

Cabinet Member for City Services

28th February 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of Transportation, Highways and Sustainability

Ward(s) affected:

Whitley

Title:

Designating Cycle Routes – Abbey Road and London Road

Is this a key decision?

No

Executive summary:

As part of the proposals for the new residential development on London Road, currently going through planning under Whitley Pumping Station planning reference OUT/2020/2521, it is necessary to install a new junction to access the development in line with the planning approval. The new traffic signal-controlled junction between the new development access road, Abbey Road and London Road will include improved cycleway and footway facilities. This report seeks approval to create sections of off carriageway cycle route by designating sections of footway as cycle track, utilising Council's powers under the Highways Act 1980.

Recommendations:

The Cabinet Member is recommended to:

- 1) Approve the removal of footways and construction of cycle tracks over which the public have a right of way on foot between London Road and Abbey Road under Sections 65 and 66 of the Highways Act 1980 on the lengths of road as shown edged red in Appendix 1 to the report.

List of Appendices included:

Appendix 1 – Plan Showing the Extent of the Length of Road for Cycle Track

Background papers:

None

Other useful documents:

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Designating Cycle Routes – Abbey Road and London Road

1. Context (or background)

- 1.1. Under the terms of planning application reference OUT/2020/2521 for Whitley Pumping Station there is a requirement for the City Council to install a traffic signal control at the junction of London Road and Abbey Road, including a new access arm into the proposed development. As part of this scheme, it is proposed to incorporate a short section of segregated cycle way which will create a link in anticipation for future proposals to provide a segregated cycleway and footway along London Road, between Tollbar End and Asda Roundabout. This cycleway is being funded through the Coventry South Sustainable Transport Package, which forms part of the Council's CRTST (City Region Sustainable Transport Settlement) programme as approved by the Cabinet in August 2022.

2. Options considered and recommended proposal

- 2.1. Options for the provision of a traffic signalled controlled junction between the new development access road, Abbey Road and London Road have been considered. An alternative option was for each arm on approach to have facilities with Toucan Crossings, where cyclists and pedestrian share the same space. Even though the vehicular movements were catered for in this layout, to achieve best practice (in accordance with national design standards) separate facilities for pedestrians and cyclists should be provided. The conversion of existing footways to shared use should only be considered when options that reuse carriageway or other (e.g., verge) space have been rejected. For these reasons, this option was discounted.
- 2.2. The recommended option (see Figure 1 below) includes widening of sections of footway on approach to the Abbey Road / London Road junction. The increased width will enable segregated facilities to be provided for cyclists and pedestrians. National design standards set out that cyclists should be physically separated from pedestrians and should not share space with pedestrians (where practicable). At crossings and junctions, cyclists should not share space used by pedestrians but should be provided with a separate parallel route (where practicable). The recommended option meets these requirements.

approved by Cabinet on 30th August 2022, and through Section 106 developer contribution of £150,000 from the Whitley Pumping Station site. The scheme is therefore fully funded.

5.2. Legal Implications

5.2.1 The legal procedure to convert a footway to a cycle track is 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.

5.2.2 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. In this case it is considered that footways for pedestrians only are no longer desirable as the proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

5.2.3 Under the Council's Constitution, these powers are delegated to the Cabinet Member for City Services.

6. Other implications

6.1. How will this contribute to the One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

These proposals support the Council's core aim, as set out in the Council Plan, by improving health and wellbeing by helping residents lead healthier lifestyles by increasing the opportunities for cycling. In addition, the scheme will make the city more accessible for businesses, visitors, and local people through increasing mode choice. By facilitating access to the proposed new residential site, the scheme will also support the provision of new housing within the city to help meet strategic housing needs.

6.2. How is risk being managed?

There are no significant risks associated with the proposal.

6.3. What is the impact on the organisation?

None.

6.4. Equalities / EIA (Equalities Impact Assessment)?

The Equality Impact Assessment (EIA) is completed and being evaluated. The new junction layout will improve pedestrian and cycle connectivity at this location including the provision of new crossings across Abbey Road and London Road.

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, making cycling a more attractive travel option for local journeys, and encouraging modal shift from car to cycling for such journeys.

6.6. Implications for partner organisations?

None

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