

CYCLE TRACKS ACT 1984 CONVERSION OF PARTS OF TWO PUBLIC
FOOTPATHS TO SHARED FOOTPATH/CYCLE TRACK AT HUTCLIFFE WOOD,
SHEFFIELD.

1.0 PURPOSE

- 1.1 To seek authority to process the Cycle Track Order required for converting parts of Definitive Footpaths numbered SHE/270 and SHE/271 to a shared footpath/cycle track at Hutcliffe Wood in the Beauchief area of Sheffield, as shown coloured green on the plan.

2.0 BACKGROUND

- 2.1 An opportunity has been identified to use Section 106 funds from nearby developments to provide a footpath/cycle track in this area.
- 2.2 Footpaths SHE/270 and SHE/271 are unsurfaced routes that travel through Hutcliffe Wood, linking Hutcliffe Wood Road and Abbey Lane.
- 2.3 Footpath SHE/270 commences at Hutcliffe Wood Road, shown as point 'A' on the plan attached as Appendix A, and terminates at Abbey lane shown as point 'E' on the plan.
- 2.4 The affected part of footpath SHE/271 commences at point 'C' on the plan attached as Appendix A, and continues until it meets footpath SHE/270 at a point shown as 'D' on the plan

3.0 PROPOSALS

- 3.1 To convert parts of footpath SHE/270 and SHE/271 to a shared footpath/cycle track, as shown green on the plan.
- 3.2 To construct a new section of footpath/cycle track linking footpath SHE/270 and SHE/271, commencing at a point shown as 'B' and joining SHE/271 at point 'C' as shown on the plan attached as Appendix A.
- 3.3 Definitive Footpaths SHE/270 and SHE/271 are recorded as being 3ft wide along their entire route. Where it is converted to a shared footpath/cycle track the width will be increased to approximately 2.5m.

3.4 The paths being converted and newly created will be constructed from crushed stone. Short lengths, where the path meets Hutcliffe Wood Road and Abbey Lane, will be finished with a tarmac surface. This will help reduce surface erosion.

4.0 LEGAL IMPLICATIONS

4.1 The Director of Legal and Governance has been consulted and has advised that it would be appropriate to process an Order under the Cycle Tracks Act 1984 to convert parts of the Definitive Footpaths to a shared footpath/cycle track.

4.2 A local highway authority may in the case of any footpath for which they are the highway authority, by order made by them and confirmed by them as an unopposed order, designate a footpath, or any part of it, as a cycle track. This order may be confirmed by the authority as an unopposed order only in the form in which it was made.

4.3 In the event that objections are received that cannot be resolved and therefore the order cannot be confirmed as an unopposed order, the local highway authority will re-evaluate whether the order should be confirmed. Should the decision be made to proceed, approval will be sought via a subsequent Committee report making clear the difference in approach – namely the local highway authority shall ask that the order be confirmed by the Secretary of State either in the form in which it was made or subject to such modifications as he thinks fit.

4.4 Once the order has been confirmed, the footpaths to which the order relates shall continue to be highway but shall become highways over which the public have a right of way on pedal cycles (other than pedal cycles which are motor vehicles) as well as on foot.

5.0 HIGHWAY IMPLICATIONS

5.1 The new shared footpath/cycle track will provide cyclists with an off-road route giving them the option of avoiding a significant length (approximately 1.2km) of Abbeydale Road South.

5.2 The conversion of these sections of footpath to shared footpath/cycle track on the basis described in Sections 2 and 3 above should not adversely affect the public's enjoyment of the area and will have no detrimental effect on the surrounding highway network and its users.

6.0 CONSULTATIONS

6.1 Consultations have been carried out with Statutory Undertakers (i.e. utility companies), the Emergency Services, and other relevant bodies, including footpath societies. Ward Councillors have also been informed.

6.2 Not all the consultees had responded at the time of writing this report. Of those that have responded no objections have been received.

6.3 If any negative comments relating to this application are received before the Planning and Highways Committee meeting, they will be reported verbally.

7.0 EQUAL OPPORTUNITY IMPLICATIONS

7.1 Footpaths SHE/270 and SHE/271 are unmade often muddy tracks. The improved converted and newly created shared route will improve pedestrian access, particularly for less able bodied people and also for pushchair users.

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 There are no specific environmental implications. The provision of additional traffic free routes for cyclists is part of the Council's strategy to encourage the use of cycling as an alternative to motorised transport.

9.0 CONCLUSION

9.1 Creation of the shared footpath/cycle track should not adversely affect the public's enjoyment of the area and will have no detrimental effect on the surrounding highway network and its users.

10.0 FINANCIAL IMPLICATIONS

10.1 All costs associated with this proposal will be funded from s106 monies, any additional costs outside the scope of this agreement would be funded by Transport, Traffic and Parking Services.

11.0 RECOMMENDATIONS

11.1 To raise no objections to the proposal to convert the Definitive Footpaths numbered SHE/270 and SHE/271, as shown coloured green on the plan, to a shared footpath/cycle track. This would be subject to satisfactory arrangements being made with Statutory Undertakers in connection with any of their mains and services that may be affected.

11.2 Authority be given to the Director of Legal and Governance to

- a. take all necessary action to convert the footpaths to a shared footpath/cycle track under the powers contained within Section 3 of the Cycle Tracks Act 1984.
- b. confirm the Order as an unopposed Order, in the event of no objections being received, or any objections received being resolved prior to the Order being confirmed.

Steve Robinson
Head of Highway Maintenance

7th March 2017

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