

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	31 March 2016
Title:	Project Appraisal: Alton Eastern Gateway – Pedestrian and Cycle Improvements
Reference:	7370
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Alton Eastern Gateway – Pedestrian and Cycle Improvements, as set out in the supporting report, at an estimated cost of £605,000 to be funded from Developer Contributions, LTP funds and Operation Resilience.

1.2. These improvements form the second phase of works linked with the 20mph zone within Alton. There are no further additional extensions to the 20mph zone currently identified or programmed.

1.3. Scheme Outline

The scheme consists of traffic management measures and associated infrastructure that are required to extend the existing 20mph zone in an easterly direction from Alton town centre. This is the second phase of works in Alton which will consist of a number of highway measures in Normandy Street, Anstey Road and Paper Mill Lane.

1.4. Alternative Options Considered and Rejected

Do Nothing – this option was considered and rejected as the scheme was developed in partnership with East Hampshire District Council. Public consultation carried out in 2013 as part of the scoping study indicated strong support for the scheme.

1.5. Measures of Success

The proposed extension to the 20mph zone will extend the influence of the town centre by creating a calmer entry from the east, employing a means to reduce speed and encourage safer manoeuvring. Afterwards, scheme speed surveys will be commissioned.

2. Background

- 2.1. In 2013 Hampshire County Council was working in partnership with East Hampshire District Council on a project to develop a transport strategy for Alton. The aim was to bring together a number of different initiatives being worked on at the time including the Street Sense project around Amery Hill school; cycle routes into the town centre; reducing traffic speeds on the approach to the town; Quality of Place town centre environmental improvements; and improving the accessibility between Alton railway station and the town centre.
- 2.2. An early scoping exercise was carried out in July 2013 to gauge support for the initial scheme concept. At this stage of public consultation the proposals to extend the Town Centre 20mph zone were being developed together with the Alton station to town centre accessibility improvements.
- 2.3. Subsequently, a feasibility study was commissioned which had two distinct parts with the intention to deliver them independently as separate schemes. The scheme proposals for the initial 20mph zone extension were approved on 4 November 2015 and will be delivered early in 2016. The subject of this report is to extend the 20mph zone further east, which will include improvements for pedestrian and cycle access between Alton railway station and the town centre and will form the final phase of the general Alton Town Centre Improvement Project.

3. Finance

- 3.1. The total funding package includes a £110,000 commitment from the now closed Quality of Place Programme. This commitment has been ringfenced and is shown below as LTP funding.

3.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	50	8.2	Developer Cont'ns	563
	Client Fee	8	1.3	LTP	10
	Supervision	7	1.2	Operation Resilience	32
	Construction	540	89.3		
	Total	<u>605</u>	<u>100</u>	Total	<u>605</u>

3.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4.8	0.005%
	Capital Charge	56.0	0.036%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Feb 16	Jun 16	Sept 16	Sept 17

5. Scheme Details

- 5.1 The scheme entails extending the 20mph zone from Orchard Lane along Normandy Street and Anstey Road as far as Adams Way, and along Paper Mill Lane as far as Waterside Court.
- 5.2 Amendments will be made to the splitter islands at the Orchard Lane at its junction with Normandy Street in order to improve pedestrian accessibility.
- 5.3 The existing paving to the northern footway along Normandy Street from Orchard Lane as far as Alton infants school will be replaced with buff coloured Saxon paving as will the paving on the southern side of Normandy Street from the Alton infants puffin crossing to Paper Mill Lane. This will serve to enhance the visual amenity of the area. Additional footway and carriageway enhancements using block paving and coloured surfacing will be carried out on the footway to both sides of Anstey Road and the carriageway between Station Road and Nursery Road, in order to improve safety for pedestrians in this much frequented area.
- 5.4 Raised tables 75mm high will be provided in Anstey Road at the Littlefield Road junction, at the Alton infants school pelican crossing in Normandy Street which will be upgraded to a puffin, at the pelican crossing in Anstey Road near Park Close Road which will be upgraded to a puffin, and finally along Paper Mill Lane 35m from the junction of Normandy Street. In addition, two priority build-outs will be provided in Paper Mill Lane to calm traffic where pedestrians access the highway via existing steps.
- 5.5 Carriageway re-surfacing requirements have been identified along Anstey Road by Operation Resilience so this scheme is taking the opportunity to carry out those works with a contribution from Operation Resilience.

6. Departures from Standards

6.1. There are no departures from standards for this project.

7. Community Engagement

7.1. This scheme is strongly supported by County Councillor Andrew Joy.

7.2. In July 2013 a scoping exercise was carried out in the form of a one day exhibition with a staffed display showing early feasibility work and ideas which Councillors from the three Councils (Hampshire, East Hampshire and Alton Town) attended.

7.3. A meeting was held with Councillors in May 2014 to discuss the feasibility study proposals.

7.4. Consultation with local interested parties, East Hampshire District Council members and officers, Alton Town Council and Councillors, the emergency services and the local college and secondary school was carried out during June and July 2014.

7.5. On 22nd January 2016 a public consultation was held displaying details of the Alton Station to Town Centre improvements. The consultation ran from 14:30 until 20:00 and was divided into two sessions, the first commencing at Alton Infant School (14:30 to 18:00) and the second at the Alton Assembly Rooms (18:00 until 20:00). A total of 71 people attended the consultation, 41 attendees at the school session, and 30 attendees at the Assembly Rooms.

7.6. Hampshire County Council attended the consultation along with staff from Havant Borough Council and East Hampshire District Council.

7.7. The total number of formal response forms received was 59, with 42 people completing the available forms and a further 17 who chose to respond via email. Of those who responded, 44 highlighted "YES" to supporting the whole scheme which included the traffic management and 20 mph zone. 10 indicated that they were "UNSURE" about the scheme, and just 3 highlighted "NO" in answer to whether they supported it. The 20mph zone extension had strong support.

7.8. The Police have been consulted and have reservations about the proposals to extend the 20mph zone as they believe the current speed of vehicles is such that the introduction of a 20 mph limit would be likely to create an enforcement issue where one does not presently exist. However, the zone is to be backed up by the introduction of physical measures to slow down vehicle speeds, which will significantly reduce any enforcement required by the police.

8. Statutory Procedures

- 8.1. Public advertisement and formal consultation of the proposed 20mph zone extension with traffic calming and parking controls will be carried out during February 2016.

9. Land Requirements

- 9.1. None.

10. Maintenance Implications

- 10.1. Maintenance implications have been carefully considered as part of this project and it is felt that the impact will be an only marginal increase which in the short term will be partly offset by the replacement of existing materials with new.

11. Recommendations

- 11.1. That the Executive Member for Environment and Transport approves the Project Appraisal for the final stage of the Alton Town Centre Improvement Project, Alton Eastern Gateway – Pedestrian and Cycle Improvements, as outlined in this report.
- 11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Alton Eastern Gateway – Pedestrian and Cycle Improvements, as set out in this report, at an estimated cost of £605,000 to be funded from Developer Contributions, LTP funds and Operation Resilience.
- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Gateway document	ETE Department

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

1.3. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.4. Statutory considerations:

Impact	
Age	Medium - positive
Disability	Medium – positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None

Pregnancy and maternity	Medium - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Alton - East Hampshire DC

The impacts that have been identified affect age, disability, pregnancy and maternity categories. The impact for all of these is medium and positive as the scheme aims to deliver a safer environment particularly for those with mobility problems, for example, older people and pushchair and wheelchair users.

It is considered that the issues covered by this report will not have any impact requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1 It is considered that the proposals recommended for the project will have no influence on the levels of Crime and Disorder.

3. Climate Change:

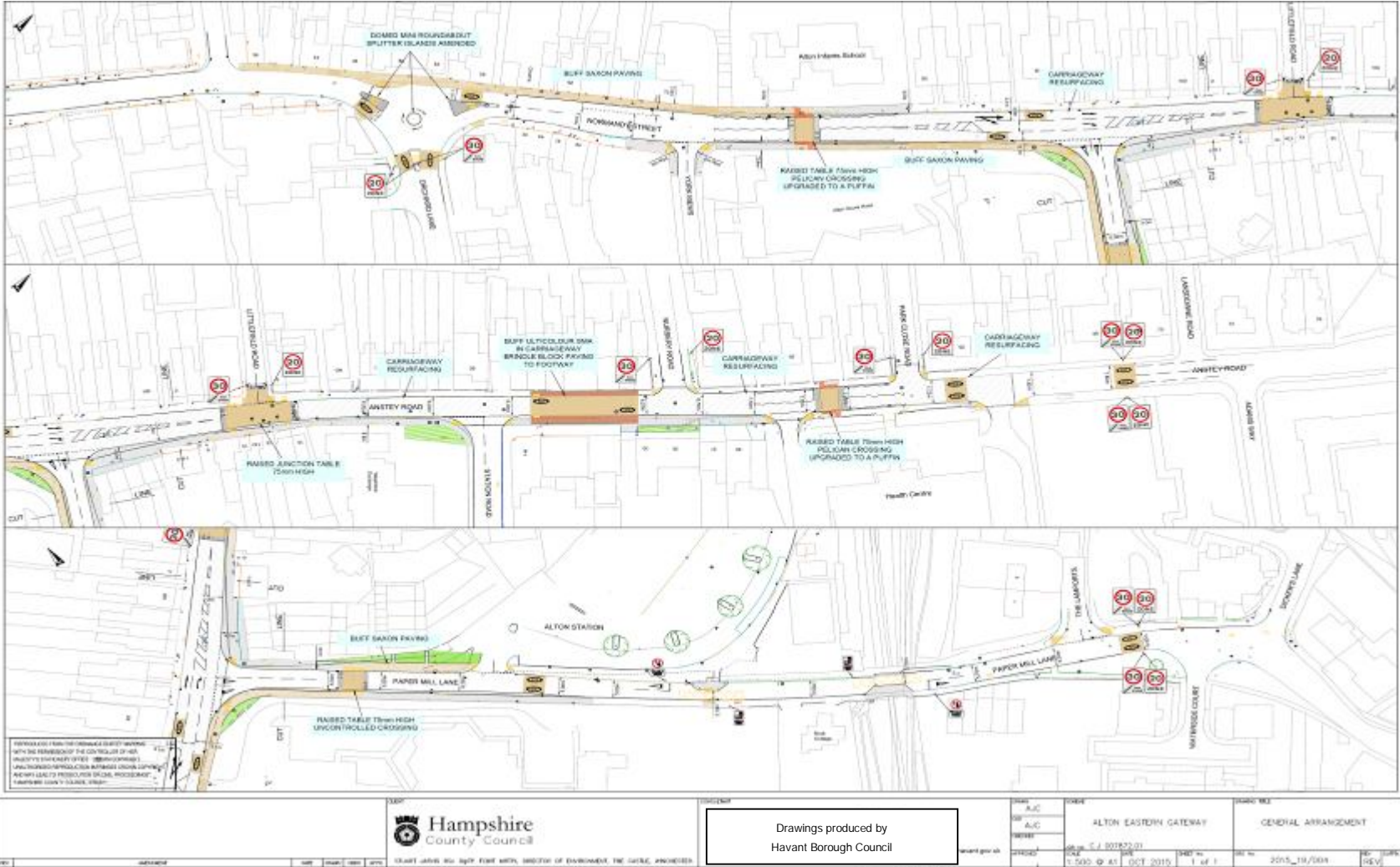
- 3.1 How does what is being proposed impact on our carbon footprint / energy consumption?

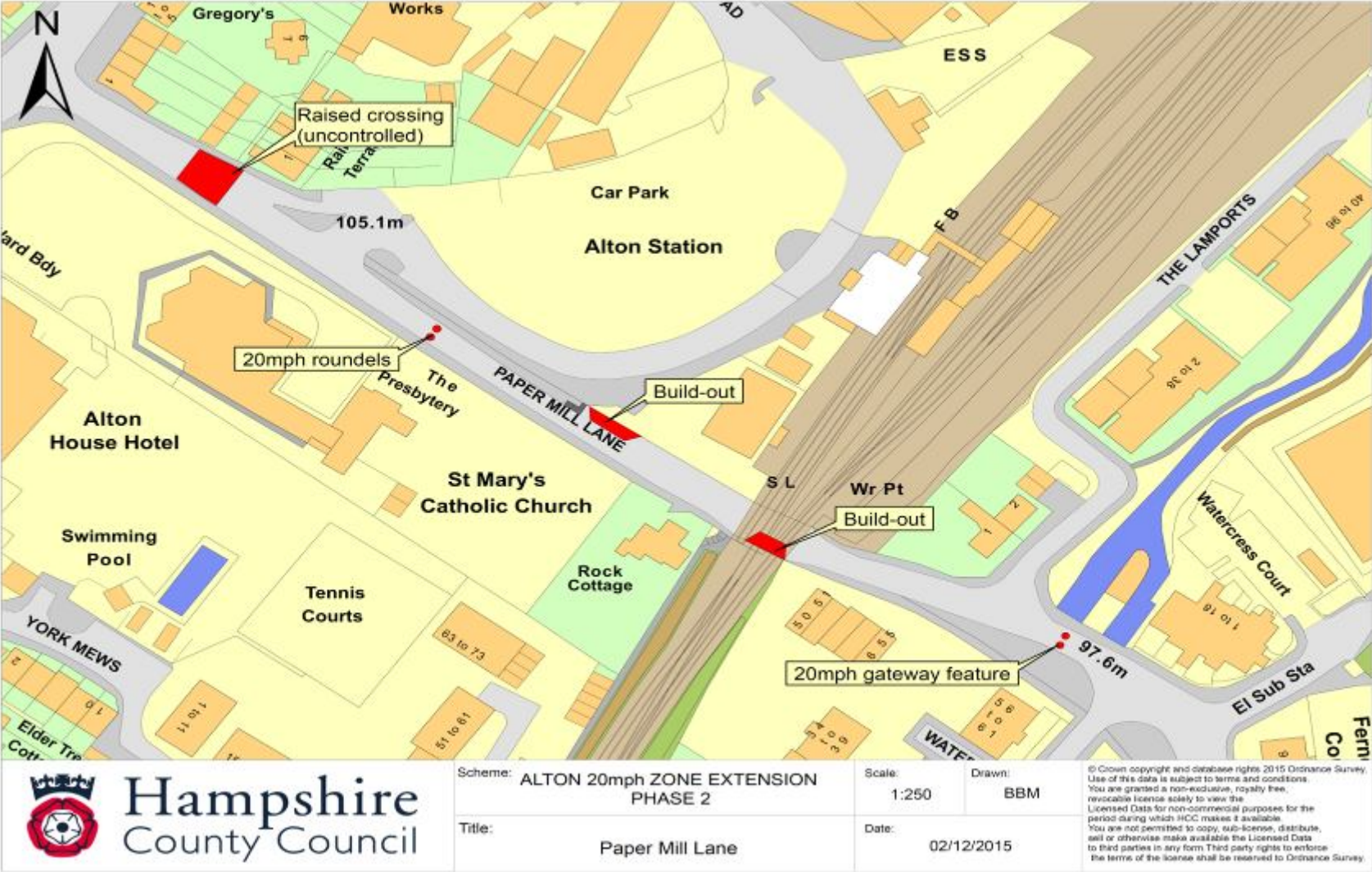
The measures are designed to make cycling and walking a safer option, which will help to encourage people to choose these modes of transport.

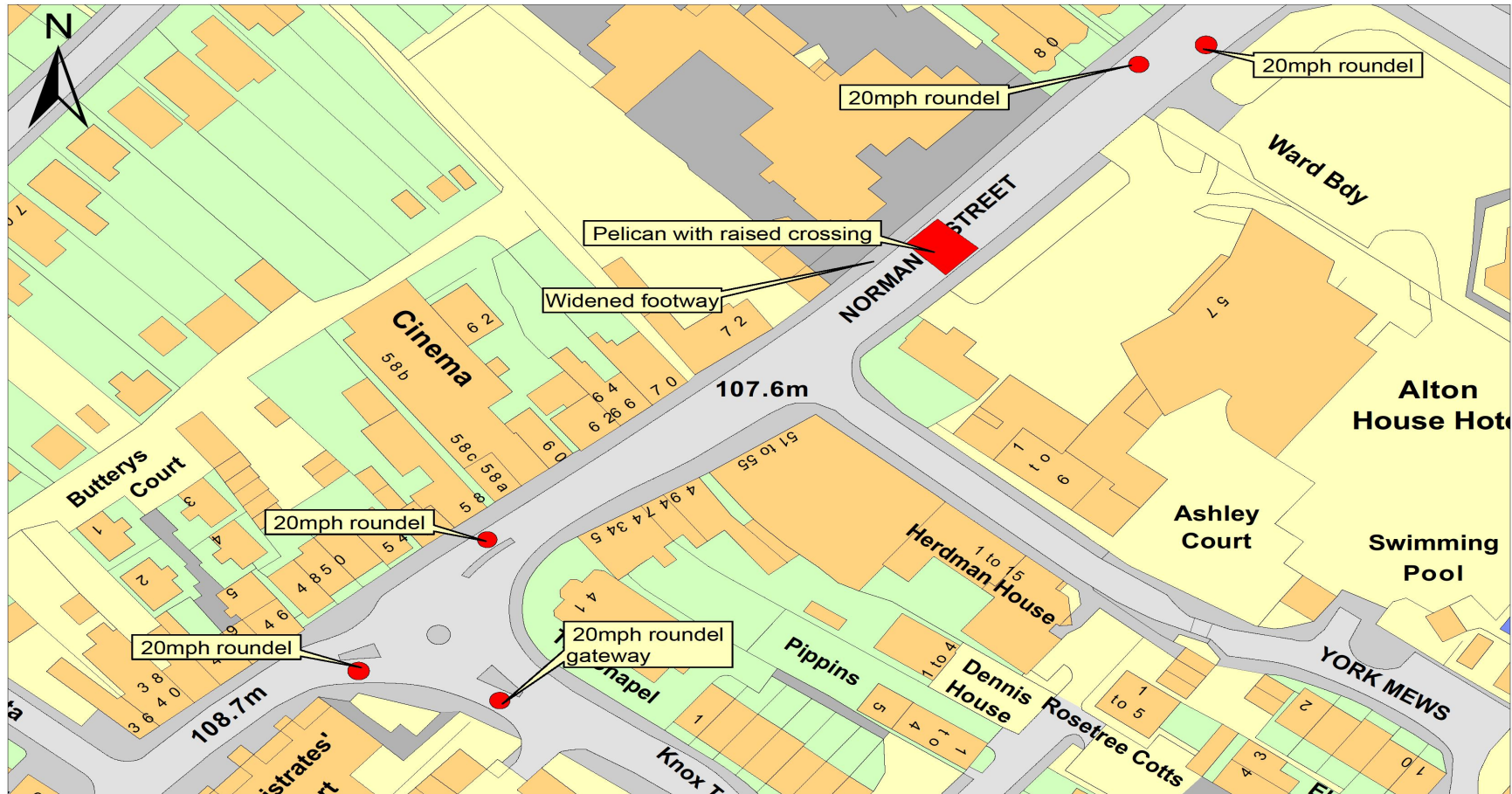
- 3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?


There will be little or no change to the status quo.

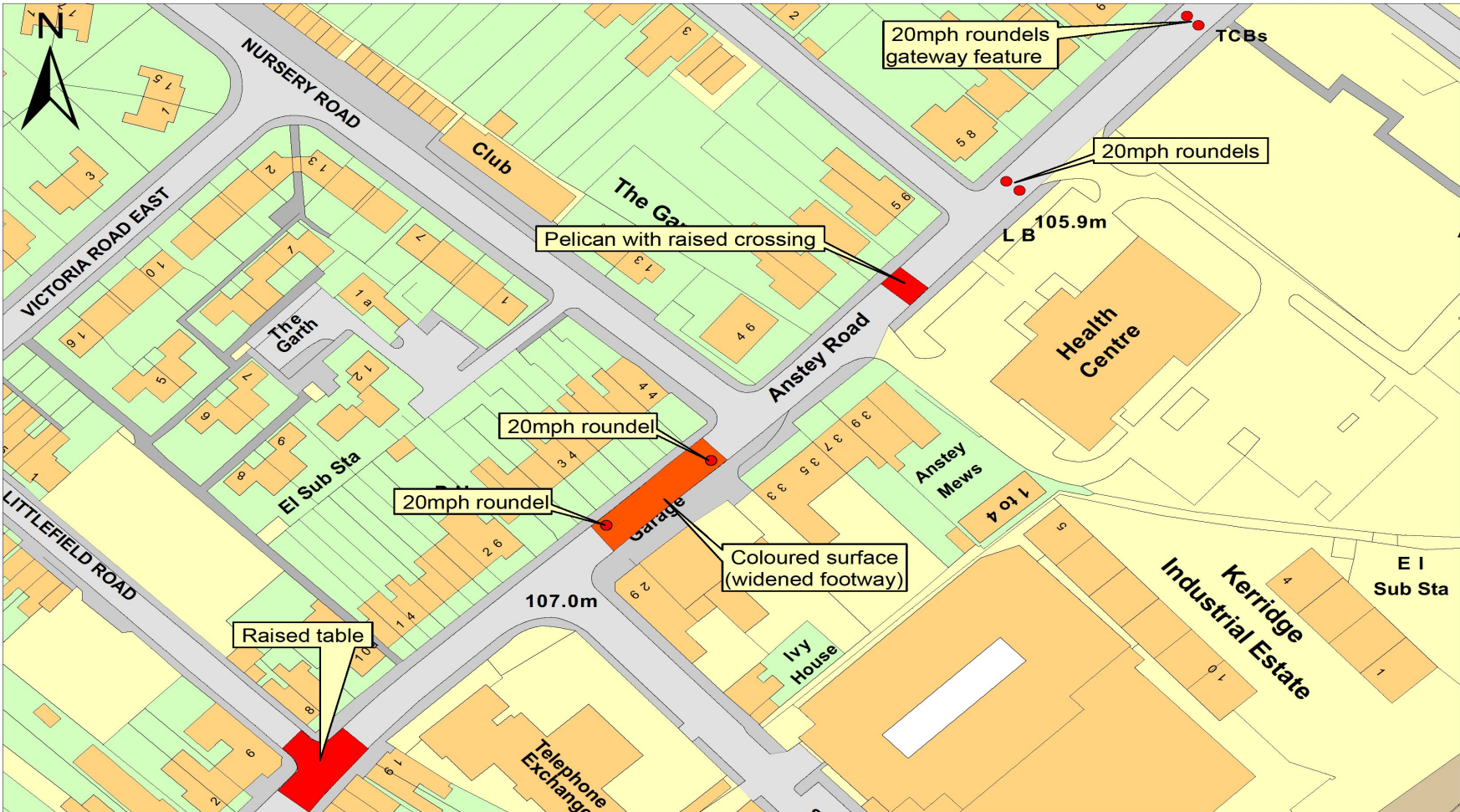
Scheme plans:








 Hampshire County Council	Scheme: ALTON 20mph ZONE EXTENSION PHASE 2	Scale: 1:200	Drawn: BBM	<small>© Crown copyright and database rights 2015 Ordnance Survey. Use of this data is subject to terms and conditions. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which HCC makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of the license shall be reserved to Ordnance Survey.</small>
	Title: Normandy Street	Date: 02/12/2015		



 Hampshire County Council	Scheme: ALTON 20mph ZONE EXTENSION PHASE 2	Scale: 1:250	Drawn: BBM	<small>© Crown copyright and database rights 2015 Ordnance Survey. Use of this data is subject to terms and conditions. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which HCC makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of the license shall be reserved to Ordnance Survey.</small>
	Title: Anstey Road	Date: 02/12/2015		