

Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Service Delivery	
DECISION DATE:	On or after 19th February 2011	EXECUTIVE FORWARD PLAN REFERENCE: E 2183
TITLE:	Proposed introduction of pedestrian/cycle shared use footways at Lower Bristol Road/Churchill Bridge	
WARD:	Widcombe	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1: Plans T117 CR001 showing the proposals Appendix 2: details of consultation Appendix 3: pedestrian counts on Churchill Gyratory route.		

1 THE ISSUE

- 1.1 It is proposed that the footways set out in paragraph 1.2. below are converted to cycle tracks. This would allow them to be used by both cyclists and pedestrians, providing important links in the Strategic Cycle Network for Bath:
- 1.2 The north and south footways on Lower Bristol Road at the Churchill Gyratory and on the western footway on Churchill Bridge as shown on attached plan TR117 CR001 (Appendix 1)
- 1.3 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.

2 RECOMMENDATION

The Cabinet member is asked to agree that:

- 2.1 The footways referred to in paragraph 1.2. are converted to cycle tracks as shown on plan T117 CR001 (Churchill Gyratory).
- 2.2 The above proposals should only be introduced if a Deed of Declaration of Cycle Track is also put in place covering a section of the Authority's owned land along footpath BQ60 which links to the above proposals and forms part of this proposed route. The Deed of Declaration is being dealt with separately.
- 2.3 The conversion is reviewed 12 months from the date of implementation. This is because the pedestrian count has identified heavy footfall in the Churchill Bridge area as explained in section 5.3. below.

3 FINANCIAL IMPLICATIONS

3.1 The works required for this scheme include signs and lines/symbols. A funding item is included in TC8511 Bath Cycle Network budget (2010/11 Transportation Capital programme). The total budget is £45,000 for various schemes and these works will be accommodated within this.

3.2 There will be minimum additional future maintenance costs.

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 Churchill Gyratory system where some cyclists currently ride on the footway to avoid heavy traffic on the carriageway.

5.2 Cycling across the Churchill Gyratory on the carriageway can be difficult because of the heavy traffic and 2 traffic lanes which have to be crossed by vehicles and cyclists. The proposal provides an alternative route to the carriageway by providing a shared use route from the A367 Wellsway, via the underpass under the railway, the pelican crossing Lower Bristol Road, on the footway west of Churchill Bridge onto the west side of Churchill bridge itself where cyclists will need to dismount at the zebra crossing. Details are shown on plan T117 CR001.

5.3 Pedestrian counts have been carried out which indicate a heavy footfall. These are included in Appendix 3.

Local Transport Note 2/04 (LTN 2/04) recommends a desirable minimum of 3m, and 2m absolute minimum. If there is insufficient room for a segregated facility i.e. 3m then it is best to omit segregation altogether. The footway width varies on this route and the majority of the route is between 2.4m-3.2m with a short section with a minimum width of 2.0m.

LTN 2/04 suggests that if the route is used by cyclists and pedestrians the width could go down to 2.0m wide even with considerable use by pedestrians and cyclists (up to 200 an hour). However, this should be considered as an absolute minimum width. During the twelve hour survey, pedestrian flows on Churchill Bridge peak at 630 between 13:00 and 14:00 and 477 between 8:00 and 9:00. Cyclists currently do use this route even though it can be busy. The average footway width on the bridge is 2.7 with a 2m pinch point.

Because it is not possible to achieve the desirable minimum width of 3m and there are very high pedestrian flows it is recommended that the route should not be segregated. The use as a cycle track should be monitored for 12 months to assess if it is operating successfully. This is considered to be a reasonable solution taking into account that it is already used by cyclists and that there have not been any strong objections to this proposal.

Measures will be put in place to minimise potential conflict which include signage and tactile paving.

6 RISK MANAGEMENT

6.1 The report author and 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 extensive consultation has been carried with disability groups as detailed in Appendix 2.

8 RATIONALE

8.1 The rationale of this scheme is to encourage more people to cycle rather than using cars. It will provide an alternative route to the busy carriageway. It constitutes an important link in Bath Strategic Cycle Network. If cyclists are forced to use a more circuitous and/or hazardous route it can be a deterrent to cycle use.

9 OTHER OPTIONS CONSIDERED

9.1 No other options were considered for Churchill Gyratory as other options would be prohibitively expensive.

10 CONSULTATION

10.1 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.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

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

12 ADVICE SOUGHT

12.1 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
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	