



**Havering**  
LONDON BOROUGH

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Rt Hon Grant Shapps MP  
Secretary of State for Transport  
Department for Transport  
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[REDACTED]  
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22<sup>nd</sup> November 2021

[www.havering.gov.uk](http://www.havering.gov.uk)

Dear Secretary of State,

**Responses by London Borough of Havering, Essex County Council and Transport for London (TfL) to Secretary of State on New Route for Non-Motorised Users**

Thank you for your letter inviting any further comments on the New Route for Non – Motorised Users following responses from local authorities and the Applicant on 29<sup>th</sup> October.

London Borough of Havering, Essex County Council and Transport for London wish to submit a joint statement to the Secretary of State providing the latest position from the local highway authorities' perspective.

The respective local highway authorities recognise the comments made by the Applicant in para 3.2.2 of their response that the NMU route proposals in their entirety can only be delivered with the agreement of the other highway authorities. All three respective highway authorities are fully committed to seeing the route in its entirety delivered and this was expressed to the Examining Authority during the examination period both in written form and during verbal hearings. We look forward to working with the Applicant to ensure this successful outcome.

The three local highway authorities would like to restate the position set out to you in the correspondence of 29<sup>th</sup> October, namely, that to secure the delivery of the full NMU route, the Secretary of State could include a requirement in the DCO for the Applicant to enter into a Unilateral Undertaking with the local planning authorities to deliver the full NMU route by March 2025.

Furthermore, we would suggest that the delivery of the full NMU route in its entirety is necessary in order for the scheme to be considered compliant with National Networks National Policy Statement para 3.17, which states *“The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.”*

**Cleaner, Safer, Prouder Together**

Including a requirement in the DCO concerning the entire NMU route would provide certainty to the respective local highway authorities that the policy compliance of the scheme has been met.

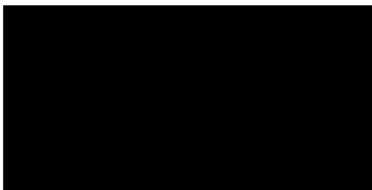
Yours sincerely,



Daniel Douglas

**Team Leader Transport Planning**

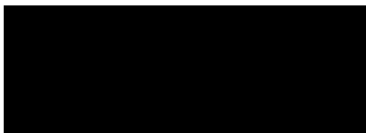
**London Borough of Havering**



**Andrew Cook**

**Director of Highways & Transportation**

**Essex County Council**



**Matthew Rheinberg**

**Major Projects Manager, City Planning**

**Transport for London**