

Agenda Item 7

DIRECTOR OF DEVELOPMENT SERVICES

REPORT TO CITY CENTRE, SOUTH
& EAST PLANNING AND HIGHWAYS COMMITTEE

21 May 2012

PROPOSED CYCLE TRACK CONVERSION ORDER FOR FOOTPATH LINKING ROTHERHAM ROAD, JAMES WALTON DRIVE AND OLD LANE, HALFWAY.

1.0 PURPOSE

- 1.1 To seek authority to process the Cycle Track Conversion Order required to convert the footpath linking Rotherham Road, James Walton Drive and Old Lane to a shared foot/cycle path and to implement the widened path if and when the Order is confirmed.

2.0 BACKGROUND

- 2.1 The Halfway–Killamarsh Multi-user Path is a collaborative project between Sheffield City Council, Derbyshire County Council and Sustrans that has been developed over the past five years and aims to improve safety and travel opportunities for pedestrians and cyclists between the two locations. The route, when complete, will connect to the Supertram, benefitting users from both Sheffield and Derbyshire.
- 2.2 Part of the project – near Killamarsh – has recently been completed with the installation of two new foot/cycle bridges over a railway and river. The entire route extending from Killamarsh to Halfway Tram Stop, shown on the plan at Appendix A, mainly utilises a new off-road alignment.
- 2.3 Part of the alignment of the next phase of the route will run from Old Lane (in the Halfway Industrial Estate) to James Walton Drive, before the route turns into James Walton Drive itself.
- 2.4 It is proposed to upgrade the footpath, as part of the Halfway–Killamarsh Path scheme, to enable cyclists to avoid the hazardous conditions that they would otherwise encounter by joining Station Road, which is the only available alternative route. The Halfway–Killamarsh Path has a significant Big Lottery Fund contribution, which necessitates a complete route to Halfway Tram Stop.
- 2.5 It is also proposed to upgrade a similar section of footpath from James Walton Drive to Rotherham Road to create a further cycle link to Oxclose and beyond.

3.0 PROPOSALS

- 3.1 The current footpath between Old Lane and James Walton Drive is 2 metres wide with a tarmac surface and lighting columns. It is moderately-well used by pedestrians at present.
- 3.2 In 2010 the Council adopted a 4 metre-wide strip covering the 2 metre-wide footpath and 1 metre-wide verge on each side.
- 3.3 To enable the Halfway–Killamarsh Path, and hence cyclists, to utilise this footpath, officers propose that a Cycle Track Conversion Order is made and the path is widened to 3 metres. The existing footpath would be widened by 1 metre into the verge, mainly on the north-east side of the path to allow the existing lighting columns on the south-west side of the path to remain in situ, although there may be deviations to this alignment within the verge on the south-west to keep clear of a ditch and metal art feature.
- 3.4 3 metres is generally the target width for a shared foot/cycle route. A segregated footpath/cycle way requires at least 2 metre wide path for each user. Whilst segregation between pedestrians and cyclists is desirable if high flows of both users are expected and if width is available, is not possible to get sufficient width to provide segregation of users on the footpath link between Old Lane and James Walton Drive or for most of the Halfway–Killamarsh Path.
- 3.5 A 3 metre-wide shared foot/cycle path is consistent with the majority of the off-road cycle network throughout the City, for example, on the Trans Pennine Trail and National Cycle Network and the rest of the Halfway–Killamarsh Path.
- 3.6 Whilst upgrading the section of footpath from Old Lane to James Walton Drive, it is also proposed to upgrade a similar section of footpath from James Walton Drive to Rotherham Road. This will facilitate cycle connections from the main Halfway–Killamarsh Path to an existing shared footway route that runs along the east side of Rotherham Road. This, in turn, will enable journeys between Oxclose/ Beighton Hollow and Holbrook and Killamarsh, as well as providing a cycle link to a future potential crossing of Rotherham Road.
- 3.7 The plan at Appendix B shows the extent of the proposed upgraded footpath between Points A and D, shown by a dashed line on the plan.
- 3.8 There are existing A-frames anti-motorcycle barriers at Points A, B, C & D (shown on the plan at Appendix B). It is proposed to modify one or more of these barriers (subject to costs) to the more recent ‘K-barrier’ design, which is friendlier to disabled users and cyclists.

4.0 CONSULTATIONS

- 4.1 Consultations will be carried out with Statutory Undertakers and the Emergency Services as part of the Order-making process and detail design. Other necessary statutory bodies will be consulted through the making of the Order.

- 4.2 Residents and businesses adjacent to the footpath at the road interfaces are being consulted on the proposed upgrade of the footpath. Any significant comments that are received will be reported to the Committee.
- 5.0 LEGAL IMPLICATIONS
- 5.1 Legal Services has been consulted and advised that an Order under the Cycle Tracks Act 1984 shall be required to convert the footpath to a shared footpath/cycle track.
- 6.0 EQUAL OPPORTUNITY IMPLICATIONS
- 6.1 Equal Opportunities Implications are addressed in an Equality Impact Assessment made for the wider Halfway-Killamarsh Path. This assessment indicates that the project will: -
- Enable people with mobility and sensory disabilities to travel independently between Halfway and Killamarsh, and link into major bus and tram networks;
 - Promote social inclusion and strengthen community relationships;
 - Require specific consideration at detail design stage on the interaction between various users, the needs of disabled people, and vulnerable people at night.
- 6.2 The Council's Access Officer and the Joint Committee on Mobility of Blind and Partially Sighted People prefer segregation of pedestrians and cyclists. The Department for Transport Local Transport Note 2/04 sets out the Department's recommendation for various types of joint pedestrian and cycle routes. For reasons described in Paragraph 3.4 of this report, in our view it conforms to the advice given in Local Transport Note 2/04.
- 7.0 ENVIRONMENTAL IMPLICATIONS
- 7.1 Formally creating a section of cycle route is aimed at promoting more cycling. This will help to encourage travellers to choose this more environmentally friendly alternative form of transport. Walkers will also benefit from the wider improvements being made during the construction of the Halfway-Killamarsh Path. There are no adverse environmental implications of the Order.
- 8.0 FINANCIAL IMPLICATIONS
- 8.1 The Halfway-Killamarsh scheme is fully funded through the South Yorkshire Local Transport Plan, Derbyshire Local Transport Plan and Big Lottery Fund.
- 8.2 There are minor costs associated with the advertising of the Order and potentially in resolving any objections and/or referring the Order to the Secretary of State. These costs will be met wholly by the scheme budget.
- 9.0 CONCLUSION

9.1 Formal creation of the shared foot/cycle path will benefit the travelling public and has no detrimental effects on the surrounding highway network. A Cycle Track Conversion Order is essential to complete the strategic Halfway-Killamarsh Path.

10.0 RECOMMENDATIONS

10.1 Authorise Legal Services to:

- a. take all necessary action under the powers contained within Section 3 of the Cycle Tracks Act 1984 to make a Cycle Track Conversion Order for the footpath shown in Appendix B, subject to satisfactory arrangements being made with Statutory Undertakers;
- b. confirm the Order as an unopposed Order, in the event of no objections being received or any objections received being resolved;
- c. submit the order to the Secretary of State for confirmation if there are one or more sustained objections.

John Bann
Head of Transport & Highways

21st May 2012

Appendices

- Appendix A: Halfway–Killamarsh Multi-user Path – Location Plan
- Appendix B: Footpath to be upgraded to shared foot/cycle path