

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	5 November 2013
Title:	Project Appraisal: Marine Parade West Lee on Solent
Reference:	5295
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The Marine Parade West scheme will deliver a 2.5metre wide shared use cycleway from the Marine Parade East junction with Beach Road to the car park at the end of Salterns Promenade. It will address the congested and confusing layout outside of the Lee-on-the-Solent shops whilst connecting the existing NCN2 route from Gosport, and providing the link to the proposed phase 3 scheme along Salterns Promenade.

1.2. Additionally the scheme will solve the congestion and priority confusion around the Lee-on-the-Solent bus stop and car park. It will move the bus stop and alter the entrance to the car park therefore reducing potential conflicts between buses, cars, cyclists and pedestrians. It will separate the different highway users whilst providing a larger shared space in the areas where conflict is not a concern.

1.3. A Deed of Dedication from Gosport Borough Council will be required to formalise the widening of the footway around the bus stop and car park area. All parties agree it will be mutually beneficial and will enable the cycle route to be implemented in the most acceptable manner.

1.4. Alternative Options Considered and Rejected

Removal of the car park was investigated but parking is an emotive issue and there were insufficient funds to relocate.

Taking the cycleway through the bus stop was considered and was a lower cost option but the safety concerns, regarding the risk that buses and motorists entering and leaving the car park would not see cyclists, were too high. It was not seen as satisfactory to carry out works in this area without addressing the existing issues at the same time.

1.5. Measures of Success

The proposed improvements will encourage pedestrian and cyclist use of Marine Parade West, making it easier for people to walk and cycle instead of using their cars. The success can be measured by carrying out cycle and pedestrian counts, and comparing them to the data from the survey carried out before the works.

2. Background

2.1. Hampshire County Council, in partnership with Gosport, Fareham and Eastleigh Borough Councils and Southampton City Council, have been working to complete the section of the Sustrans National Cycle Network Route 2 (NCN2) between Portsmouth and Southampton with funding secured from a number of sources including Sustrans and PUSH.

2.2. As part of these works the Stokes Bay cycle track provides a continuous route from Gosport Ferry/Gosport town centre to the eastern end of Lee-on-the-Solent foreshore and was completed in June 2011. The majority of this cycle route is off-road. Plan 1 shows the existing section of NCN2.

2.3. It has been long been an aspiration of Gosport Borough Council and the local Member to extend the cycle route further westwards to link to Lee-on-the-Solent village centre

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	11.5	Sustrans	200
	Client Fee	3	1.5	Quality Enhancements	60
	Supervision	5	2	Programme	
	Construction and Land	222	85		
	Total	<u>260</u>	<u>100</u>	Total	<u>260</u>

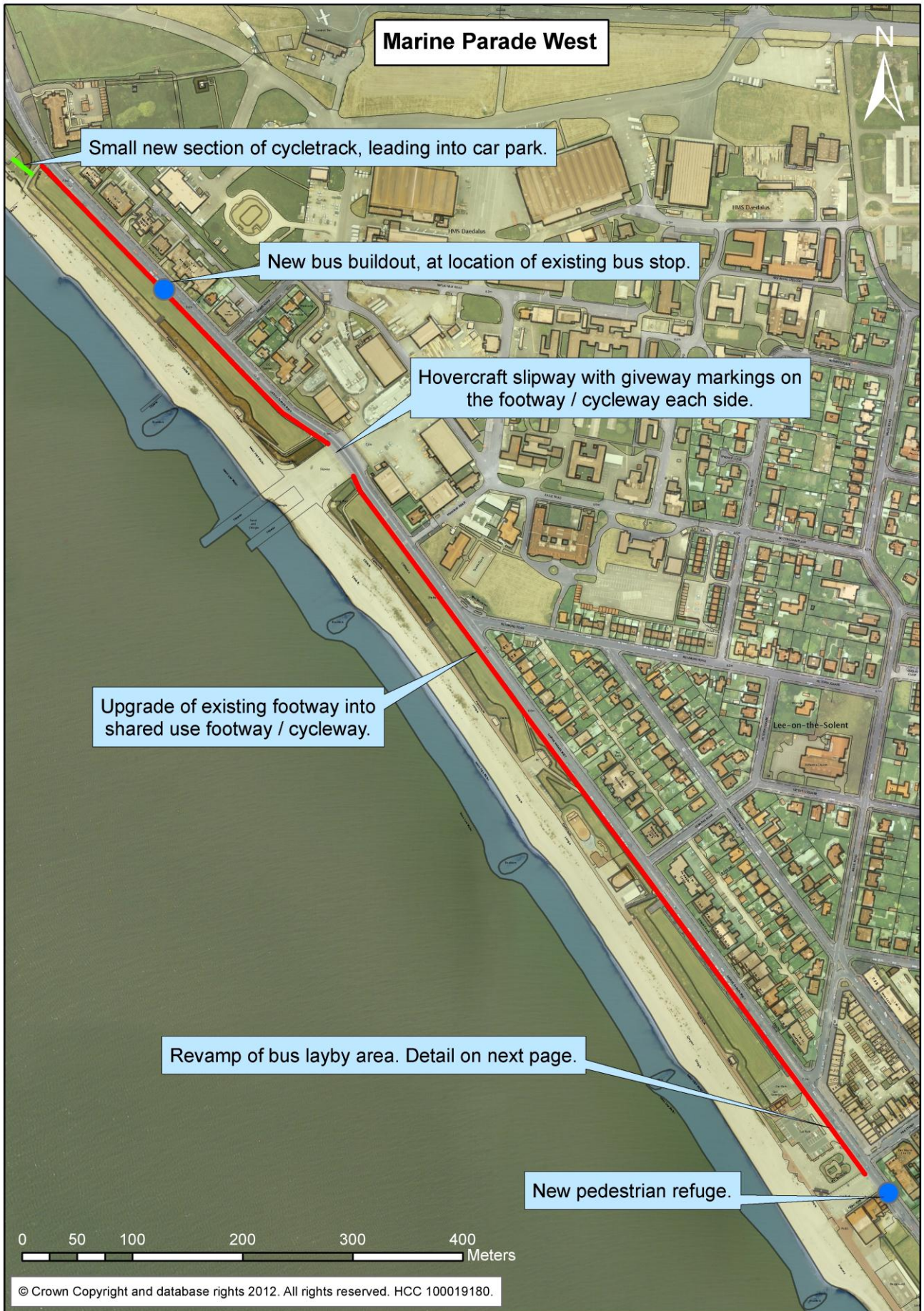
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	24	0.022
	Capital Charge	24	0.016
	Total Expenditure	<u>48</u>	<u>0.038</u>

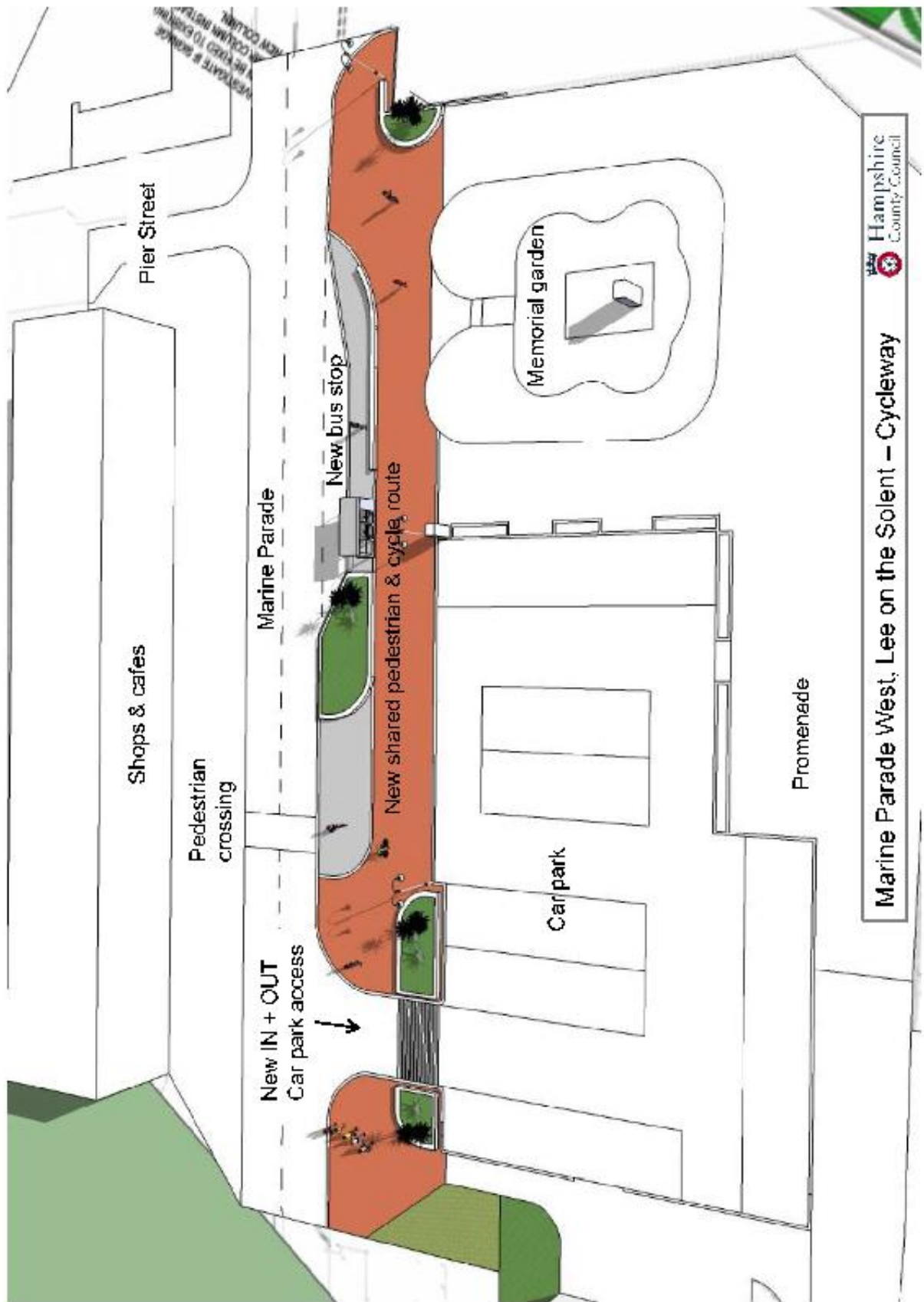
4. Programme

- 4.1. Construction start is planned for 2 December 2013 with a break over the Christmas period. The expected completion of the cycle route is March 2014, which leaves time for all claims for Sustrans funding to be paid prior to the end of the financial year.
- 4.2. There may be some additional landscape work that will be undertaken at the start of the 2014/15 financial year but that will not affect the cycleway.
- 4.3. Works are to be procured and let through the County Council's SE7 sub regional framework.

5. Scheme Details

- 5.1. The proposed scheme aims to extend the NCN2 route from Marine Parade East in the vicinity of the Pelican crossing immediately to the west of Beach Road, to the Fareham Borough Council car park at the eastern end of Salterns Promenade. This section of the cycle route will be provided by widening the existing 1.8 metre wide section of footway to 2.5 metres from the Pelican crossing to the "Lee Kebab & Pizza" takeaway shop and converting it to cycle track allowing shared use by pedestrians and cyclists.
- 5.2. The scheme then proceeds past the shops, and the Marine Parade West footway will require widening to a width of 6 metres to enable planters, seating and a relocated bus stop to greatly enhance this area. It is proposed that the existing Pelican crossing outside of the shops, on Marine Parade West north of the junction with Pier Street, is converted to a Puffin crossing, however this will be carried out as part of the Intelligent Transport Systems maintenance schedule.
- 5.3. The remainder of the Marine Parade West footway is sufficiently wide enough for conversion to cycleway with only minor adjustment of street furniture, a bus shelter and signing to achieve required widths. The existing layout across the hovercraft slipway will remain unchanged, and give way markings will be painted on the footway/cycleway either side to highlight the pedestrian and cyclist's lack of priority.
- 5.4. The cycle route continues to join the Salterns Promenade at its eastern end by a small section of segregated cycle track leading down into the car park as shown on the overview plan on the next page.





6. Departures from Standards

- 6.1. There will be no departures from standards.

7. Community Engagement

- 7.1. The scheme has strong support from both the local county member in Gosport, and from Gosport Borough Council, where the vast majority of the scheme is sited. For a very short distance, the scheme extends into Fareham at its terminus. Fareham Borough Council has indicated its support for the scheme, and the local county member for the affected Fareham division, Cllr Wood, has also expressed his support.
- 7.2. Full community engagement was carried out during the planning application process for the Marine Parade East extent of the works.

8. Statutory Procedures

- 8.1. There is a minor Traffic Regulation Order that will be required to facilitate the pedestrian refuge outside of the "Lee Kebab & Pizza" takeaway shop this can be implemented at a later date if required.

9. Land Requirements

- 9.1. A Deed of Dedication is required along the line of the old bus stop, which is currently Gosport Borough Council owned land. All parties agree it will be mutually beneficial and will enable the cycle route to be implemented in the most acceptable manner. In principle, the Borough Council has indicated that it is willing to dedicate the required area of land.
- 9.2. Subject to this Project Appraisal being approved, the dedication of land by Gosport Borough Council required to implement the proposals shall be included in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources and Leader of the Council on 12 December 2013
- 9.3. All ancillary costs associated with the dedication of land from the Borough Council will be funded from Environment and Transport capital budgets..

10. Maintenance Implications

- 10.1. With the land described in 9.1 above dedicated to highway it will be easier to maintain the area to the front of the shops and will allow consistency of materials and the weight of the highway authority if damaged by any of the statutory undertakers.

- 10.2. The scheme intends to rationalise the number of materials in the area so as to reduce the difficulty in repairing with so many different slab types and surface types. Drainage issues will be addressed during the scheme.
- 10.3. There will be a section 58 issued for the works and the area outside of the shops will be registered a special designation with the area office holding the details.

11. Recommendations

- 11.1. That the Project Appraisal for the Marine Parade West Cycleway improvements scheme, linking the Marine Parade East Cycleway and the Salterns Promenade schemes, be approved for construction.
- 11.2. That works be procured and let through the County Council's SE7 sub regional framework.
- 11.3. That the new section of shared use footway/cycleway be incorporated into the Highway network under Sections 65 and 66 of the Highways Act 1980.

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):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> Marine Parade East Cycleway	<u>Reference</u>	<u>Date</u> 24 April 2013
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

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>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 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.
- 1.2 It is considered that the issues covered by this report will not have impacts 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. The scheme is not expected to have an effect on crime and disorder in the local area.

3. Climate Change:

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

By improving cycling routes this scheme will help reduce vehicle usage and improve air quality.

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

This scheme is motivated by a combination of outcomes that should reduce the highways longer term effect on climate change by increasing the pedestrian and cyclist journeys and reducing motor vehicle trips.