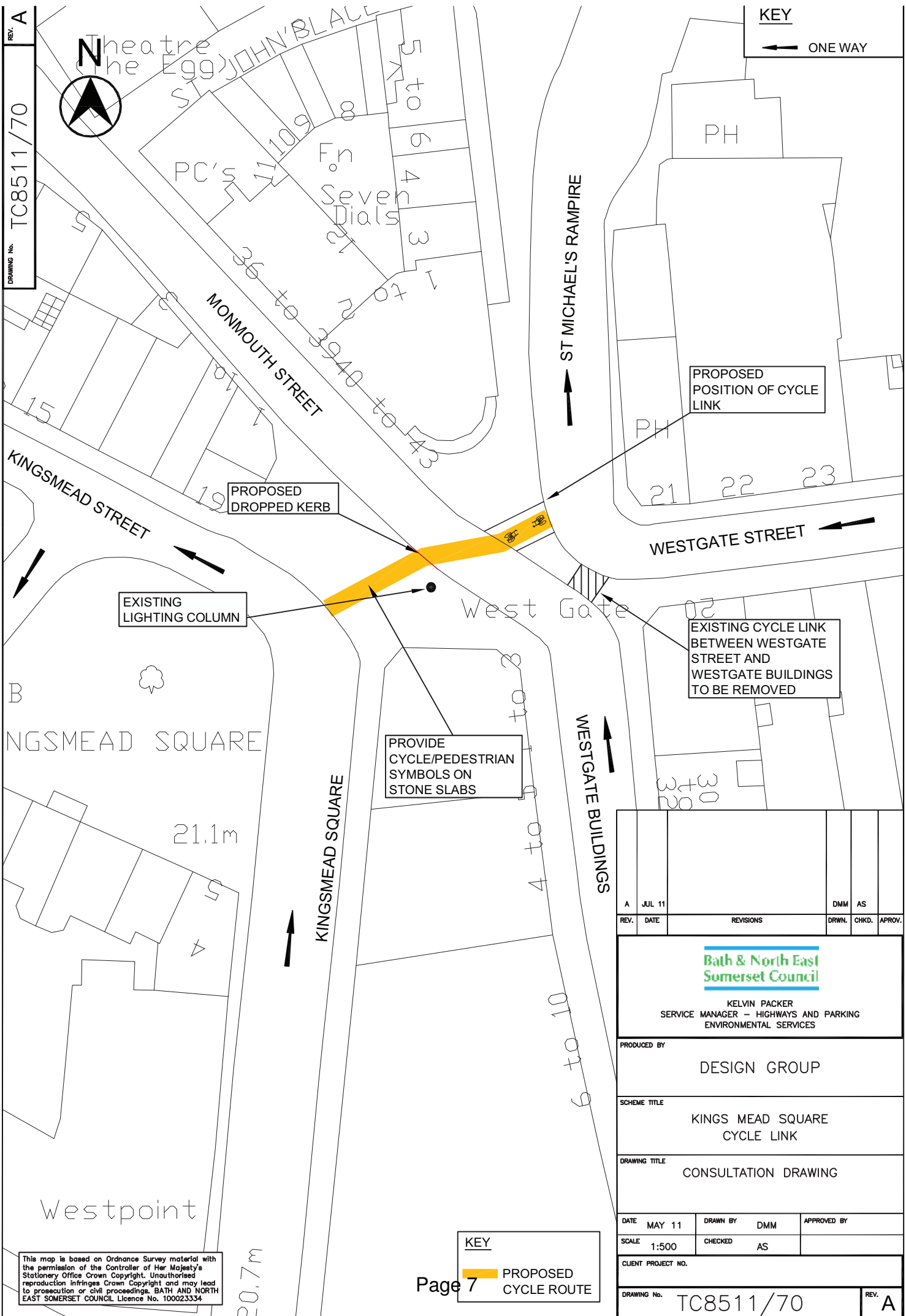
| | |
|--|--|
| Contact person | Alison Sherwin 01225 394406 |
| Sponsoring Cabinet Member | Councillor Roger Symonds |
| Background papers | <i>Department for Transport LTN 2/04 – Adjacent and Shared Use Facilities for Pedestrians and Cyclists</i> |
| Please contact the report author if you need to access this report in an alternative format | |

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REV. A
DRAWING No. TC8511/70



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| REV. | DATE | REVISIONS | | DRWN. | CHKD. | APPROV. |
| <p>KELVIN PACKER SERVICE MANAGER - HIGHWAYS AND PARKING ENVIRONMENTAL SERVICES</p> | | | | | | |
| PRODUCED BY | | | | | | |
| DESIGN GROUP | | | | | | |
| SCHEME TITLE | | | | | | |
| KINGS MEAD SQUARE CYCLE LINK | | | | | | |
| DRAWING TITLE | | | | | | |
| CONSULTATION DRAWING | | | | | | |
| DATE | MAY 11 | DRAWN BY | DMM | APPROVED BY | | |
| SCALE | 1:500 | CHECKED | AS | | | |
| CLIENT PROJECT NO. | | | | | | |
| DRAWING No. TC8511/70 | | | | | | |
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KEY
 PROPOSED CYCLE ROUTE

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Appendix 2

Kingsmead Square consultation

Consultation has been carried out with the Council Cycle Forum, access and mobility groups, local councillors, local traders, the Police and relevant council departments. The scheme has also been presented to a Council scheme assessment meeting.

There were a total of 12 responses to the consultation. The majority of these were from cyclists or cycling groups who supported the proposal. There were some proposed modifications which have been considered and a number of these incorporated.

There were 2 objectors who have concerns about possible conflict between pedestrians and cyclists because of the number of pedestrians in the area and how these proposals fit in with the future aspiration to pedestrianise the square and the general desire to make Kingsmead Square even more of a street café /dining destination. Consultation has been carried out with the team (Alcohol Harm Reduction) dealing with the proposals to improve the public realm and it has been ensured that the cycle link fits in with their future aspirations.

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