



**Havering**  
LONDON BOROUGH

# REGULATORY SERVICES COMMITTEE

# REPORT

31 January 2013

<b>Subject Heading:</b>	<b>Authority to enter into a Section 25 Agreement under the Highways Act 1980 to create a bridleway Harold Court Road as part of the Sustrans Connect2 Project</b>
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<b>Policy context:</b>	<b>Local Development Framework</b>
<b>Financial summary:</b>	<b>None</b>

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

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input type="checkbox"/>
Valuing and enhancing the lives of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

## **SUMMARY**

This report relates to the Sustrans Connect2 project which aims to transform local travel in communities through new sustainable transport routes. The objective is to increase participation in using sustainable modes of transport, including walking and cycling in everyday journeys.

The London Borough of Havering was successful in its bid to the Big Lottery Fund's "Living Landmarks: The Peoples Millions" and as part of that funding this Council was awarded £880,000 from Sustrans Connect2 for the Ingrebourne Way Sustrans Connect2 Project. The funding needs to be committed by 31<sup>st</sup> March 2013.

Part of the route shown on the plan annexed to this report between points "A" and "B" is owned by Network Rail and that part between points "B" and "C" is owned by Essex County Council. Both owners are willing to dedicate the land as a bridleway which would allow cycle use.

## **RECOMMENDATIONS**

That the Council enter into an agreement under Section 25 of the Highways Act with the owners of the land between points "A" and "B" and points "B" and "C" on the plan annexed to this report to secure a bridleway between points "A" and "C" with access for cyclists.

## **REPORT DETAILS**

- 3.1 The Council has secured funding from Sustrans, a British Charity whose objective is to promote sustainable transport. The funding of £880,000 needs to be committed before March 31<sup>st</sup> 2013. As part of the Sustrans flagship project, the National Cycle Network, the Sustrans Connect2 Project aims to create signed cycle routes within this Borough.
- 3.2 The Sustrans Connect2 routes largely use existing paths in parks and over existing rights of way and adopted highway. The route which runs along Harold Court Road between points "A" and "C" is currently used by cyclists but on a permissive basis. The path which is not adopted highway or a public right of way between points "A" and "C" is well surfaced in particular between points "C" to "B".

- 3.3 Lengthy negotiations have taken place between officers and the owners of the way, Network Rail and Essex County Council and an agreement has been drafted under section 25 of the Highways Act 1980 to facilitate the dedication of the way as a bridleway which would allow use by cyclists and secure part of the cycle routes network which Sustrans are funding.
- 3.3 This part of the network is critical to promoting cycling and walking within the Borough and forms a link in the chain of routes which together comprise the Sustrans Connect2 Project. As this part of Harold Wood Court is not a public right of way or public highway an agreement with the owners to dedicate it as highway (bridleway) is necessary to secure this part of the route.

## IMPLICATIONS AND RISKS

### 4.1 **Financial Implications and Risks:**

The costs of the drafting of the Section 25 Agreement are modest as all of the work is undertaken in-house. Any further costs associated with the agreement will be recouped through the Sustrans Connect 2 funding.

### 4.2 **Legal Implications and Risks:**

Legal Services will be required to draft the Section 25 agreement and negotiate with the owners.

### 4.3 **Human Resources Implications and Risks:**

There are no such implications directly attributable to the proposals.

### 4.4 **Equalities and Social Inclusion Implications:**

Routes for cycling and walking should have a positive effect in increasing exercise and improving health in general. Signage for routes will be considered carefully to endeavour to ensure maximum use of the routes.

## CONCLUSION

This part of the Sustrans Connect2 route at Harold Court Road currently has no authorised public access. The route is safe and well surfaced and provides a safe route for cyclists and walkers. The dedication of the route as a bridleway through a Section 25 Agreement

with the owners of the route will secure the route for amongst others cyclists and walkers.

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**CHERYL COPPELL**  
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### **Background Papers List**

1. Executive Decision 12/89 dated 9<sup>th</sup> August 2012.