

8 November 2016		ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Cycling Infrastructure Plan – Update		
Wards and communities affected: all	Key Decision: Not applicable	
Report of: Ann Osola – Head of Transportation and Highways		
Accountable Head of Service: Ann Osola – Head of Transportation and Highways		
Accountable Director: Steve Cox – Director of Environment and Place		
This report is public		

Executive Summary

In July 2014 Thurrock was awarded £5 million towards cycle route improvements to be delivered across the Borough by 2019. The Council is committed to enhancing Thurrock's cycle network; making it easier and safer to get around the Borough by bike, connecting routes, providing access to key employment and residential centres; offering an attractive alternative to using the car.

This report provides an update on progress with the implementation of the Thurrock Cycle Infrastructure plan since the award of the growth fund monies in April 2016 with the first phase of £1.6m schemes planned of construction in spring and summer of 2017-18.

1. Recommendation(s)

1.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee receive an update on the roll-out of Thurrock Cycle Infrastructure Programme and provide comments to inform subsequent phases of the programme.

2. Introduction and Background

2.1 In July 2014, as part of the South East Local Enterprise Partnership's Growth Deal with government, Thurrock was awarded £5m for delivering of Cycle Infrastructure Projects between 2016 and 2019.

2.2 To develop Thurrock routes and to improve access to employment, growth hubs, areas of regeneration and provide sustainable alternative in already

congested corridors, the project proposed a network of cycling and walking facilities.

- 2.3 In 2015, a cycle audit was completed across the borough to review existing routes and identify missing links and barriers to cycling, as well as new routes that would lead to increased uptake in cycling. The schemes were prioritised for their potential to bring about modal shift in more congested areas, particularly on the home to work or school journey and focussed in areas where access to housing, jobs and future growth is vitally important.
- 2.4 The results of this audit fed into the production of a Cycle Infrastructure Delivery Plan (referred to hereafter as cycle plan) to support the business case for economic growth in the borough. The cycle plan identified a rational network of cycle routes, incorporating existing facilities alongside potential routes from known popular origins and destinations.
- 2.5 Each scheme was scored against a matrix to understand the maximum benefits that each measure could achieve. The scoring matrix consisted of a number of factors such as scheme cost, safety benefit, access to facilities and deliverability etc. Thus, more than 35km of new and improved cycle facilities have been identified across the borough including a total of 46 missing links and opportunities.

3. Issues, Options and Analysis of Options

- 3.1 Since award of funding in 2014, a procurement exercise was undertaken to appoint specialist consultants to undertake a feasibility assessment and subsequent detailed designs of the chosen schemes. Feasibility designs and outline costings have been completed and the scheme was broken down into 3 tranches.
- 3.2 As endorsed by January 2016 Cabinet (Decision 01104343), the final business case was submitted to the South East Local Enterprise Partnership's Accountability Board which was followed by a programme entry funding allocation in April 2016 of £5m with £1.6m for tranche 1 implementation commencing in early 2017.
- 3.3 An initial consultation on the proposed cycle and pedestrian network was presented to the public in June 2016 to ensure participation of the residents in decision making process. A detailed design of tranche 1 schemes was then commissioned which is due to end by December 2016 when the schemes will be batched to identify potential cost savings through joint procurement exercises for construction.
- 3.4 The schemes with very high deliverability scores proposed for tranche 1 are include in table below:

Scheme no(s).	Description
71 & 79	West Thurrock Way: Shared path and toucan crossings

29	South Ockendon: Advisory cycle lanes
52	Devonshire Road: New shared path
12 & 13	Purfleet bypass - New shared path
15	Purfleet bypass - Toucan crossings
30 & 31	South Ockendon: New shared path and crossing
53	Chafford Hundred: New Toucan crossings
77	Lakeside Basin: New toucan crossing
10	Purfleet: New shared path
20	Aveley: New shared path
14	Purfleet: Relocation of sign
9	Purfleet: New toucan crossings
84	Grays: New off road cycle link
47, 48 & 49	Chafford Hundred: New Toucan crossings
41	South Ockendon: New toucan crossing and de-cluttering
95	Chadwell St Mary: New shared path

3.5 Alongside the construction activity of tranche 1 schemes, a procurement of design services is planned to undertake feasibility and detailed designs of the tranche 2 schemes to enable a pipeline of schemes to be developed for implementation before the end of financial year 2017-18. The last tranche of works is currently planned for delivery in 2018-19.

4. Reasons for Recommendation

4.1 To provide an update on the roll-out of Thurrock Cycle Infrastructure Programme with view to obtain comments to inform subsequent phases of the programme.

5. Consultation (including Overview and Scrutiny, if applicable)

5.1 The cycle plan has been developed in collaboration with the local access forum and cycle groups. The progress of the scheme has been approved by the Cabinet in January 2016 and public engagement was undertaken on the emerging feasibility designs in June 2016 through an online consultation to seek feedback on the proposals. Each scheme will be subject to further public consultation, including posting of notices on site to advertise the creation of the cycleway and amendment to the Traffic Regulation Orders.

6. Impact on corporate policies, priorities, performance and community impact

6.1 This report is consistent with all five corporate priorities:

- **Create** a great place for learning and opportunity
- **Encourage** and promote job creation and economic prosperity
- **Build** pride, responsibility and respect
- **Improve** health and well-being
- **Promote** and protect our clean and green environment

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Finance Officer – Management Accounts

There are no financial implications associated with this report.

7.2 Legal

Implications verified by: **Vivienne Williams**
Planning and Regeneration Solicitor

This report serves as information and does not foresee any legal implications.

7.3 Diversity and Equality

Implications verified by: **Rebecca Price**
Community Development Officer

Cycling provides an affordable and accessible mode of transport, providing significant environmental, health and well-being benefits. It is not envisaged that particular diversity or equality issues will be raised through the implementation of the cycle plan; however, further consultation with the diversity and equality team will be undertaken as schemes progress to identify and mitigate any issues as appropriate.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

- None

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- 13 January 2016 Cabinet report – Highways and Transportation Works Programme and Policies Update
- SE LEP Business Case – Thurrock Cycle Network v3.0

9. Appendices to the report

- None

Report Author:

Adrian Barritt

Transportation Development Manager

Transportation & Highways