

BRIEFING PAPER

King George V Pedestrian and Walking Cycle Route – Sherford to Elburton Link



PROPOSAL

The project proposal is to deliver a 3m wide segregated shared footway and cycle way connecting Sherford to Haye Road along the Northern perimeter of King George V field, which is owned and maintained by Plymouth City Council, see appendix I for a scheme plan.

This is an essential link that delivers a transport obligation set out in the Section 106 agreement for the Sherford Development. The Section 106 refers to the scheme as the 'North Elburton Cycle Connection.' It will promote a sustainable transport network for Sherford, encouraging healthy lifestyles and sustainable travel choices. The route will be lit and accessible for disabled users.

The proposal is funded entirely by a transport obligation negotiated as part of the Sherford Section 106 agreement.

It is anticipated that the project will start on site during Summer 2018 and take 12 weeks for construction. The construction area will be fenced off to enable the playing fields to be used as normal. The footway and cycle way will be subject to a full planning application and the statutory consultation process. The local ward member Cllr Pengelly has been involved from the inception of the project through to the detailed design being finalised. A briefing has also been provided to the Elburton Residents Group. The developers have also reviewed the designs.

NEED

This project delivers part of the transport strategy for Sherford, a new community on the edge of Plymouth delivering 5,500 new homes and 83,000 square meters of employment space. It will provide a sustainable travel connection to encourage sustainable travel and reduce reliance on the private car. The new Haye Road Link (1st section of Sherford Main Street) is located between the KGV playing field and the Quarry. The scheme comprises a new bund, segregating the quarry from the road, two lanes and bus lane but no pedestrian and cycle facility. At the time of determining the planning permission for the Main St it was understood that a pedestrian/ cycle facility could not fit into the land available. To remedy this PCC negotiated and secured a contribution of £300,000 in the Sherford S106 to pay for the design and construction of the North Elburton Cycle Link (a route along the side of KGV playing field). The principal of the route is established in the Highway's and Public Transport schedule 11.1 of the Section 106. It connects into Vinery Lane and onto the Sherford footway/ cycle way and will link on to the proposed new leisure centre and pool. It also safeguards a future opportunity to link into the wider strategic walking and cycling network as set out in the Councils Local Transport Plan and draft Joint Local Plan.

The Haye Road Link, now constructed has had a Stage 3 Road safety Audit which identifies the risk to pedestrians, cyclists and less mobile users because there is no provision in place. The Designer Response to this issue acknowledges the intention to deliver a path along the perimeter of the field. The Council in its role as the responsible Highway Authority have accepted the intent to deliver this route as a satisfactory response to the Road Safety Audits recommendation.

OPTIONS

Option 1 – Do nothing. This is not a feasible option because pedestrians and cyclists would be at risk as there is no alternative direct route connecting to Sherford. A legal obligation has been agreed in Planning Application 06/02036/OUT to provide the pedestrian and cyclists route.

Option 2 - Create a pedestrian and cycling link along the Northern perimeter of KGV. This would provide a 3m wide lit, segregated route accessible by all non-motorised users. It would be parallel to the new link road, so would provide an obvious and accessible alternative to the road. It also provides the potential for a future connection on to the disused railway path and though to the Quarry development.

In addition this proposal will provide additional benches and additional tree planting in locations identified by Cllr Pengelly for the enjoyment of the community.

The preferred option is Option 2 because it delivers the section 106 obligation to deliver a pedestrian and cycle facility and addresses the Road Safety Audit issue.

FUNDING

The full costs of the route have been secured through Section 106 funding related to the Sherford Development (Planning ref 06/02036/OUT) obligation for North Elburton Cycle Connection £300,000 plus index linking of £20,722. A S106 spend certificate is attached.

The project costs have been estimated at £320,722 including contingency and risk as of August 2017, a revised cost is required due to the delay in starting the scheme, however there is sufficient contingency to allow for any uplift. Once the project is completed any remaining S106 funding for this obligation will need to be returned to the developer.

The estimated breakdown of the project costs is as follows:

SWH works cost	191,736.43
Contingency and risk	47,071.16
Sub-total	228,807.59
<i>Other costs</i>	
Street Lighting works	15,000.00
Connection WPD	1,500.00
Tree pruning	750.00
Archaeological Watching Brief	2,000.00
Ecology Survey	1,255.00
Planning Application	1,690.00
Service Diversions	500.00
Design fee commitment	10,000.00
Supervision fees	19,219.41
Maintenance - commuted sum	30,000.00
Overall cost	320,722

REVENUE IMPLICATIONS

Once complete Plymouth City Council will own the footway/cycleway and will be responsible for the ongoing maintenance. The maintenance of the path is anticipated to cost £2000, per year. The commuted sum will provide maintenance for the next 15 years.

RISKS

Political & public support

There is a risk that the shared path will not have public support.

This will be managed by working with the local ward member and PCC communication team. The route provides a permeable surfaced route in a location next to a trodden grassy area. It also provides a route that will benefit all members of the community and enable them to access facilities and services at Sherford. It is key that these positive messages are put forward.

Planning Application refused

A Planning application will be submitted in May 2018 for reasons mentioned above this route is essential and addresses a road safety issue and delivers on a commitment negotiated in the Sherford Section 106. If the route is not given planning permission then the Section 106 money will be returned to the developer.

Selection of contractor

South West Highways, PCC term maintenance contractor will be undertaking the work.

RECOMMENDATION

It is recommended that the Leader of the Council:

- Approves the briefing note
- Allocates £320,722 for the project within the Capital Programme to be funded by Section 106.
- Authorises the procurement process
- Delegates the award of the contract to the Assistant Director for Strategic Planning & Infrastructure