



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**SUSTRANS CONNECT 2
Proposed cycle track - Ingrebourne Hill
site and Dover's Corner
Outcome of public consultation**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report recommends that a cycle track on the eastern side of Rainham Road between the Ingrebourne Hill site and Dover's Corner be approved for implementation to support the completion Sustrans Connect 2 scheme, following the completion of public consultation.

The scheme is within the **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the cycle track on the eastern side of Rainham Road between Ingrebourne Hill and Dover's Corner is approved for implementation as detailed in this report and shown on the following Drawings;

QL011/1001A; QL011/1002A; QL011/1003A; QL011/1004A

2. That it be noted that the estimated cost of the whole Sustrans Connect2 scheme is estimated to be £1,558,000.
3. That it be noted that the estimated cost of the highway elements of the scheme set out within this report is £65,000 and can be funded through the 2012/13 Transport for London Local Implementation Plan allocations for the Ingrebourne Valley Sustrans Connect 2 project and the Big Lottery Sustrans Connect 2 allocation. Management procedures are in place to ensure completion within the financial year.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 20th March 2012, the Highways Advisory Committee considered a report proposing a range of highway improvements between Pages Wood (Harold Wood) and Rainham Village, via Upminster in support of the implementation of Phases 2 & 3 of the Sustrans Connect 2 scheme (National Cycle Route 136 – The Ingrebourne Way). The committee was advised that Phase 1 of the scheme between Noak Hill and Shepherds Hill had already been implemented.
- 1.2 The committee recommended that the scheme proceeds with some alterations and this was subsequently agreed by the Cabinet Member for Community Empowerment under Executive Decision 70/12. This work is currently being implemented.
- 1.3 A section was planned to run between Hornchurch Country Park and Dover's Corner via the Ingrebourne Hill site and land adjacent to the River Ingrebourne. Because of problems in gaining agreement with some of the land owners involved, Streetcare has been asked to look at an alternative route along the eastern side of Rainham Road.

- 1.4 Drawings QL011/1001A to 1004A show an arrangement whereby a 3m wide cycle track is provided between the access to Ingrebourne Hill and the existing cycle tracks and toucan crossing at Dover's Corner. This cycle track would be shared by pedestrians and cyclists.
- 1.5 The section of cycle track between Dover's Corner and a point approximately 60 metres north of the telephone exchange is within existing public highway. The remaining section is partly within highway, but requires the dedication of a strip of land as highway. The owner of this strip, Ingrebourne Valley Ltd, supports the proposal and the Council is in negotiation with them for the land dedication.

2.0 Public Consultation

- 2.1 The position of the cycle track proposal means that very few frontagers are affected (the Albion Public House, British Telecom and Ingrebourne Valley Limited). The frontagers were written to seeking their views.
- 2.2 In addition, HAC and ward members were provided with a set of the consultation information along with the Council's standard list of highways consultees and members of the Council's Cycle Liaison Group.
- 2.3 The consultation period ran from 15th to 29th November 2012 and in addition, notices were erected on site to advertise the proposals.
- 2.4 By the close of consultation 5 responses were received as set out in Appendix I.
- 2.5 During the consultation process, the agent for the Albion Public House sought confirmation of the current site layout. A plan was sent and no further comments received.

3.0 Staff Comments

- 3.1 The former secretary of the Ramblers Association for Havering raises a number of issues. The comments (points 1 and 3) relating to PRoW (Public Rights of Way) Plan do not relate to this proposal which relates to public highway, maintainable at public expense. Comments 4 and 5, equally do not apply to this proposal, but have been passed to Staff who deal with such.
- 3.2 In response to the concern about cyclists using a path used by pedestrians, Staff would comment that a 3 metre shared-use cycle track is appropriate in this situation and is certainly the same treatment provided elsewhere on the route already approved and constructed.
- 3.3 Staff recommend that these proposals are recommended for implementation as they form a vital link in the overall route between Noak Hill and Rainham

and without implementation, the project will not realise its full potential in providing a connection to Rainham Village and the River Thames.

IMPLICATIONS AND RISKS

Financial implications and risks:

The costs of implementing the whole scheme is estimated to be £1,558,000 delivered in three phases as set out in the Cabinet Report of 15th July 2009.

The estimated cost of the element scheme set out within this report is £65,000 and can be funded through the 2012/13 Transport for London Local Implementation Plan allocations for the Ingrebourne Valley Sustrans Connect 2 project and the Big Lottery Sustrans Connect 2 allocation.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Connect 2 Capital budget.

Spend will need to complete by 31st March 2013, to maximise access to TfL grant.

Other issues are set out in the Cabinet Report of 15th July 2009 Executive Decisions dated January 2010 and August 2012

Legal implications and risks:

The Council may convert existing footways into cycle tracks, by technically “removing” the footway under Section 66(4) of the Highways Act 1980 as amended and “constructing” the cycle track under Section 65(1) of the Highways Act 1980 as amended.

The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act 1980 as amended.

Land may be dedicated as public highway under Section 38 of the Highways Act 1980 as amended.

Other issues are set out in the Cabinet Report of 15th July 2009 Executive Decisions dated January 2010 and August 2012.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Shared pedestrian and cycle facilities (cycle tracks) are not always seen by some interest groups as desirable, but given the highway and land space available and the more leisure route it serves, it is appropriate to allow cyclists to legally use off-carriageway sections of the highway to more safely access the Connect2 route.

Other issues are set out in the Cabinet Report of 15th July 2009 Executive Decisions dated January 2010 and August 2012

BACKGROUND PAPERS

Cabinet Report of 15th July 2009 and Executive Decisions dated January 2010 & August 2012

Project Scheme File Ref: QF103 Sustrans Connect 2 – Phase 1
QK042 Sustrans Connect 2 – Phases 2 & 3
QL011 Sustrans Connect 2 – 2012/13

**APPENDIX I
CONSULTATION RESPONSES**

Respondent	Comments
Mr Shaw 29 Aldwych Close	Fully behind further cycle routes and this one from Noak Hill is excellent, wonderful and tremendous news. Can't wait to use it.
Mr Whitehouse (member of Havering Cycle Liaison Group)	Proposals are fine, but the access barriers into the Ingrebourne Hill site need improvement.
Mr Cullen Past Ramblers' Association Footpath Secretary for Havering	<p>I refer to your letter advising of the Sustrans proposed Cycle route No.136 and must express my concern that the Council will act to the detriment of walkers.</p> <p>1) I am not aware that it has produced a draft PRow Improvement PLAN as per the CROW ACT 2000, or even consulted the Rambler's Association.</p> <p>2) that paths used by pedestrians individually or with young children (& or dogs) will be used by cyclists some (many) who have little respect for pedestrians.</p> <p>3) Where the paths are PRow, I formally object to the cyclist's route not being segregated as far as possible and where not sufficient room is available for a separate path that cyclists that they are made aware that they should be considerate and give way to pedestrians. This to be signed.</p> <p>4) Please advise me as to the action that is proposed where the route coincides with the LOOP (London Outer Orbital (FOOT) Path.</p> <p>5) I would also ask what action has taken place to publish an up to date Definitive Map and Statement as the current edition is dated 28th April 1971 and seriously out of date.</p>
Cllr Breading	<p>Could consideration be given for traffic calming where the track meets Rainham Road.</p> <p><i>Staff confirmed that the track is off carriageway and the locality has a large refuge and a speed camera to help influence local traffic speeds. Cllr Breading expressed satisfaction with the response.</i></p>
Cllr Durant	<p>Creating a pavement as shown in the drawings is a good idea.</p> <p><i>Cllr Durant sought clarification of where route runs into the Ingrebourne Hill site, which Staff provided.</i></p>