

SEGENSWORTH ACTION PLAN – ACCESSIBILITY IMPROVEMENTS

Background, Aims and Objectives

The Segensworth Action Plan has been developed to amalgamate elements of work aimed at promoting sustainable transport within the Segensworth area and prioritises future infrastructure improvements. The Action Plan has been developed in conjunction with the Segensworth Business Forum (SBF) and in consultation with local members and Fareham Borough Council and Winchester City Council.

The key schemes identified within the Segensworth Action Plan focus on creating shared use routes between Segensworth and Swanwick train station and the construction of footways/paths within Segensworth to enable people to walk within the Segensworth estates.

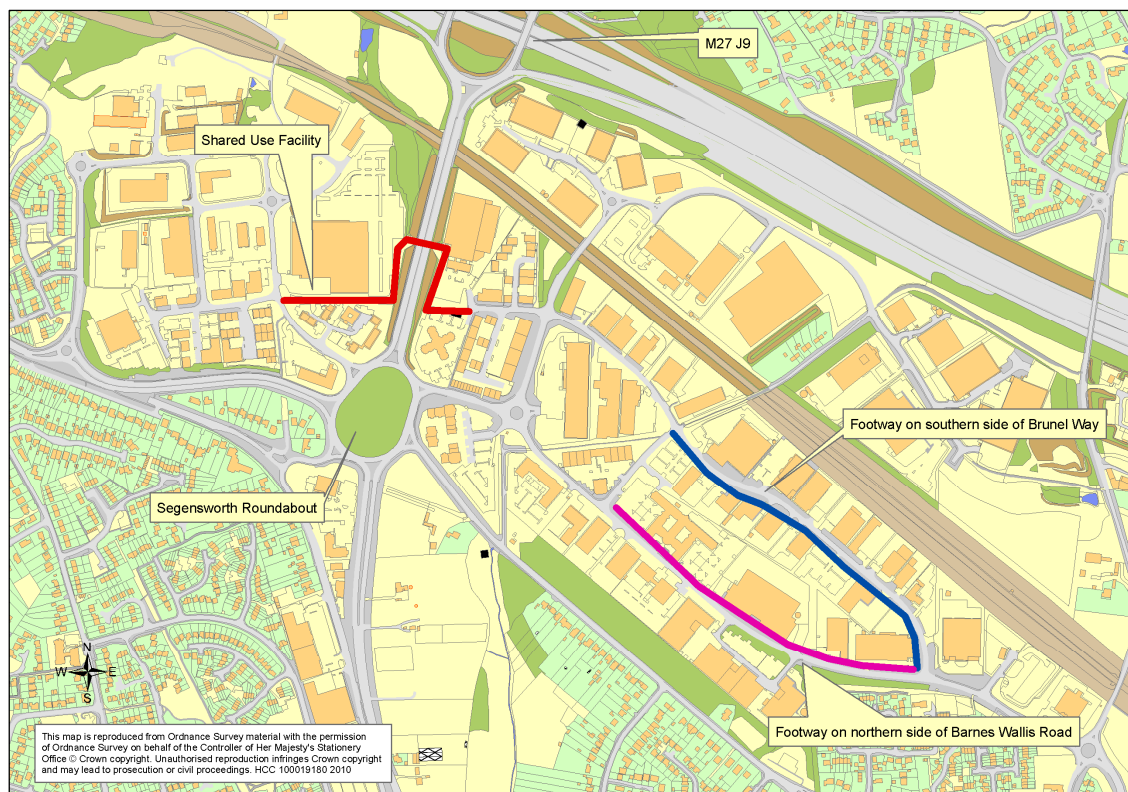
Funding has now become available to progress a number of the schemes contained within the access plan. This funding comes primarily from contributions made by the SBF, with additional money from the Fareham HAT and contributions from other local developments. The schemes that are looking to be progressed through this gateway document are;

- A shared use cycle link between Little Park Farm and Brunel Way utilising the existing footpath under the A27/M27 link road.
- A footway on the northern side of Barnes Wallis link Road to with the existing provision.
- A footway on the southern side of Brunel Way to link with the existing provision.

These schemes link with previous improvements to Witherbed Lane, the proposed toucan crossing on the A27 close to the Botley Road Roundabout (Kams Palace) and associated cycle links and highway improvements to Segensworth Roundabout.

The schemes objectives are:

- to encourage greater use of walking, cycling and public transport;
- to improve personal safety especially for pedestrians and cyclists; and
- to reduce the severance caused by the A27/M27 link road and the Segensworth Roundabout.



GO

OUTLINE BUSINESS CASE

G1

FULL BUSINESS CASE

1. Scheme Description

The project is made up of three schemes all of which have been identified through the Segensworth Action Plan. These schemes were identified as high or medium priorities by SBF and provide the greatest value for money with the available funding:

- A 2.5m shared use cycle link between Little Park Farm and Brunel Way utilising the existing footpath under the A27/M27 link road. This scheme was originally identified in the Park Gate cycles feasibility report (2008). The scope of the works have been amended to fit the budget available.
- 1.8m footway on the northern side of Barnes Wallis Road for a length of approximately 500m to link with the existing provision.
- 1.8m footway on the southern side of Brunel Way for a length of approximately 500m to link with the existing provision.

The three schemes detailed above will enable travel by more sustainable modes to places of employment at Segensworth and subsequent promotion of car sharing, public travel, cycling and walking by Segensworth businesses. The Segensworth Business Forum and Parsons Brinkerhoff (on behalf of the Highways Agency) have developed a framework travel plan and before and after data could be made available in addition to site surveys to assess the success of the three scheme elements.

2. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	10	5	SBF	165,000
Client Fee	3	1	Fareham HAT	10,000
Supervision	6	3	EF (11/124)	10,093
Construction	181	89	LTP	20,000
Land	5	2		
Total	<u>205,000</u>	<u>100</u>	Total	<u>205,093</u>

Funding has been sought from external funding sources such as the 'landfill waste tax' and Sustrans funding and internal budgets such as that of the access to countryside and estates teams have been investigated but have proved unsuccessful. Hampshire County Council estates who own the land are however happy to undertake some site clearance work in preparation of the scheme.

Instead the Segensworth Business Forum have offered to put forward £165,000 towards the scheme while Hampshire County Council is to contribute £40,000. This £40,000 is to be funded through existing developer contributions, a suggested Fareham HAT grant of £10,000 which is set to be confirmed at Councillor Mann’s Decision Day on 27 September and a £20,000 LTP top up allocation.

A Memorandum of Understanding will be drafted between Hampshire County Council and the Segensworth Business Forum detailing the scope of works to be provided and a payment schedule.

3. Programme

	Gateway Stage				
	1	3	Start on site	End on site	4
Date (mm/yy)	08/10	01/11	03/11	06/11	06/12

4. Local Member’s View

The four local members (Allgood, Evans, Hockley and Woodward) are all fully supportive of the aims of the Segensworth Action Plan and the measures contained within. Progression of the schemes being promoted by this document has been discussed with them and they are in full support of a £40,000 Hampshire County Council allocation being made in return for the Segensworth Business Forum contribution of £165,000. Support has also been gained from the Fareham HAT who are contributing £10,000 towards the cost of the scheme, subject to formal approval.

The Segensworth Action Plan is awaiting Executive Member for Environment approval (October 2010) for utilisation in conjunction with the transport contribution policy. This document will then be discussed at the Fareham Highway HAT.

5. Community Engagement

The Segensworth Business Forum representing 180 businesses and 7,000 employees have been actively engaged during the development of the Segensworth Action Plan and are providing £165,000 towards the schemes.

6. Risks

Risk	Reason	Potential Impact	Mitigation
Scheme costs	The funding available from SBF and the HAT are maximum amounts	Should additional finance be required this would have to be found within HCC.	Detailed design will enable the scheme to fit the budget.
Site clearance	The shared use link requires site clearance to enable a 2.5m facility to be created.	If this did not happen in a timely manner the scheme would need to be delayed until after the nesting season.	Discussions are ongoing with HCC estates (the land owners) to enable clearance to be undertaken.
Low use due to	At present there is no	Low usage of this	SBF to decide if they are to

personal security issues	budget to provide CCTV in the underpass.	element of the scheme.	provide CCTV through other budgets.
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1. Preferred Procurement Route

Engineering Consultancy

District

Professional Services Framework

Other (in house)

No preference

G3

PROJECT APPRAISAL

1. Executive Summary

1.1. Scheme Outline

The Segensworth business areas are located close to Junction 9 of the M27 motorway and the A27 inter urban routes between Southampton and Portsmouth. This provides good road connections however there is a need, as identified in the Segensworth Action Plan (2010) to improve facilities for walking and cycling modes, particularly those associated with local journeys and those accessing public transport.

The four improvements that are the subject of this report are identified as high priorities within the Segensworth Action Plan and include;

- (i) A 2.5m wide pedestrian and cycle route linking Little Park Farm Road in Segensworth West to Brunel Way in Segensworth East, utilising the existing track and underpass beneath the M27/A27 link road.
- (ii) A new 1.8m wide bituminous footway along the north side of Barnes Wallis Road between Drummond Road and Brunel Way in Segensworth East.
- (iii) A new 1.8m wide bituminous footway along the south side of Brunel Way between Drummond Road and Barnes Wallis Road in Segensworth East.
- (iv) A new 2.0m wide bituminous footway to connect between Barnes Wallis Road and Jacaranda Close to link to the existing bus stops on Segensworth Road.

The scheme has been developed in association with the Segensworth Business Forum (SBF) who represent most of the businesses in the Segensworth areas as a Business Improvement District. The SBF supports the scheme and is providing a significant financial contribution towards it.

1.2. Measures of Success

The scheme aims to improve accessibility both to and within the Segensworth business areas. Much of the business area was built before 1996 and whilst roads were provided no provision was made for pedestrians, and accordingly pedestrians have to use the existing grass verges on Barnes Wallis Road and Brunel Way. The scheme aims to provide footways and cycle links where none currently exist, with the aim of improving pedestrian and cycle provision.

In 2008 a travel survey was undertaken by the Segensworth Business Forum and distributed to 3000 of the 7000 employees working in the Segensworth area. 1312 questionnaires were returned which identified that 88 (7%) cycle to work, 85 (6%) walk to work, and 37 (3%) travel to work by bus.

When asked ‘what alternative modes would you consider?’, 202 (15%) of the respondents indicated that they would cycle, with 119 (9%) indicating that they would walk and 237 (18%) indicating that they would use the bus.

Whilst these figures are only indicative they demonstrate a latent demand for alternative travel modes to the car. Further work undertaken by the SBF has identified that the measures identified in this report, will have a positive impact on transport and accessibility in the area, to the point where they have made funding available for these schemes.

2. Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	19	7	External Funding Developer Contributions	175
	Client Fee	9	4	LTP	70
	Supervision	11	4	HAT	10
	Construction	226	85		
	Land	Nil	0		
	Total	<u>265</u>	<u>100</u>	Total	<u>265</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	24	0.022
	Capital Charge	24	0.018
	Total Expenditure	<u>48</u>	<u>0.040</u>

The identified external funding includes the contributions from the Segensworth Business Forum which have been agreed through a Memorandum of Understanding. The contributions are staged and are paid to match the progress of the works. The works contract has a staged completion to reflect this.

3. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	January 2012	March 2012	August 2012	August 2013

4. Scheme Details

4.1 The proposals consist of four areas of work at the Segensworth business areas.

- (i) A 2.5m wide pedestrian and cycle route linking Little Park Farm Road to Brunel Way, utilising the existing track and underpass beneath the M27/A27 link road.

The proposed pedestrian and cycle link from Little Park Farm Road in Segensworth West to Brunel Way in Segensworth East follows the route of an existing track which varies in width between 5 metres and 10 metres. The track is bounded by a combination of trees, ditches and fences that separate it from the neighbouring business units and highways. No boundary treatments are proposed as part of these proposals. Centred on the track, a 2.5 metre wide bituminous shared use pedestrian and cycle facility is proposed. This will include a reduced depth of excavation in order to minimise damage to the roots of the mature trees that border the track.

This section of the route will be provided with street lighting, using hinged 6m columns that can be maintained from ground level. The route passes through an existing large concrete underpass beneath the M27/A27 link road which will be provided with wall mounted lighting units. The street lighting design has been approved by both the street lighting section and the bridge section who maintain the underpass structure.

To prevent use of the track by vehicles, a combination of pedestrian guardrails and fixed bollards will be provided at the western end of the route, with removable bollards being provided at the Brunel Way end of the route for access by maintenance vehicles.

Signing and tactile paving to indicate the shared status of the route will be provided along with local direction signing for the local pedestrian and cycle destinations.

At the Little Park Farm Road end of the route a short section of 3m wide off road shared facility will be provided on the western side of the road, to link to an existing cycle facility that connects through to the A27 Southampton Road.

The proposal includes for the lowering of a Virgin Media cable located in the existing grass verge on the east side of Little Park Farm Road.

- (ii) A new 1.8m wide bituminous footway along the north side of Barnes Wallis Road between Drummond Road and Brunel Way in Segensworth East.

This section of the proposal provides a bituminous footway in place of the existing grass verge over an approximate length of 600m along the north side of Barnes Wallis Road. The footway will connect to existing footway infrastructure at each end of the route.

Tactile paving will be provided at the road junctions and major vehicular accesses along the route and at the proposed uncontrolled crossing point that is provided to enable access towards the proposed pedestrian link towards Jacaranda Close.

The existing street lighting columns will be relocated to the rear of the proposed footway as part of this proposal.

- (iii) A new 1.8m wide bituminous footway along the south side of Brunel Way between Drummond Road and Barnes Wallis Road in Segensworth East.

This section of the proposal provides a bituminous footway in place of the existing grass verge over an approximate length of 500m along the south side of Brunel Way. The footway will connect to existing footway infrastructure at each end of the route.

Tactile paving will be provided at the road junctions and major vehicular accesses along the route.

The existing street lighting columns will be relocated to the rear of the proposed footway as part of this proposal.

- (iv) A new 2.0m wide bituminous footway to connect between Barnes Wallis Road and Jacaranda Close to link to the existing bus stops on Segensworth Road.

There is currently good footway provision in the modern Jacaranda Close development which is accessed from Segensworth Road near the existing bus stops located outside the Office of National Statistics site. When the Jacaranda Close development was constructed footways and cycle routes were constructed that extended towards but stopped about 30 metres short of Barnes Wallis Road, as this land is owned by the County Council and forms part of the Segensworth business development. This proposal provides for making this connection between Barnes Wallis Road and Jacaranda Close in order to improve pedestrian access to the bus stops on Segensworth Road.

This part of the proposals includes a short section of footway on the highway verge on the south side of Barnes Wallis Road to link to an uncontrolled pedestrian crossing point to access the new footways proposed on the north side of Barnes Wallis Road. Local destination signing will be provided on Segensworth Road and Barnes Wallis Road. No street lighting is proposed on this link as there are existing street lighting columns at each end of the link.

- 4.2 A location plan is attached (Appendix A) and a detailed plan will be displayed at the meeting.

5. Departures from Standards

- 5.1 The scheme has been designed in accordance with the relevant Department for Transport and County Council standards and guidance for highway improvement schemes.
- 5.2 A detailed design stage safety audit has been undertaken and no issues were raised.

6. Community Engagement

- 6.1 As promoters of the scheme the Segensworth Business Forum has consulted the business community, who are supportive of the proposals.
- 6.2 The local Member, Councillor Hockley, has been consulted and supports the proposal.
- 6.3 As part of the development of the scheme, stakeholders including Fareham Borough Council, and the Cyclists Touring Club, support the scheme. The Ramblers have raised no objections.

7. Statutory Procedures

- 7.1 The land over which the existing track linking Little Park Farm Road and Brunel Way runs, is owned by the County Council and has a public right of way passing over it, as public footpath No 24a. Following consultations with the Estates Practice and the Countryside Access Team of the Culture Communities and Business Services Department (CCBS) it is proposed to redefine this route as a 'Restricted Byway' which expands the permitted user groups to include cyclists.
- 7.2 A report by the Director of Culture, Communities and Business Services to the Regulatory Committee of the County Council detailing this change of status was approved on 27 April 2011. The remaining documentation to reflect the change of status will be completed before the works are completed.

- 7.3 In order to safely construct the pedestrian and cycle route it will be necessary to temporarily close the public right of way. A temporary closure order will be enacted.

8. Land Requirements

- 8.1 The existing route between Little Park Farm Road and Brunel Way is owned by Hampshire County Council, and varies in width between 5 and 10 metres. As part of this proposal a central strip 4.5 metres wide over the length of the route will be dedicated as highway for use as a restricted byway. This width is based on the width of the new facility plus 1 metre on either side to facilitate service cables and street lighting. The dedication of land was approved by the Executive Member for Policy and Resources on 26 January 2011. The residual land on either side of the new facility, including the existing boundary features, will continue to be managed by the Estates Practice for Policy and resources.
- 8.2 Similarly the land required for the pedestrian link between Barnes Wallis Road and Jacaranda Close is owned by Hampshire County Council. It is proposed to dedicate this as highway, including margins as per the proposed pedestrian and cycle route. This has been agreed in principle but remains subject to approval from the Executive Member for Policy and Resources. This is expected to be resolved before the scheme is completed.
- 8.3 The proposed footways on Barnes Wallis Road and Brunel Way are on land within the existing highway limits.

9. Maintenance Implications

- 9.1 The new facilities that are not being constructed on existing highway land will be adopted and maintained as public highway after the one year contractors maintenance period has expired.
- 9.2 The new areas of footway, cycleway and street lighting will generate additional maintenance costs which have been considered in the calculations above. The materials selected in the design are standard highway materials, and the resulting increase in maintenance costs will be taken into account when setting the annual base budget.

10. Recommendations

- 10.1 That the Project Appraisal for the provision of new pedestrian and cycle infrastructure within the Segensworth business areas, near Fareham, at an estimated cost of £265,000 be approved.
- 10.2 That the new section of shared use footway/cycleway be incorporated into the Highway network under Section 65 and Section 66 of the Highways Act 1980.

CORPORATE AND LEGAL INFORMATION

Links to the Corporate Strategy

<i>Hampshire safer and more secure for all:</i>	yes
Corporate Improvement plan link number (if appropriate):	
<i>Maximising well-being:</i>	yes
Corporate Improvement plan link number (if appropriate):	
<i>Enhancing our quality of place:</i>	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>
Project Files	Environment Department – Transport Team South and East, Fareham.
Project Files	Environment Department - Engineering Consultancy, Winchester.

Impact Assessments

1. Equalities Impact Assessment:

- 1.1 Assessment of the Race Relations (Amendment) Act has been considered in the development of this scheme, which is not expected to compromise equalities in terms of race, creed and gender, but to improve access for all.

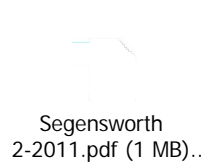
2. Impact on Crime and Disorder:

- 2.1 The provisions of the Act have no impact on these proposals.

3. Climate Change:

- 3.1 The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused either within the scheme or as sustainable material on future schemes.
- 3.2 The scheme proposals are expected to have a positive effect on climate change by improving facilities for pedestrians, cyclists, and public transport users, thereby offering a healthy alternative travel opportunities.

Appendix A – Location Plan



Appendix B – Priorities and Targets

7 LTP2 Objectives

Increase accessibility to services	<input type="checkbox"/>
Promote Safety	<input checked="" type="checkbox"/>
Reduce impact and effect of congestion	<input checked="" type="checkbox"/>
Widen travel choice	<input checked="" type="checkbox"/>
Contribute towards improvements in air quality	<input type="checkbox"/>
Support wider quality of life objectives	<input checked="" type="checkbox"/>
Encourage value for money and efficient asset management	<input checked="" type="checkbox"/>

17 LTP2 Targets

LTP1 - Accessibility. Percentage of people who consider accessibility is good	<input checked="" type="checkbox"/>
LTP2 - Change in area-wide road traffic mileage	<input checked="" type="checkbox"/>
LTP3 - Cycling trips (annualised index)	<input checked="" type="checkbox"/>
LTP4 - Mode share of journeys to school	<input type="checkbox"/>
LTP5 - Bus punctuality indicator	<input type="checkbox"/>
LTP8 - Air Quality. Related to traffic in Winchester, Eastleigh, Totton and Lyndhurst	<input type="checkbox"/>
BVPI 199x – Casualties. Total killed and seriously injured	<input checked="" type="checkbox"/>
BVPI 199y – Casualties. Total child killed and seriously injured	<input type="checkbox"/>
BVPI z – Casualties. Total slight casualties	<input checked="" type="checkbox"/>
BVPI 223 – Road Condition. Contribute towards improvements in air quality	<input type="checkbox"/>
BVPI 224 a – Road Condition. Classified non-principal roads	<input type="checkbox"/>
BVPI 224b – Road Condition. Unclassified roads	<input type="checkbox"/>
BVPI 187 - Footway Condition	<input checked="" type="checkbox"/>
BVPI 102 – Public Transport. Number of bus passenger journeys	<input checked="" type="checkbox"/>
BVPI 104 – Public Transport. Satisfaction with local bus services	<input type="checkbox"/>

Other

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

Hampshire Local Area Agreement (LAA 2008-2011)

The National Indicators Set (NI) - relating to Accessibility & Transport are:

- Improve road safety and reduce casualties
 1. NI 47 - People Killed or Injured in road accidents
- Accessibility
 2. NI 175 – Access to services & facilities by public transport, walking & cycling
 3. NI 176 – Working age people with access to employment by public transport (&other specified modes)

The scheme will contribute to the targets contained within the Segensworth framework travel plan.

The scheme contributes to the governments transport objectives outline in the Delivering a Sustainable Transport System report:

To **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;

To **contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;

To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;

To **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.