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THE GREEN, DEVIZES SHARED USE CYCLE PATH

Purpose of Report

1. To consider the comments received following the advertisement of the Cycle Track Order associated with the proposed shared use cycle path across The Green, Devizes.

Relevance to the Council's Business Plan

2. Outcome 3 of the Business Plan – Everyone in Wiltshire lives in a high quality environment.

Outcome 5 of the Business Plan – People in Wiltshire have healthy, active and high quality lives.

Background

3. The cycle network has been developed in partnership between Wiltshire Council and Devizes Community Area Partnership (DCAP). During the development of the cycle network within Devizes it was considered that a key element to improving the cycle infrastructure within the area of Nursteed Road, Southbroom Road and Roses roundabout, would be the conversion of the existing path linking to a shared use cycle path.
4. The development and improvement of a cycle network in Devizes is a priority for the Community Area Board who recognises that it forms a key facility to encourage alternative methods of transport for local car users. Following approval of the defined cycle network, consideration was given to the various recommendations by the Community Area Transport Group (CATG) at its meeting on 12 March 2012, who decided its priority for improvement was the introduction of a cycle path across The Green, and committed funds to develop a proposal.
5. The development of two alternative proposals (Option 1 - a shared use proposal, 3.0 metres wide and Option 2 - a segregated path, 5.0 metres wide) were presented and discussed at the CATG meeting on 12 September 2012. The group recommended that Option 1 was its preferred option, with the proviso that Devizes Town Council also supported this option, and that the Town Council also supported the necessary introduction of the street lighting. To assist with potential further discussion regarding the requirements for street lighting the group decided to commit funding towards the development of a street lighting design.
6. The Town Council considered the proposals at its Planning Committee Meeting on 25 September 2012, and resolved to support Option 1. However, it did not support the associated introduction of street lighting.
7. The decision by the Town Council was discussed at the CATG meeting on 14 January 2013, where it was decided that discussions should continue with the Town Council. In

response to the queries and points raised by the Town Council a formal response was provided outlining the street lighting requirements for a cycle path. The Town Council then discussed this issue further at its Planning Committee on 19 February, who resolved to defer any further decision until a public consultation exercise had been undertaken.

8. The results of the local consultation were discussed at the Town Council's Planning Meeting on 5 March 2013, where the Council agreed to the proposal to allow street lighting.
9. Following this agreement, the Devizes Community Area Board has now submitted a bid to fund a proportion of the overall scheme cost from the substantive CATG budget, which received approval in September 2013.
10. To facilitate the conversion of the footpath to a cycle path there is a requirement to create a Cycle Track Order. Prior to the formal advertisement of the Order, the process necessitates consultation with national consultees, including Friends of the Earth, Living Streets, Cyclists Touring Club, Joint Committee on Mobility for Disabled People, Joint Committee on Mobility for Blind and Partially Sighted People, Ramblers' Association, Devizes Town Council, the emergency services and Locally Elected Member. The only response received came from Wiltshire Police and related to a technical detail with the design.
11. During the formal advertisement of the Cycle Track Order, one comment in objection has been received.

Main Considerations for the Council

12. To consider the comments received during the consultation period. A summary of the issues raised is included in **Appendix 1**. Details of those who commented are provided in **Appendix 2**.

Safeguarding Implications

13. There are no safeguarding considerations relating to this proposal.

Public Health Implications

14. The introduction of a shared use cycle path will provide an important link within the Devizes cycle network. It is considered this will improve the alternative travel options available to the local community. Given the recorded air quality concerns within Devizes, measures which assist in improving air quality within Devizes are considered beneficial to public health.
15. The conversion of the path to a cycle path will improve links to Devizes School and Devizes Leisure Centre, thus allowing greater promotion of alternative modes of transport with the associated health improvements.
16. The provision of a cycle path across The Green will facilitate an off carriageway alternative for cyclists who currently have to negotiate 'Roses' roundabout. At present, there are no recorded personal injury collisions involving cyclists at this location; however, the provision of an off carriageway facility is considered to assist in maintaining this.

Environmental Impact of the Proposal

17. The introduction of a shared use cycle path will provide an important link within the Devizes cycle network. It is considered this will improve the alternative travel options

available to the local community. Given the recorded air quality concerns within Devizes, measures which assist in improving air quality within Devizes are considered beneficial to public health.

18. The introduction of additional infrastructure associated with a cycle way (road markings, traffic signs, street lighting) can be considered detrimental to the visual environment.

Equalities Impact of the Proposal

19. There are none with this proposal.

Risk Assessment

20. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget.

Financial Implications

21. There is an allocation in the 2013-14 Local Transport Plan (LTP) Integrated Transport budget for design, construction, supervision and monitoring works.
22. If a decision is taken to delay the current proposal this may result in the loss of the budget.

Legal Implications

23. None.

Options Considered

24. To:
 - (i) Implement the proposal as advertised.
 - (ii) Abandon the proposal.

Reason for Proposal

25. The proposed scheme to permit cycling across The Green is a key element to improving the cycle network within Devizes. The proposal has been developed in conjunction with and support from Devizes Town Council, the Area Board, Devizes Community Area Partnership and Cycle Devizes.

Proposal

26. That the proposal be implemented as advertised.

The following unpublished documents have been relied on in the preparation of this Report:

None