
HALL ROAD CYCLE LINK TO ROCHFORD TOWN CENTRE

1 SUMMARY

- 1.1 This report seeks Members' views on the use of Council owned land in Rochford to allow the extension of the Hall Road cycleway to the Town Centre.

2 INTRODUCTION

- 2.1 The Hall Road cycleway currently ends at the Eastern end of Hall Road on the far side of the railway bridge from Rochford Town Centre.
- 2.2 This arrangement is reasonably satisfactory for those cyclists wishing to access the railway station, but for those looking to travel to the Town Centre and beyond, the only option is to transfer to the road and to negotiate the busy junction at Ashingdon Road/Bradley Way/Hall Road.

3 THE PROPOSAL

- 3.1 The Council owns land between Hall Road and the station access (see Appendix 1).
- 3.2 County Highways has considered various options and concluded that a suitable scheme can be designed using Rochford Council's land to enable the Hall Road cycleway to be extended to the station access and then beyond along Bradley Way. (See Appendix 2). It should be noted that a small section of land is in the ownership of Anglian Water and would also need to be incorporated in the new route.
- 3.3 As mentioned above, it is intended that the cycleway should be extended along Bradley Way past the entrance to the railway station. The proposed route is shown on the map at Appendix 3 to this report. The route along Bradley Way is on land currently within the control of County Highways.

4 DISCUSSION

- 4.1 There is no doubt that bringing the Hall Road cycleway closer to the Town Centre makes sense, although a complete linkage cannot be achieved, due to the restrictions imposed by the width of the railway bridge.
- 4.2 In order to successfully extend the cycleway, there is a requirement to utilise land owned by Rochford District Council and Members will need to decide whether this is an appropriate use of a piece of land that currently serves no substantive purpose.
- 4.3 If Members were minded to accept the proposal, the way forward would be for the Council to enter into an Agreement (Section 38) with the County Council,

to enable the County to formally adopt the land, to enable construction of the cycleway.

- 4.4 Whilst there is no doubt that the Hall Road cycleway is not heavily used by cyclists, the addition of further links will enhance its attractiveness and promote increased usage. This link between Hall Road and the station access can be provided as a positive enhancement to the cycleway network.
- 4.5 It is intended that the cycleway will then be further extended along the whole length of Bradley Way and this will provide for a safe route for cyclists around the town centre.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 Road safety issues are a key concern for residents and the provision of segregated routes for cyclists is a positive contribution to safety.

6 RESOURCE IMPLICATIONS

- 6.1 The construction of new cycleways is funded from Essex County Council's Local Transport Plan capital pot. The money included in the LTP budget cannot be used for any other purpose and if not spent is likely to be taken back into the budget and reallocated to cycling measures elsewhere in the County.

7 LEGAL IMPLICATIONS

- 7.1 Transfer of the required area of land for the cycleway can be undertaken using the provisions of Section 38 of the Highways Act.

8 RECOMMENDATION

- 8.1 It is proposed that the Committee **RESOLVES**

That the land shown in Appendix 2 to this report be transferred to Essex County Council under the provisions of Section 38 of the Highways Act for the creation of a cycleway, and that the proposals for a cycleway in Bradley Way be supported.

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Background Papers: Letter from Essex County Council dated 20th August 2003

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