
Cabinet Member for City Services

9 December 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Wainbody, St Michael's, Radford

Title:

Designating cycle routes – Canley and City Centre

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive Summary:

As part of the response to Covid-19, some cycle routes within the city are being improved through government funding for active travel. This report seeks approval to create sections of off carriageway cycle route by designating short sections of footway as 'cycle track' utilising the Council's powers under the Highways Act.

Recommendations:

The Cabinet Member is requested to:

- 1) Approve the conversion of a section of footway between Leicester Row and Ringway St Nicholas to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.

- 2) Approve the conversion of a section of footway between the slip roads on Ringway St Nicholas to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 3) Approve the conversion of a section of footway at the junction of Lamb Street/Upper Well Street to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 4) Approve the conversion of a section of footway on refuge on Upper Well Street to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 5) Approve the conversion of a section of footway at the Cannon Hill Road/Charter Avenue junction to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 2.
- 6) Approve the conversion of a section of footway between Charter Avenue and Sir Henry Parkes Road to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 3.

List of Appendices included:

None

Background papers:

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

1. Context (or background)

Through the government's active travel funding programme, a number of cycle routes are being developed across the city responding to an increase in cycling activity that has taken place during the Covid-19 pandemic. The aim is to provide alternative transport options during a period when public transport capacity has been limited due to social distancing requirements, and people have been encouraged to cycle where possible to access work, education and essential services and for recreation.

2. Options considered and recommended proposal

- 2.1 Options for the provision of a temporary route between Upper Well Street in the City Centre and the Canal Basin on Leicester Row have been considered. The design of the Canal Basin Bridge across the ring road limits opportunities for social distancing due to the narrow bridge deck and lack of passing places. Alternative options for a cycle route across the ring road have therefore been considered.
- 2.2 The preferred option includes widening a section of footway from Leicester Row to Ringway St Nicholas for shared use (i.e. use by both cycles and pedestrians). The footway on Ringway St Nicholas is also widened and this includes a section with segregation for people walking and cycling. The connection under the Ring Road at Junction 9 is facilitated by designating the footway between the slip roads for shared use (i.e. use by both cycles and pedestrians). Access into the city centre is facilitated by designating a section of footway build out on Upper Well Street and the adjacent refuge for shared use (as indicated in red in Figure 1).
- 2.3 The off-carriageway parts of the routes will be created using Sections 65 and 66 of the Highways Act 1980, changing the footway to cycle track, so that it can be used by both cycles and pedestrians. Under the Highways Act 1980, a "Cycle Track" means a way that carries a right of way on pedal cycles and/or on foot. The area is outlined in red in Figure 1.
- 2.4 Options for the provision of a cycle route on Charter Avenue between the A45 and Sir Henry Parkes Road, improving access by cycle to the University of Warwick campus, have also been considered. The eastbound carriageway was considered less suitable as width is limited due to on street parking bays. The preferred option is the westbound carriageway with connecting paths at either end.
- 2.5 The preferred and recommended option includes designating a section of footway for shared use at the eastern end of the route between Cannon Hill Road and Charter Avenue (as indicated in red in Figure 2) and at the western end of the route from Charter Avenue to Sir Henry Parkes Road (as indicated in Figure 3).
- 2.6 The off-carriageway parts of the routes will be created using Sections 65 and 66 of the Highways Act 1980, changing the footway to cycle track, so that it can be used by both cycles and pedestrians. Under the Highways Act 1980, a "Cycle Track" means a way that carries a right of way on pedal cycles and/or on foot. The area is outlined in red in Figure 2 and Figure 3.

Figure 1:

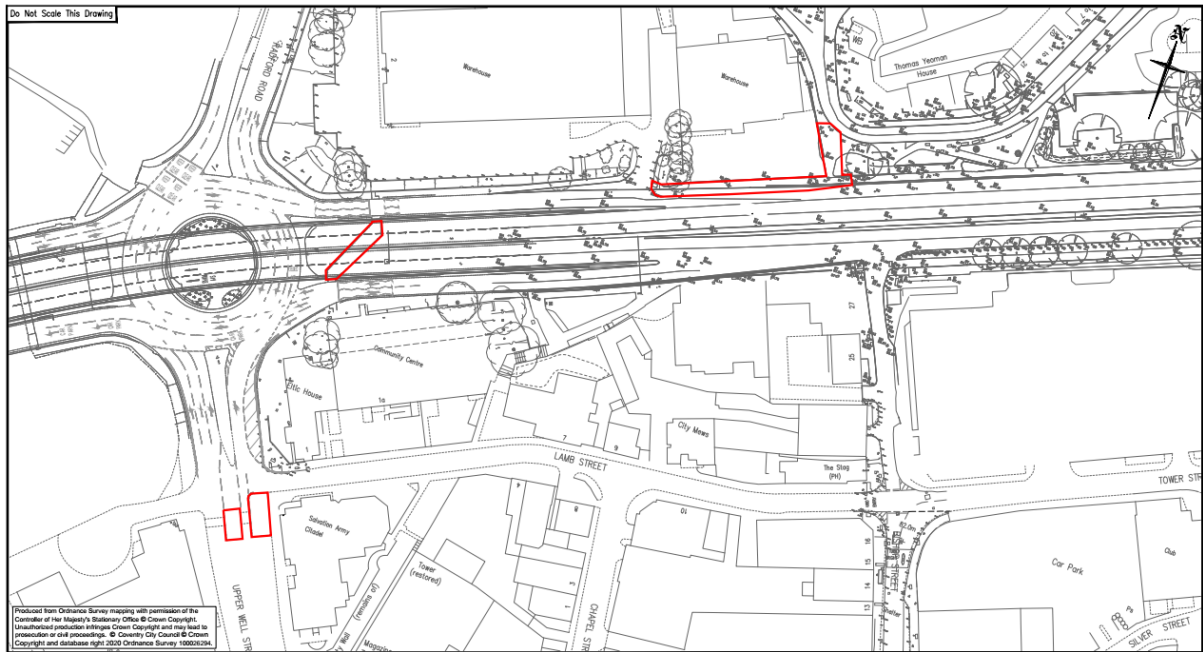


Figure 2:

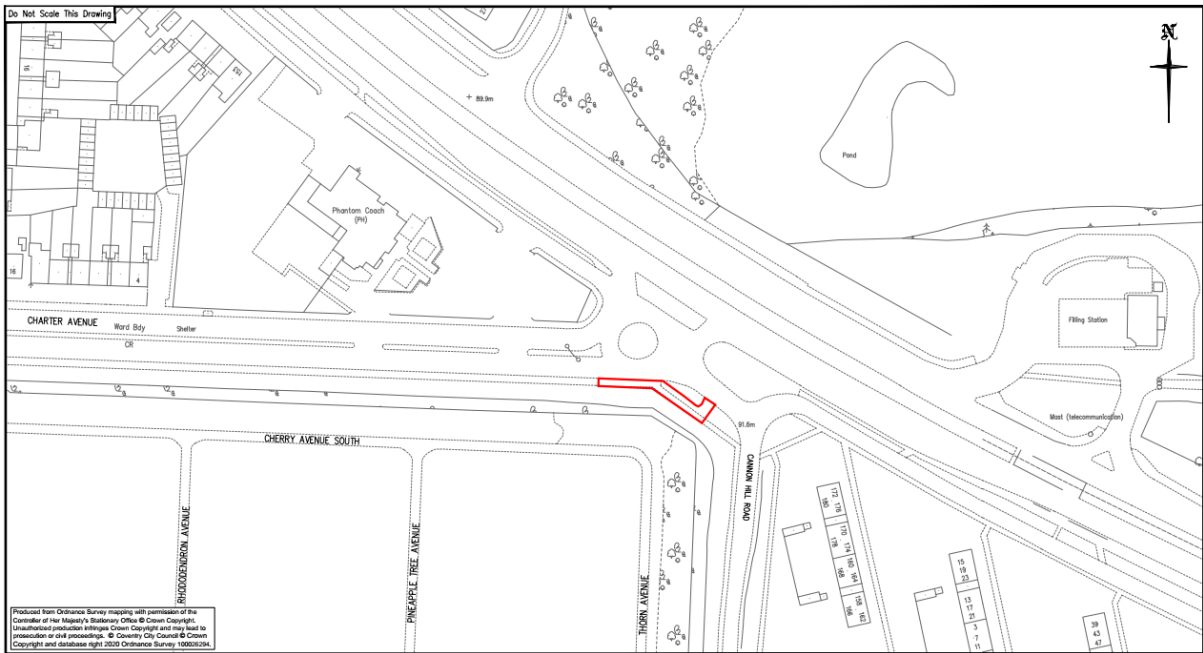
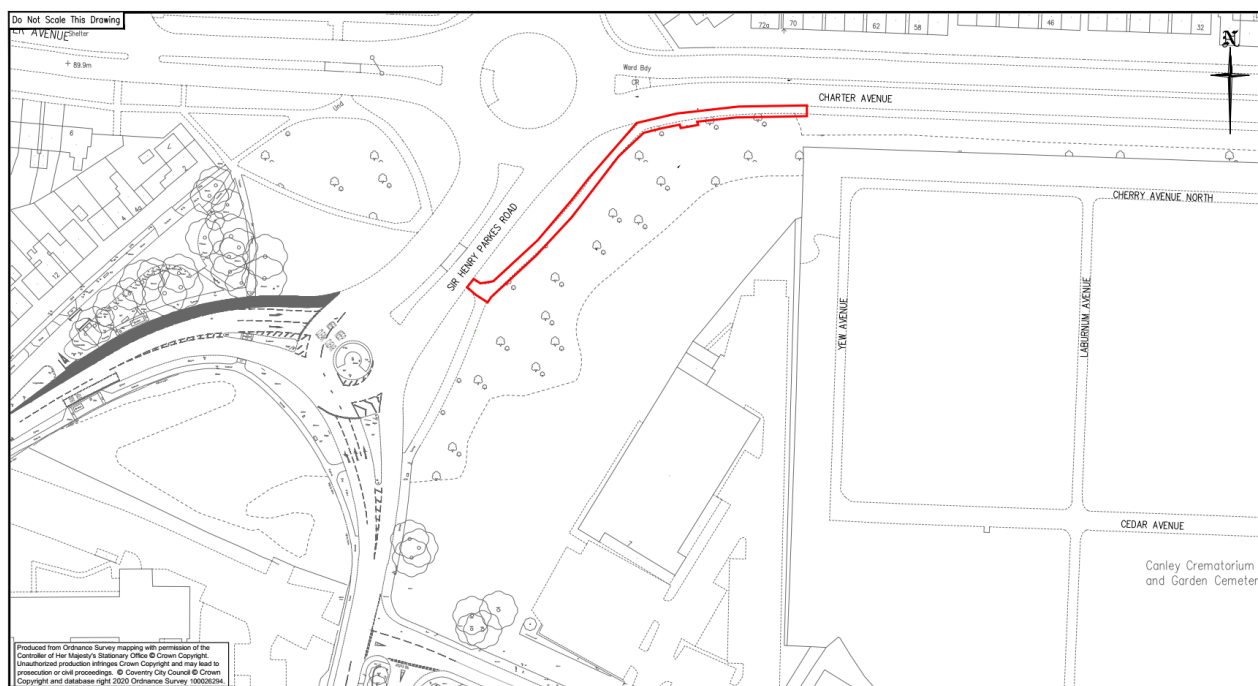


Figure 3:



3. Results of consultation undertaken

- 3.1 The schemes have been developed as temporary measures and have been discussed with Cabinet Member for City Services. Adjoining residents and businesses have received notification of the proposals.

4. Timetable for implementing this decision

- 4.1 If approval is given for these designations, the appropriate signage will be implemented in the 2020/21 financial year.

5. Comments from Director of Finance and Director of Law and Governance

5.1 Financial implications

The signage is funded from the grant allocation of £0.363M from the Department for Transport for active travel fund tranche 1, administered through the West Midlands Combined Authority.

5.2 Legal implications

As a local highway authority, the Council has powers pursuant to s.65 and s.66 of the Highways Act 1980 that allow it to alter the widths of footways and to create cycle tracks. Under the Council's Constitution, these powers are not delegated to officers.

6. Other implications

None

- 6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

These proposals support the Council's core aims, as set out in the Council Plan, by: improving health and wellbeing by helping local residents lead healthier lifestyles by increasing the opportunities for cycling. In addition, the works will promote the growth of a sustainable economy by helping local people to access employment opportunities and also increase access to arts, sports and cultural opportunities

6.2 How is risk being managed?

There are no significant risks associated with the project. Works are minimal and low risk. The overall costs are also relatively low, and any additional costs can be managed within the budget available.

6.3 What is the impact on the organisation?

None

6.4 Equality Impact Assessment (EIA)

An Equality Impact Assessment has been undertaken and no adverse negative impact has been identified. Further monitoring and evaluation is to be undertaken and the schemes will be subject to amendment if required.

6.5 Implications for (or impact on) climate change and the environment

The works will have a positive impact on the environment by improving the cycle network within, making cycling a more attractive travel option for local journeys, thereby encouraging modal shift from car to cycling for such journeys.

6.6 Implications for partner organisations?

None

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