PROPOSED CYCLE-PATH FROM PRINCES RD TO GREEN STREET GREEN ROAD

Brent

1. Summary

1. To inform Members and request endorsement of a proposal to permit cycling on the widened footway between Princes Road and Green Street Green Road, as shown in Appendix A.

2. RECOMMENDATIONS

2.1 Members are recommended to endorse the proposal to redesignate approximately 410 metres of widened footway as a shared-use “Cycle Track” between Princes Road and Green Street Green Road, as shown in Appendix A.

3. Introduction

3.1 This scheme is intended to provide a safe route for cyclists to avoid the difficult right turn at the roundabout junction of Princes Road and Green Street Green Road.

3.2 The scheme comprises three parts:

- A widened footway on the south side of Princes Road from the Park Road roundabout to the pedestrian crossing near the northern entrance Leigh Technology Academy;

- A widened footway on the west side of Green Street Green Road from the Park Road roundabout to the south entrance of Leigh Technology Academy;

- Conversion of the Princes Road pelican crossing to a Toucan crossing, so that cyclists can cross legally without being required to dismount and walk their bicycles across the road.

3.3 An additional benefit of the proposal is that it provides a link between the Princes Road cycle path and the main and south entrances to Leigh Technology Academy. Although the Academy has a northern entrance onto Princes Road, this is not open in the evenings when the college hires out its sport facilities.

3.4 This scheme was proposed by a Dartford resident and is supported by Kent police.
4. **Crash Data**

4.1. The Kent Highways Services database of vehicle crashes shows eight accidents on the Park Road roundabout of Princes Road in the last five years. Three of these involved cyclists. The circumstances of the crashes are not clear in every case, but one accident which is well documented involved a cyclist trying to turn right from Princes Road into Green Street Green Road. This took place on Thursday 26th October 2006 at approximately 6pm.

4.2. The proposed scheme is intended to allow cyclists to make this manoeuvre without using the roundabout and to allow them to cross Princes Road by means of a Toucan crossing (to be converted from the existing Pelican crossing).

5. **Details of proposal and additional information**

5.1. Before permitting cycling on the footway on the south side of Prince’s Road and on the west side of Green Street Green Road, it is proposed to widen these paths to 2.5 metres.

5.2. There will be locations where the footway will be wider than 2.5 metres (e.g. at the bus stop) and there may locations where the usable path width has to be limited to about 2 metres due to the presence of pedestrian guard railings, trees or other immovable features.

5.3. It is worth noting that the Department for Transport’s publication LTN2/08 “Cycle Infrastructure Design” acknowledges that widths of cycle paths may be made less than the standard of 3 metres, in areas with fewer cyclists and pedestrians. In fact this is quite commonplace, for example on other parts of Princes Road.

5.4. Surveys have been made of the number of people using the existing Princes Road footway and the Pelican Crossing, and the results are as follows:

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians and cyclists using the south footway of Princes Road between</td>
<td>On foot: 25</td>
</tr>
<tr>
<td>the roundabout and the bus stop. (Measured Fri 14th May 2010, 8am - 9am)</td>
<td>Cycles 4</td>
</tr>
<tr>
<td>Pedestrians and cyclists using the south footway of Princes Road between</td>
<td>On foot: 53</td>
</tr>
<tr>
<td>the bus stop and the pelican crossing. (Measured Fri 14th May 2010, 8am -</td>
<td>Cycles 1</td>
</tr>
<tr>
<td>9am)</td>
<td></td>
</tr>
<tr>
<td>Pedestrians and cyclists crossing Princes Road at the pelican crossing.</td>
<td>On foot: 144</td>
</tr>
<tr>
<td>(Measured on Thurs 29th April between 7:50 and 8:50am)</td>
<td>Cycles 4</td>
</tr>
<tr>
<td></td>
<td>Wheelchairs 1</td>
</tr>
</tbody>
</table>
JOINT TRANSPORTATION BOARD
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5.5. The scheme is awaiting confirmation that it can be funded as part of the 2011/12 Local Transport Programme.

6. Legal issues

6.1. “Cycle track” is the legal term used to describe a way (constituting or comprised in a Highway) over which the public have rights of way on pedal cycles. The legal basis for redesignation of all or part of a footway to a cycle track is sections 65 and 66 of the Highways Act 1980.

6.2. Section 66 of the Act is used to remove the designation of footway and Section 65 is used to formally create the Cycle Track. There needs to be clear evidence that the local highway authority has exercised its powers, and this can be provided by a resolution of this Board.

7. Equal Opportunities Implications (including DDA)

7.1 A Disability Equality Impact Assessment has been carried out and the findings used in the design of the footway to be converted. As a result there are no residual concerns.

8. Human Rights Act implications

8.1 None as a result of this report

9. Crime and Disorder implications

9.1 None as a result of this report

10. Details of Exempt Information Category

10.1 Not applicable

11. Appendices

Appendix A – Map showing location of footway proposed for conversion to cycle track.

BACKGROUND PAPERS: None

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APPENDIX A

Map showing location of footway proposed for conversion to cycle track