

**HAMPSHIRE COUNTY COUNCIL****Executive Decision Record**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	11 June 2013
<b>Title:</b>	Project Appraisal: Pilcot Road Footway, Crookham Village
<b>Reference:</b>	4896
<b>Report From:</b>	Director of Economy, Transport and Environment

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**1. The decision:**

1.1. That, at an estimated cost of £315,00 funded from developer contributions, approval be given for the following measures:

- a) the provision of footway improvements along Pilcot Road, Crookham Village, subject to satisfactory resolution of scheme amendments, including utility diversions; and
- b) the promotion of a Traffic Order to reduce the 40 mph speed limit to 30 mph along the same stretch of road, which will be subject to statutory consultation.

1.2. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to determine the provision of any amendments to the footway improvements scheme which may be required, including any utility diversions required in order for the scheme to go ahead.

**2. Reasons for the decision:**

2.1. The provision of a reduced speed limit and a footway, to be funded by developer contributions, will provide a safer route for pedestrians to walk along Pilcot Road to access the local facilities.

2.2. There is no footway along the length of Pilcot Road and pedestrians, including parents with prams and young children, are walking along the roadside or along a steeply sloped grass verge to access the local school, village shop and other local facilities. Pedestrians, vehicles and cyclists are competing for the same road space and safety is being compromised. Drivers are ignoring the solid white lines denoting a virtual footway and are

driving too close to pedestrians who have reported on occasions that vehicles are brushing past them and making contact. The provision of the footway will provide a safer place to walk along Pilcot Road.

2.3. The public are concerned about pedestrian safety along the route and in 2008 a 300 signature petition was submitted to Hampshire County Council requesting an improvement. Concerns were further raised when a child was killed at a similar location in another county. In 2010 a minor works scheme was implemented to provide a “virtual” footway along the route. This consisted of a solid white line offset 1 metre from the existing southern edge of the carriageway and signing. However this has not dealt with the safety issues and the same concerns continue to be raised.

2.4. The scheme complies with Hampshire County Council’s Corporate Strategy:

- (i) ‘Making Hampshire safer and more secure for all’ by providing footway improvements along Pilcot Road and creating a safer route for all users, particularly for those more vulnerable, to access local facilities.
- (ii) ‘Maximising well-being’ by improving opportunities for people to access local facilities by walking.
- (iii) ‘Enhancing our quality of place’ by improving access in this area and providing facilities for those more vulnerable.

### **3. Other options considered and rejected:**

3.1. To do nothing along this section of Pilcot Road was not considered an option, as pedestrians will continue to walk along the route to access the local facilities and safety will be compromised. The footway proposed will finish at the end of the existing 40mph section on Pilcot Road. At this point is a Gateway entrance, consisting of a build out and short walk through area into Dogmersfield Village. The section of footway proposed will provide a safer route for those walking along this busy road where the pedestrians are most vulnerable. Although the footway proposed does not extend through to Pilcot Bridge the provision will protect pedestrians on the faster sections of Pilcot Road. The footway will link in with the existing footway in Knights Close, Crookham Village and to the residential properties on the southern side of Pilcot Road.

3.2. The provision of a footway extending into Dogmersfield Village and across Pilcot Bridge, Dogmersfield was rejected at this stage as there is insufficient land available. The bridge is not wide enough to safely accommodate a footway and maintain two way traffic. In order to allow single way working, traffic signals would be required because the intervisibility between the two sides of the bridge is insufficient to permit priority working. Provision of a footway on this section would be dependant on land acquisition, and if a footbridge were proposed it would need to be sited on the southern side of

the road bridge in order to avoid pedestrians needing to cross twice, again land would be required as safety would be compromised.

- 3.3. The provision of a footway width of either 1.8m or 1.5m was considered. However there are restrictions in certain places along the verge that restrict the width of the footway in places, such as utilities, trees and open ditches. Following further on site investigations, discussions with Hart District Council conservation officer and meetings with the Parish Councils, the preferred width of the footway in this rural location is 1.2m, which is also in keeping with other footways within the area.

**4. Conflicts of interest:**

- 4.1. Conflicts of interest declared by the decision-maker: None.
- 4.2. Conflicts of interest declared by other Executive Members consulted: None.

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

- 7.1. In making this decision I gave careful consideration to the deputation made by Mr Dimmick (a solicitor representing local resident Mr Hannah) who opposed the scheme and the statement made by the local County Councillor for the area Cllr Bennison in favour of the proposals. In making his objection, Mr Dimmick suggested that the scheme would have an urbanising effect on a rural area (by use of inappropriate design and materials) , would exacerbate pedestrian safety issues by increasing pedestrian use without providing a complete footpath route, that the report did not adequately represent local objections, that the scheme had been hurriedly prepared and rushed through to beat a deadline for spending developer funding, and that he questioned the legitimacy of using the identified developer funding.
- 7.2. Councillor Bennison supported the scheme on the grounds that there was a clear local support for action here, as demonstrated by the petition referred to in the report, and he disputed the claim that the scheme was hurriedly prepared or rushed through, citing the extensive local consultation and scheme preparation work going back to 2010. Councillor Bennison also highlighted the fact that the footpath would benefit pedestrian movements from Crookham village to Dogmersfield school and also from Dogmersfield to the greater range of amenities in available in Crookham village, and that providing a dedicated footway removed pedestrians from the road along a significant length of the route between the villages. He also explained that the route would link up to other routes in Crookham village to general benefit to pedestrians. Councillor Bennison also supported the proposal to reduce the speed limit along the road to 30mph which would further support safety. I

also took careful note of the comments from the Projects Officer regarding the extensive local consultation on potential design and materials for the footway, and the support for the selected option from the District Council Conservation Officer.

7.3. Having considered the deputation, the points made in response, along with the comprehensive officer report, and my recent site visit to the area I was satisfied that I had sufficient information to make a decision. I concluded that the scheme should be approved, that it struck the appropriate balance between improving local amenity and its local environmental impact and that there had been more than adequate local consultation and engagement in scheme development and design. In reaching this decision I have accepted the advice of professional officers that the scheme is safe, and that the use of the funding identified is appropriate.

<b>Approved by:</b>	<b>Date:</b>
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<b>Executive Member for Economy, Transport and Environment Councillor Seán D T Woodward</b>	