Brent & Heath

1. **Summary**

1. To inform Members and request endorsement of proposals to create two short lengths of shared-use cycle paths in Dartford.

2. **RECOMMENDATIONS**

2.1 Members are recommended to endorse the proposal to redesignate approximately 28 metres of footway as a shared-use “Cycle Track” between Central Park and Darenth Road as shown in Appendix A.

2.2 Members are recommended to endorse the proposal to redesignate approximately 18 metres of widened footway as a shared-use “Cycle Track” on the west side of Prince’s Road adjacent the junction with North Road as shown in Appendix B.

3. **Introduction**

3.1. These two schemes are modifications to existing cycle path projects that have already been authorised.

4. **Path from Central Park to Darenth Road**

4.1. Dartford Borough Council have recently constructed a path to link from Central Park to Darenth Road. To be precise, the eastern end of the newly constructed path is at the Fastrack bus-stops near the end of Brent Lane. The final 28 metres of the route to Darenth Road is via the existing footway built to link the Fastrack bus stops to Darenth Road, as shown in the drawing in Appendix A.

4.2. This final 28 metres of existing footway are two metres wide, though closest to the Fastrack route there are pedestrian guard rails that narrow the effective width of the path to 1.5 metres.

4.3. In order to legally allow cycling on the existing footway, it is necessary to redesignate the footway to become a “cycle track”. The footway would be widened to be 2.5 metres wide, (effective width 2 metres where there are pedestrian guard rails).

4.4. At present the footway is lightly used, though clearly more people are likely to use the path when the route through the park is opened. The zig-zag shape of the path will keep cyclists to a low speed.
5. Path on Princes Road adjacent North Road

5.1. At the Board meeting on 8th December 2009, Members were briefed on the plan to redesignate the footway on the north side of Princes Road as a “cycle track”. Members approved the plans, and this will provide a useful extension to Dartford’s cycle network and safe routes to school.

5.2. The new proposal is to link the above cycle route to North Road, and comprises an improved pedestrian island in Princes Road and 18 metres of shared-use footway / “cycle track” from the island to North Road. This is shown in Appendix B. The existing footway here would be widened to be at least 3 metres width, by correspondingly reducing the area of grass verge.

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)

6.1 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

7.1 None as a result of this report

9. Crime and Disorder implications

8.1 None as a result of this report

10. Details of Exempt Information Category

9.1 Not applicable
11. Appendices

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

BACKGROUND PAPERS:  None

Contact Officers :  Peter Slaughter
Contact Number:  08458 247 800

Kent County Council
APPENDIX A

Map showing location of footway proposed for conversion to cycle track
APPENDIX B

Map showing location of footway proposed for conversion to cycle track