

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: BARROWFORD AND WESTERN PARISHES COMMITTEE

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BARROWFORD CYCLE PATH – BOOTHS' SECTION 106

PURPOSE OF REPORT

To update members on progress with the Barrowford shared-use path which will be funded from the Booths' development Section 106 monies.

RECOMMENDATION

(1) That members note the report.

REASON FOR RECOMMENDATION

To update members regarding the Booths' Section 106 Agreement for cycle facilities.

BACKGROUND

1. In 2009, £30,000 was approved under the Booths' Section 106 Agreement to the Council for enhancing of cycle facilities relevant and local to the supermarket.
2. Money which is not spent by the Council seven years after it was received has to be paid back to Booths.
3. The money was received by the Council in 2014, which means it must be spent by 2021.
4. A scheme has been drawn up and has been discussed with Lancashire County Council's Cycling Officer (no longer in post) and Pendle's Cycle Forum.
5. The initial idea came from Pendle's Cycle Forum via Pendle Leisure Trust's "Let's Ride" Cycling and Walking Officer (also no longer in post). The "Lets Ride" scheme set up guided rides along the towpath and through Barrowford Park to the Heritage Centre. The request was to create a safer link along Colne Road to reconnect to the towpath and form a circular

route. Cycling along the busy Colne Road to the towpath did not feel safe with a group of novice cyclists.

6. The scheme is included in Pendle's Cycling Legacy Strategy and will create a safe circular route for cycling connecting Barrowford to the canal towpath which also forms Route 68 of the Sustrans National Cycle Network (NCN).
7. It is a fantastic connection for people travelling by bike to access Booths and Booths' café as they can use the footbridge directly across from Booths and pick up the cycle path in Barrowford Park up to Colne Road, onto Route 68 on the towpath and beyond.
8. It should encourage people who are not confident cycling on the roads to cycle to schools and work and also to Booths and links Booths with Nelson, Colne, Barnoldswick and Earby by bike by accessing the towpath.

CURRENT SITUATION

9. The designs at Appendices 1 to 4 have been approved by LCC Highways. However, there is a section of the route which has caused delays due to landownership. LCC Estates is helping us to resolve this.
10. We will send letters to all residents on Colne Road consulting with them.
11. LCC Highways will write a report asking for the route to become a designated cycleway once the residents approve and the landownership issues are resolved.
12. The scheme will be put out to tender soon to establish exact costs.

IMPLICATIONS

Policy: The route is included in Pendle's Cycling Legacy Strategy 2016–2021 and will provide a means to get more people cycling more for short journeys in and around Barrowford.

Financial: It is expected that we may require a small additional amount of funding to complete the route but this will be established once the scheme has been put out to tender. We will submit a bid to the Barrowford and Western Parishes and Colne Area Committee Capital Programmes if this is the case.

Legal: LCC Highways will write a report requesting that the route becomes a designated cycleway.

Risk Management: Once the route becomes a designated cycleway it will come under the responsibility of LCC Highways.

Health and Safety: The Council is required to meet all relevant legal requirements for the effective management of health and safety risk and has policies and procedures in place to ensure health and safety standards are maintained which will be followed when putting the scheme out to tender in accordance with our Contract Procedure Rules.

Climate Change: Encouraging more people to cycle for short journeys will help to reduce carbon emissions in the longer term.

Community Safety: The scheme will enable people to access the work place and schools more safely by bike as well as providing attractive circular leisure routes.

Equality and Diversity: Mobility scooters and wheelchair users will be assisted by the widening of the footway providing better access for people with disabilities. The route might also encourage parents to allow their children to cycle to school and this could help encourage more parents and in particular women to cycle with their children to school and for leisure.

APPENDICES

Appendix 1: Scheme Drawing, Section 1.

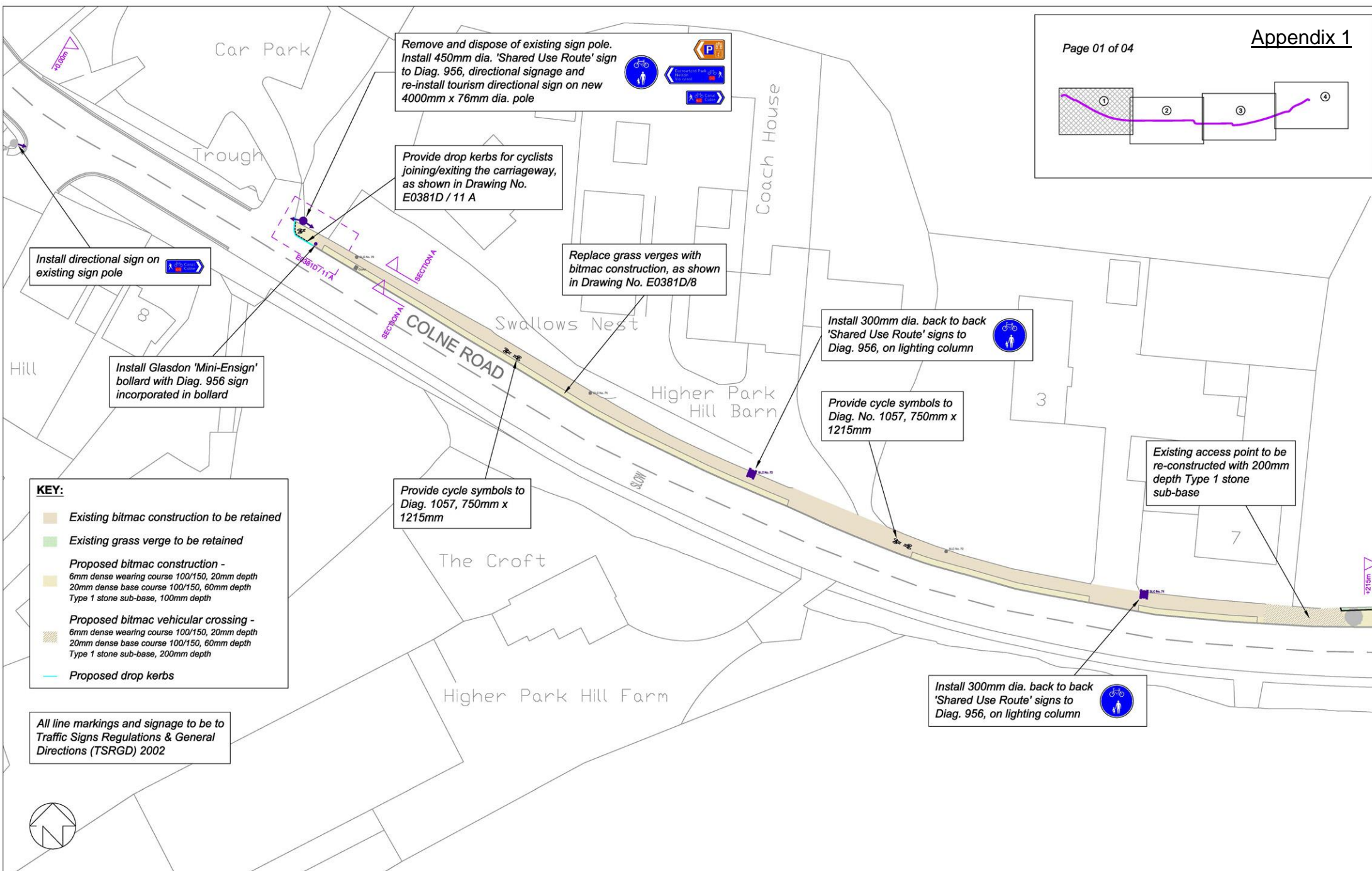
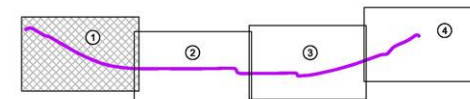
Appendix 2: Scheme Drawing, Section 2.

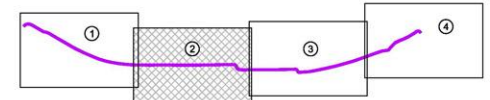
Appendix 3: Scheme Drawing, Section 3.

Appendix 4: Key Plan showing cycle connections around Booths.

LIST OF BACKGROUND PAPERS

None.





Section of new footway to be tapered from 2.5m standard width to 2.9m where speed limit signage is situated



Replace section of existing grass verge with 2.5m wide bitmac construction, with remainder of verge to be retained, as shown in Section B in Drawing No. E0381D/ 8 A

Access point to be constructed with 200mm depth Type 1 stone sub-base, new drop kerbs adjacent to carriageway and pcc edgings to retain new construction at edge of adopted extents

Provide drop kerbs for cyclists joining/exiting the carriageway, as shown in Drawing No. E0381D/ 12 A

Provide cycle symbols to Diag. 1057, 750mm x 1215mm

Install 750mm 'Cycle Route Ahead' sign to Diag. 950 and 300mm dia. back to back 'Shared Use Route' signs to Diag. 956, on new 3500mm x 76mm dia. pole



Provide cycle symbols to Diag. 1057, 750mm x 1215mm

Install 450mm dia. 'Shared Use Route' sign to Diag. 956 and directional signage on new 3500mm x 76mm dia. pole

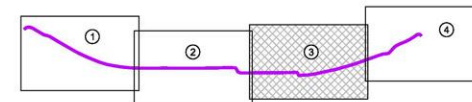


All line markings and signage to be to Traffic Signs Regulations & General Directions (TSRGD) 2002



KEY:

- Existing bitmac construction to be retained
- Existing grass verge to be retained
- Proposed bitmac construction -**
 - 6mm dense wearing course 100/150, 20mm depth
 - 20mm dense base course 100/150, 60mm depth
 - Type 1 stone sub-base, 100mm depth
- Proposed bitmac vehicular crossing -**
 - 6mm dense wearing course 100/150, 20mm depth
 - 20mm dense base course 100/150, 60mm depth
 - Type 1 stone sub-base, 200mm depth
- Proposed drop kerbs



Remove bench and tree stump to facilitate widening of footway

Install 750mm 'Cycle Route Ahead' sign to Diag. 950 on lighting column



Provide cycle symbol to Diag. No. 1057, 750mm x 1215mm and solid white line to Diag. 1049, 150mm wide, in order to delineate edge of route

Retain existing stone path

COLNE ROAD

Provide cycle symbols to Diag. 1057, 750mm x 1215mm

Vegetation to be cut back by other contractor prior to commencement of works

Remove tree stump and section of low level wall to allow for new construction. Remove gate and amend fenceline to accommodate barrier installation, as shown in Drawing No. E0381D / 13 A

Install 300mm dia. back to back 'Shared Use Route' signs to Diag. 956, on new 3000mm x 76mm dia. pole



Install back to back 450mm dia. 'Shared Use Route' sign to Diag. 956 and directional signage on new 3500mm x 76mm dia. pole



KEY:

- Existing bitmac construction to be retained
- Existing grass verge to be retained
- Existing stone path to be retained
- Proposed bitmac construction -
6mm dense wearing course 100/150, 20mm depth
20mm dense base course 100/150, 60mm depth
Type 1 stone sub-base, 100mm depth
- Proposed bitmac vehicular crossing -
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Type 1 stone sub-base, 200mm depth
- Proposed drop kerbs

All line markings and signage to be to Traffic Signs Regulations & General Directions (TSRGD) 2002

KEY:

- Existing Off Road/Shared Use Route
- Existing On Road Route
- Proposed Shared Use (Footway) Route
- Shops/Commercial
- Education/Leisure/Transport
- Large Employment Sites
- Proposed Development

