

Committee(s)	Dated:
Epping Forest and Commons	12 September 2016
Subject: Request for the dedication of Forest Land to support Transport for London cycle improvements - Quietway 6 (Mile End to Barkingside) SEF 36/16	Public
Report of: Superintendent of Epping Forest	For Decision
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Summary

The Mayor of London and Transport for London are working with the London Boroughs of Redbridge (LBR) and Newham (LBN) to install cycle Quietway 6 – between Mile End and Barkingside within financial year 2016/17.

The Quietway route will bring a range of benefits to the open spaces in the area including the impact of reduced carriageway widths and consequent traffic speed reductions; the removal of vehicle parking on the northern edge of Capel Road adjoining Wanstead Flats; improved signage and the installation of a Toucan crossing improving connections with the Cemetery and Crematorium.

This report seeks your Committee's approval to dedicate a total area of 77m² of Forest Land to LBN and LBR for nil consideration to enable these local highway authorities to undertake the installation of the section of Quietway 6, which runs adjacent to Forest Land. The cost of installation and future care and maintenance costs are to be met by the local authorities.

Recommendation(s)

Members are asked to:

- Approve the proposal to dedicate to public highway 37 m² of Forest Land to LBN to facilitate the installation of Quietway 6 - Mile End to Barkingside.
- Approve the proposal to dedicate to public highway 18 m² of Forest Land to LBR to facilitate the installation of Quietway 6 - Mile End to Barkingside.
- Approve the proposal to convert the existing wayleave agreements with LBR covering 22m² to public highway
- Approve the agreement to a formal 'land bank' arrangement with the relevant Local Authorities which will allow Epping Forest to periodically receive compensatory land from named land within the Acquisition Strategy.
- Authorise the Comptroller and City Solicitor to undertake the necessary legal documentation to dedicate the necessary Forest Land.

Main Report

Background

1. The Mayor of London's Office and Transport for London (TfL) have allocated funding to support the growth of cycling as a sustainable transport method for the City to make London an easier, better place to travel around and a more pleasant place to live and work.
2. Having completed many of the cycle super-highways and progress well underway on the 'Mini-Holland' schemes, investment is now focusing on 'Quietways' proposals. Quietways are slower, but still direct routes, using low-traffic side streets and open spaces for those seeking a more pleasant, relaxed journey.
3. TfL have been working in partnership with the London Boroughs and Sustrans to deliver the first seven Quietways by spring 2017, with the first route being launched in June 2016. An overview of these routes is shown in Appendix 1.
4. The proposed Quietway 6 covers a distance of 9.9 miles (16km). One section of Q6 follows Capel Road, Forest Drive and Aldersbrook Road alongside Wanstead Flats measuring approximately 1.25 miles (2km). The extent of route six can be seen in Appendix 2.
5. By improving the provision for cycling and walking, a TfL Quietway Demand Analysis Report (2014) projected an increase in use of 11% or approximately 1600 trips along the length of the route per day.
6. The proposal makes links between 13 parks/public open spaces to improve access and connectivity for residents and park visitors, including Mile End Park, Victoria Park, Queen Elizabeth's Olympic Park, Wanstead Flats, City of London Cemetery and Crematorium (CoL Cem & Crem), Wanstead Park, Valentines Park and Fairlop Waters Country Park.
7. The proposed priority (Belisha beacon controlled) toucan (two-can) crossing at Aldersbrook Road will improve access to Wanstead Flats from the Aldersbrook and Wanstead village areas. Similarly, it will make the City's Cemetery & Crematorium easier and safer to access from Manor Park and Forest Gate by foot or bicycle
8. The removal of car parking on the north of Capel Road will facilitate easier and cheaper road verge management. Damage to vehicles from stones dislodged during brushcutting and/or flailing is currently a real challenge.
9. Public consultation has been extensive including route wide consultation undertaken in July 2015 on the Newham website. Of 179 responses, over 80 made comment on the Capel Road section, with around half of these objecting in particular to plans to remove on-street parking and ban turning restricting access from Capel Road to Woodford Road.

10. In February/March 2016, 1152 local residents of the Capel Road scheme were consulted on revised proposals. 60 responses were received, broadly supporting the revised proposals especially the safer crossing of Woodford Road and the cycle segregation.

Current Position

11. The majority of the Q6 design is contained within existing highway in both the LBN and LBR sections of the route. This will benefit the Forest as there is evidence that a reduction in carriageway width reduces driver speeds which, in turn, lowers air pollution.
12. There are four small sections, three in LBN and one in LBR, which require the use of Forest Land to deliver the scheme. The cumulative area of these sections is 55m².
13. LBN are requesting to convert three sections of Forest land (totalling 37m²) to hard surfacing and/or tactile pavers to facilitate;
- a. the consistent width of the 2.5m cycle path where a segregated footway and cycle path are proposed (30m²) near the junction with Forest Drive, Appendix 3: Plan 1 Capel Road (East) outlined in green.
 - b. adequate space to manoeuvre a bicycle off the carriageway and onto the cycle path at the junction with Forest Drive (1m²), Appendix 3: Plan 1, Capel Road (East) outlined in green and
 - c. a safe route for pedestrians using the remodelled crossing point on Woodford Road (6m²), near the junction with Capel Road (West), Appendix 3: Plan 2, shown in blue.
14. LBN propose to purchase and install at their cost an orientation panel and frame matching those newly acquired by Epping Forest as part of the Heritage Lottery Funded Branching Out Project. This will assist visitors to the Forest arriving at the improved Capel Road /Woodford Road junction.
15. LBR are requesting an extension of 18m² to their existing hard surface bus stop wayleave agreements to facilitate safely routing cyclists back onto the carriageway.
16. The existing bus shelter, servicing Forest visitors, is situated on hard surfaced Forest land, maintained by LBR. This was granted locally by means of three wayleave agreements. The bus shelter was erected in 1953 by the London Transport Executive (now TfL), agreed by East Ham Borough Council and by grant of a wayleave by CoL. In 1970, a further wayleave was granted to permit the hard surfacing of the shelter location and once again in 1978 to hard surface an additional 4m. The area covered by existing wayleave agreements totals 22m².
17. It is proposed that the shelter be moved into the re-aligned carriageway, facilitating the cycleway on the existing hard surfaced wayleave to the rear. Cyclists cannot safely re-join carriageway either directly in-front or behind a stationary bus and the bus stop cannot safely be relocated to the south due to the

proximity of the pedestrian crossing. The proposed safe routing requires an extension to the hard surfacing, an area of Forest Land (18m²) outlined in Appendix 3: Plan 3, shown in blue.

18. Q6 is to be delivered by London Boroughs of Newham and Redbridge by the end of the financial year 2016/17.
19. Early in negotiations, it became evident that neither LBN nor LBR have suitable compensatory land available, at this time.
20. As reported to your Committee in May 2016 recent reviews of previous highway dedication schemes reveal that the City of London has accepted payment for dedication schemes and in one instance an exchange of land. Officers recommend that compensatory land should be sought from the Highway Authority in relation to each dedication through the development of a 'land bank'.

Options

Option 1 – Approve the requested works

21. Instruct LBN to install, wholly at their expense, the three areas (37m²) of hard surfacing/ tactile pavers to facilitate the installation of Q6, adjacent to Forest at Capel Road junctions with Forest Road and Woodford Road.
22. Instruct LBR to install, wholly at their expense, 18m² of hard surfacing and a drop kerb to facilitate a safe route for cyclists to re-join the carriageway on Aldersbrook Road.

Option 2 – Do not approve the works

23. Leave as existing. This option will not improve cyclist or pedestrian safety or improve access for Forest visitors arriving by bicycle or on foot. This option will not secure the maximum benefit for Forest visitors and might negatively affect good working relationships with our neighbouring local authorities and TfL. This option does not support sustainable transport objectives and the reduction of air pollutants or secure the improved Toucan crossing connection with the City of London Cemetery and Crematorium or road verge management benefits.

Proposals

24. Subject to approval of your Committee, it is proposed that the City of London grants a Deed of Dedication for nil consideration to each delivering local authority (LBR and LBN) to enable them to install and maintain the Q6 route.
25. Subject to approval of your Committee, it is proposed that the City of London extinguishes existing wayleave agreements with LBR for the bus stop and hard surfaced area thus consolidating into one dedication agreement.

26. Subject to approval of your Committee, it is proposed that an area equal to that of the area dedicated to each Local Authority is added to the developing 'land bank' for return to the Forest in the future.
27. Subject to approval of your Committee, it is proposed that the agreements include a stopping up order to prevent any alternative highway use without agreement of your Committee and guaranteeing the land be returned to Forest should the highway be altered in the future.

Corporate & Strategic Implications

28. Corporate Plan (2015-19) Key policy priorities 3 and 5; 'Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health' and 'Increasing the outreach and impact of the City's cultural, heritage and leisure contribution to the life of London and the nation'.
29. Open Spaces Department Objective 4: 'Improve the health and wellbeing of the community through access to green space and recreation'.
30. Epping Forest Transport Strategy: 'providing improved accessibility to the Forest for all users especially those arriving by public transport or on foot, bicycle or horseback.'
31. This report will positively impact on accessibility and sustainability.

Implications

32. **Financial** - The installation of Q6 is estimated to total £4,437,000. The LBR and LBN delivered section which runs adjacent to Forest will cost an estimated £839,000 to install. The segregated cycle facility and large shared used pedestrian footway proposed will improve access for visitors to Epping Forest and the streetscape improvements proposed will soften the transition between the urban environment and Forest land.
33. All installation works and the future maintenance of Q6 are proposed to be undertaken by the local authority with highways responsibility at its cost, thus there are no financial implications for the City.
34. **Legal** - Under section 33 (1.)(iv) of the Epping Forest Acts 1878 & 1880 the Conservators have the general power, 'To maintain and make roads, footpaths and ways, and to dedicate roads to the public, subject to the laws of highways...'
35. **Property** – none

Conclusion

36. The Quietways network will eventually reach across London, enabling people to cycle to work, the shops or their local green spaces to meet their friends safely

and comfortably. More people travelling by bike will relieve pressure on transport arteries and is good for businesses and public transport in London.

37. The softening of the urban environment adjacent to Forest land, improved pedestrian and cyclist access to Epping Forest and the CoL Cemetery & Crematorium and reduced pollution levels are all desirable benefits delivered by this scheme.

Appendices

- Appendix 1 – Overview of 7 Quietway Routes
- Appendix 2 – Quietway Route 6 (Mile End to Barkingside)
- Appendix 3 – Aldersbrook Road, Capel Road (West) & Capel Road (West) Junction realignment plans

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