

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Chestnut Avenue / Passfield Avenue, Eastleigh Accessibility and Safety Improvements Phase II CMS 2334

Contact name:

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Chestnut Avenue / Passfield Avenue, Eastleigh accessibility and safety improvements, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £120,000, to be funded from the Local Transport Fund, developer contributions as well as a contribution from Eastleigh Borough Council.
- 1.3. The Director approves this addition to the 2016/17 Capital Programme at a value of £120,000.
- 1.4. That approval be given for the new section of widened and resurfaced footway to be converted to a shared use footway/cycleway and for it to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. To improve accessibility for pedestrians and cyclists in Chestnut Avenue and to the nearby colleges along this route.
- 2.2. Reduce the existing conflicts between pedestrians and vehicles accessing the colleges along Chestnut Avenue which has previously been identified when initial consultation was undertaken with the three colleges.
- 2.3. The decision supports the Hampshire County Council corporate strategy policies of:
 - “Making Hampshire safer and more secure for all”,
 - “Maximising wellbeing”, and
 - “Enhancing quality of place”.

3. Other options considered and rejected:

3.1. An option was considered to introduce a controlled crossing point in Chestnut Avenue outside Barton Peveril College that was justified by previous assessments that had been undertaken. Due to changes to on street parking for residents, this has reduced the crossing demand in this area and therefore it was likely that the provision of a controlled crossing point would only have a marginal benefit to road users.

4. Conflicts of interest:


4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:  -----	Date: <u>21/4/16</u>
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Chestnut Avenue / Passfield Avenue, Eastleigh Accessibility and Safety Improvements Phase II CMS 2334

Contact name:

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to improve pedestrian and cyclist accessibility along Chestnut Avenue in Eastleigh.
- 1.2. The scheme will comprise of widening and resurfacing the existing footway to between 2.5 metres and 3.0 metres on the North side of Chestnut Avenue, from it's roundabout junction with Passfield Avenue through to the junction with Cranbury Road.
- 1.3. A raised table will be constructed just east of the vehicle entrance to Barton Peveril College and this will include an uncontrolled pedestrian crossing point. A new pedestrian access will also be provided just east of the entrance to Barton Peveril College to reduce conflict between pedestrians and vehicles entering and exiting the college.
- 1.4. The widened footway will be converted to a shared use facility which will encourage more sustainable modes of travel to the local colleges whilst also reducing any existing conflict between cyclists and vehicles.
- 1.5. An option was considered to introduce a controlled crossing point in Chestnut Avenue outside Barton Peveril College. This was justified by previous crossing assessments undertaken. Due to changes to on street parking for residents, this has reduced the crossing demand in this area and therefore it was likely that the provision of a controlled crossing point would only have a marginal benefit to road users.
- 1.6. The scheme will be measured by engaging with the local colleges to ascertain if existing pedestrian and vehicle conflicts have been successfully overcome. Surveys will also be undertaken to monitor any increase in pedestrian and cyclist usage.

2. Background

- 2.1. A feasibility study was undertaken by Engineering Consultancy in 2013 that considered a range of accessibility and safety improvements to the Chestnut Avenue and Passfield Avenue corridors. The feasibility study identified proposals that could be taken forward in three phases. The first phase of improvements focussed on the Passfield Avenue Corridor and was implemented in 2014.
- 2.2. Over the years there have been several pedestrian accidents and near misses associated with access to Barton Peveril College, Eastleigh College and Quilley School of Engineering that are located on the northern side of Chestnut Avenue. The aim therefore, is to address concerns raised by the school and colleges along the road associated with improve pedestrian safety and accessibility. The Phase 2 works will provide measures to improve crossing facilities along Chestnut Avenue from the colleges located along it while also reducing conflict between vehicles and pedestrians near the vehicle entrances to the colleges.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	13.0	11	Developer contributions	90
	Client Fee	4.0	3.0		
	Supervision	8.0	7.0	LTP	12
	Construction Land	95	79	District contribution	18
	Total	<u>120</u>	<u>100</u>	Total	<u>120</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	12.0	0.007%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	April 2016	July 2016	October 2016	October 2017

5. Scheme Details

- 5.1. A location plan and a scheme proposal plan are shown at the end of this section.
- 5.2. A new off road shared use cycle route from Passfield Avenue through to Cranbury Road is proposed along the existing footway on the north side of Chestnut Avenue and will be achieved by widening and full reinstatement of the existing footway. This would link to the existing cycle route along Passfield Avenue and to the colleges along the northern side of Chestnut Avenue.
- 5.3. A ramped access (1:12) will be provided linking the existing footway on Chestnut Avenue with the eastside parking area and onward to an internal footway within the Barton Peveril college grounds. Other alterations to the footway area adjacent to the pedestrian access of the college pedestrian access will include tactile paving and bollards, which will provide demarcation and segregation for pedestrians and vehicles.
- 5.4. The existing junctions at Doncaster Road and Arnold Road have dropped kerb crossing points but these are not flush and do not have any tactile paving provision. It is proposed to enhance these two junctions by providing tactile paving and improved dropped kerbs.
- 5.5 A raised table and tactile paved crossing point will be constructed in Chestnut Avenue just east of the entrance to Barton Peveril College. This will help to reduce vehicle speeds in Chestnut Avenue while also providing an uncontrolled crossing point.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. Consultation was undertaken with local County members, Eastleigh Borough Council, Barton Peveril College, Eastleigh College, Quilley Engineering School and with local residents in 2013 and they were supportive of the proposals.

7.2. County Councillor Chris Greenwood has been consulted and is supportive of the proposals.

8. Statutory Procedures

8.1. The proposed raised table will be advertised for a period of 21 days in which time members of the public can comment on this specific aspect of the proposals. Should there be significant opposition to this element, it can be omitted and just a standard uncontrolled pedestrian crossing point can be constructed.

9. Land Requirements

9.1. Some work within the boundary of Barton Peveril College will be required and a formal legal agreement will be arranged with the college in order to proceed with the works.

10. Maintenance Implications

10.1. The improvements will have a minor impact to future year's maintenance budget. These costs are considered acceptable in terms of the benefits that the improvements will provide to pedestrians and cyclists.

11. Recommendation(s)

11.1. That the Director approves the details of the Chestnut Avenue / Passfield Avenue, Eastleigh accessibility and safety improvements, as set out in this paper.

11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £120,000 to be funded from the Local Transport Fund, developer contributions as well as a contribution from Eastleigh Borough Council.

11.3 That the Director approves this addition to the 2016/17 Capital Programme at a value of £120,000.

11.4 That approval be given for the new section of widened footway to be converted to a shared use footway/cycleway and for it to 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

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>

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. Statutory considerations:

Impact	
Age	Medium
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Eastleigh

The provision of shared use footways and uncontrolled crossing points in Chestnut Avenue will have a positive impact on the identified impact considerations. The proposals will assist those considered vulnerable to cross the road and improve accessibility in Chestnut Avenue as well as the nearby colleges.

2. Impact on Crime and Disorder:

None

3. Climate Change:

The provision of pedestrian and cycle improvements will help to encourage walking and cycling and will help reduce the dependency on car journeys.