

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Firs Lane, Odiham Pedestrian Improvements

Contact name: Brandon Breen

Tel: 01962 846239 **Email:** brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Firs Lane, Odiham Pedestrian 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 £115,000, to be funded from developer contributions.

2. Reason(s) for the decision:

- 2.1. To improve pedestrian accessibility between RAF Odiham and Odiham village including Robert May's school by introducing a footway in Firs Lane and by upgrading the existing pedestrian refuge on the B3349 Alton Road.
- 2.2. To improve visibility at the two existing uncontrolled crossing points in West Street near the entrance and exit to Robert May's school by introducing double yellow lines.
- 2.3. The decision supports the Hampshire County Council corporate strategies "Making Hampshire more safe and secure for all", "Maximising wellbeing" and "Enhancing quality of place".

3. Other options considered and rejected:

- 3.1. The feasibility design showed that a footway could be implemented the entire length of Firs Lane from the junction with the B3349 Alton Road through to the alleyway that leads from Salisbury Close and Firs Lane, however this was rejected after further investigation identified that there was not sufficient width available to introduce a footway for the first 60 metres of the west side of Firs Lane.

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

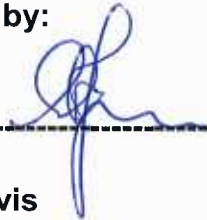
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

8/2/17.

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Title:	Firs Lane, Odiham Pedestrian Improvements

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to improve pedestrian accessibility in Firs Lane and West Street in Odiham
- 1.2. The footway along Firs Lane is the main element of this scheme and looks to provide a safer pedestrian facility that will support access to Robert Mays School from the bus stop on Alton Road. The detailed design plan attached in this report demonstrates how pedestrians will access Firs Lane via an existing footpath from the end of Robert Mays Road, which is easily accessible from Robert Mays School. Pedestrians (mainly school aged children) walking from the school to the bus stop, or other locals, will then be able to cross the carriageway via a new uncontrolled crossing and proceed down the southwest side of the carriageway.
- 1.3. The footway will end 70m north of the junction with Alton Road due to constraints on available highway land. The feasibility study suggested continuing with a substandard footway, and crossing pedestrians over at the junction. However there is limited visibility at that corner with Alton Road. Therefore it was decided to proceed with a shortened footway and mitigation measures to increase driver awareness of pedestrians, allowing pedestrians to walk on either side of the road depending on their direction of travel. In this section without a footway, signing will be provided to alert drivers to the presence of pedestrians in the road. The speed limit in this location is derestricted. There have been no reported personal injury accidents in the latest 5 year period and pedestrians currently walk on the carriageway on this section of road. It is therefore intended to implement speed reduction measures such as carriageway edge lines with SLOW signs and the situation will be monitored.
- 1.4. The other element of the scheme being progressed is an upgrade of the existing uncontrolled crossing on the B3349 Alton Road. This can be achieved without widening the existing carriageway. The proposed 2m pedestrian refuge will fit within the existing central hatching. The existing crossing is in poor condition, with one bollard missing and currently replaced

with a temporary traffic sign on an 'A' frame, and the traffic signs on the lamp column damaged. There is no tactile paving in either of the footways or between the islands, and the high friction surfacing on the approaches is badly worn. All these issues would be rectified by the proposals, which will provide a safer crossing point for pedestrians especially school pupils and parents with child buggies. In addition, double yellow lines will be introduced in West Street near the entrance and exit to Robert May's school which will improve visibility for pedestrians waiting to cross at the two uncontrolled crossing points. The existing HFS outside the exit of the school will also be renewed as it is in a poor condition.

- 1.5. A package of accessibility improvements were identified for the local area which included improved pedestrian crossing facilities on West Street to the south and north of Robert May's School. This also includes the upgrade of the section of footpath surface running parallel of the Queens Road between North Warnborough Street and Burfton Field, which connects to the south with the existing shared path. These were rejected due to financial constraints and consideration for local priorities.
- 1.6. Scheme success will be measured on current and future use of the pedestrian facilities as well as feedback from Odiham Parish Council and other stakeholders.

2. Background

- 2.1. Firs Lane is located to the south east of Odiham village centre and though it is partially fronted by residential properties along its length, it has the feel and character of a rural road. The carriageway is narrow making it hard for two vehicles to pass in places. There are no centre lines or footway throughout its length.
- 2.2. During the day traffic flow is relatively low however it is noticeably busier during peak times including the school run. Providing a direct link between residential properties on RAF Odiham and Robert May's School, the road is well used by young pedestrians who currently, with no footway provision, must walk in the carriageway. Site observations have noted the potential conflict between pedestrians and drivers and although the majority of traffic using this road is familiar with this situation, both the parents and school are rightly concerned for children's safety.
- 2.3. During peak times, pedestrians (predominantly pupils) currently using the two uncontrolled crossing points in West Street outside Robert May's school, have their visibility obscured by parked vehicles in both directions which makes it difficult to cross the road safely.
- 2.4. The scheme would see improved pedestrian facilities both along Firs Lane and at the desired crossing points on the B3349 Alton Road and West Street, completing the route between the Odiham RAF residential area and Robert May's School.

2.5 A desktop ecological survey was conducted in November 2015 which concluded that it would be necessary to carry out an extended Phase 1 survey at detailed design stage before ecological constraints can be explored in more detail. As a result further ecology surveys were undertaken in summer of 2016 which included a dormouse survey and these surveys did not indicate any evidence of the presence of dormice. Therefore Ecology is satisfied that no further action is needed.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	27	23	Developer contributions	115
	Client Fee	3	3		
	Supervision	6	5		
	Construction Land	79	69		
	Total	<u>115</u>	<u>100</u>	Total	<u>115</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.6	0.001%
	Capital Charges (Depreciation and notional interest charges)	167.	0.010%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/17	04/17	06/17	06/18

5. Scheme Details

- 5.1 A scheme location plan and proposal plans are attached at the end of this report.
- 5.2 The existing pedestrian refuge island at the junction of B3349 Alton Road and Firs Lane will be upgraded and widened to 2 metres to include tactile paving in the centre of the island and on either side of Alton Road. The existing high friction surfacing (HFS) on the approaches to the pedestrian island will be planed off and renewed.
- 5.3 A 1.8m footway approximately 546 metres in length will be introduced in Firs Lane from point 60 metres from the junction of the B3349 Alton Road to a point with the existing footpath at the rear of Salisbury Close where it meets with Firs Lane. The existing HFS material on the approaches to the pedestrian refuge on the B3349 Alton Road will also be replaced as it is currently in a poor condition.
- 5.4 Double yellow lines will be introduced in West Street near the entrance and exit to Robert May's school which will improve visibility for pedestrians waiting to cross at the two uncontrolled crossing points. The existing HFS outside the exit of the school will also be renewed as it is in a poor condition.

6. Departures from Standards

- 6.1 None

7. Community Engagement

- 7.1 The Parish Council are fully supportive of the scheme in its present form, with the potential of extending the scheme on to Alton Road at a future date. Local residents on Firs Lane have also been consulted and whilst they supported pedestrian access improvements, there were comments regarding which side of the road the footway should be on and the surface type. All comments are reported in full in the attached Consultation Report as an appendix to this report.
- 7.2 The local County Member Jonathan Glen is supportive of the scheme.

8. Statutory Procedures

- 8.1 A Traffic Regulation Order (TRO) for the introduction of double yellow lines in West Street is being progressed by Hart District Council and will be advertised prior to main works commencing on site.

9. Land Requirements

9.1 None.

10. Maintenance Implications

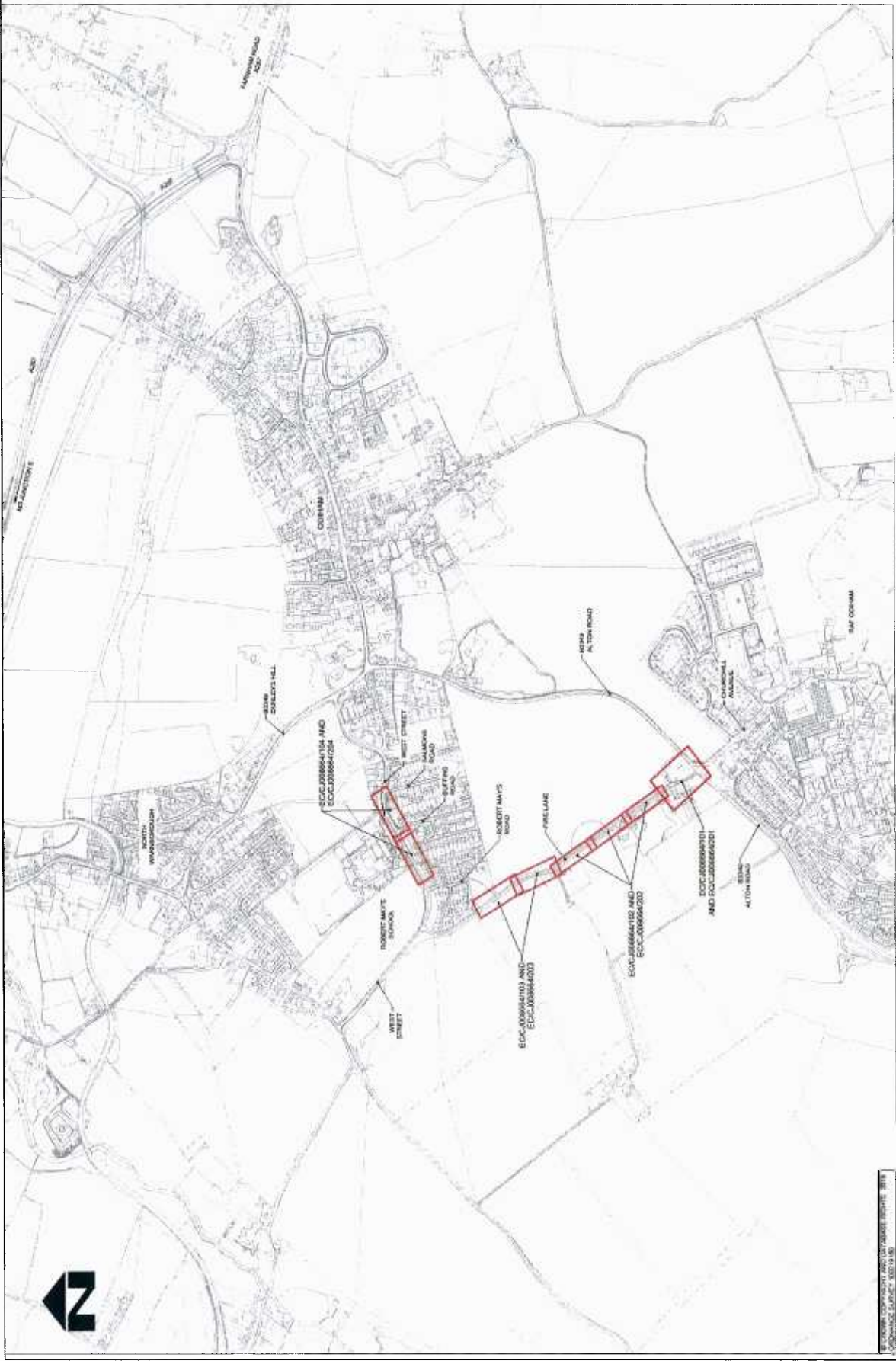
10.1 There will be a slight increase in annual maintenance and this is expected to be approximately £1,600 per annum. This will be funded from the existing highway maintenance budget.

11. Recommendation

11.1. That the Director approves the details of the Firs Lane, Odiham Pedestrian 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 £115,000, to be funded from developer contributions.

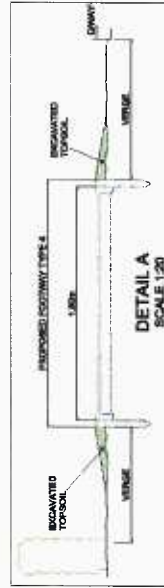
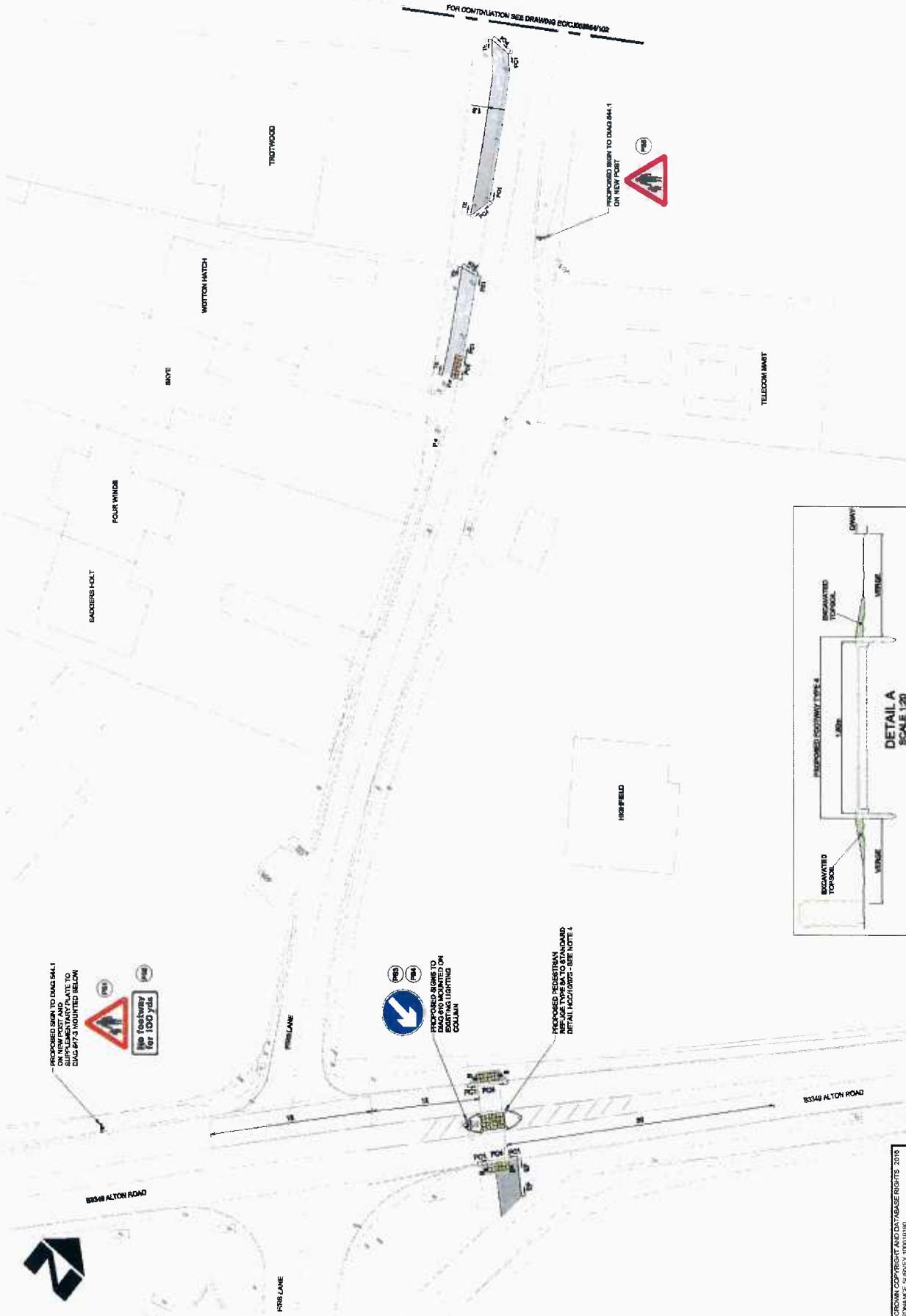
NOTES
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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED



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- NOTES
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - DEPOSITED TOP SOIL TO BE PLACED EITHER SIDE OF FOOTWAY EITHER SIDE - SEE DETAIL A
 - EXISTING FLEXIBLE BOLLARDS TAKEN FROM STORE & REUSED ON NEW PAVEMENT NO. 2

- KEY
- PROPOSED FOOTWAY TYPE 1A TO STANDARD DETAIL HCC10000SC
 - PROPOSED FOOTWAY TYPE 4 TO STANDARD DETAIL HCC10000SA - SEE NOTE 3
 - PROPOSED HIGH FRICTION BUFF SURFACING FOR HCC10000SA - SEE NOTE 3
 - PROPOSED HIGH FRICTION BUFF SURFACING FOR HCC10000SC - SEE NOTE 3
 - PROPOSED TACTILE PAVING TO STANDARD DETAIL HCC10000SC
 - PROPOSED REFLECTIVE BOLLARD TO STANDARD DETAIL HCC10000SC - NOTE 7
 - EXISTING POST TO BE TAKEN FROM STORE
 - PROPOSED TYPE 1A TO STANDARD DETAIL HCC10000SC
 - PROPOSED TYPE 4 TO STANDARD DETAIL HCC10000SA
 - PROPOSED CONCRETE EDGING TO STANDARD DETAIL HCC10000SC
 - PROPOSED TIMBER EDGING TO STANDARD DETAIL HCC10000SC
 - PROPOSED SIGN

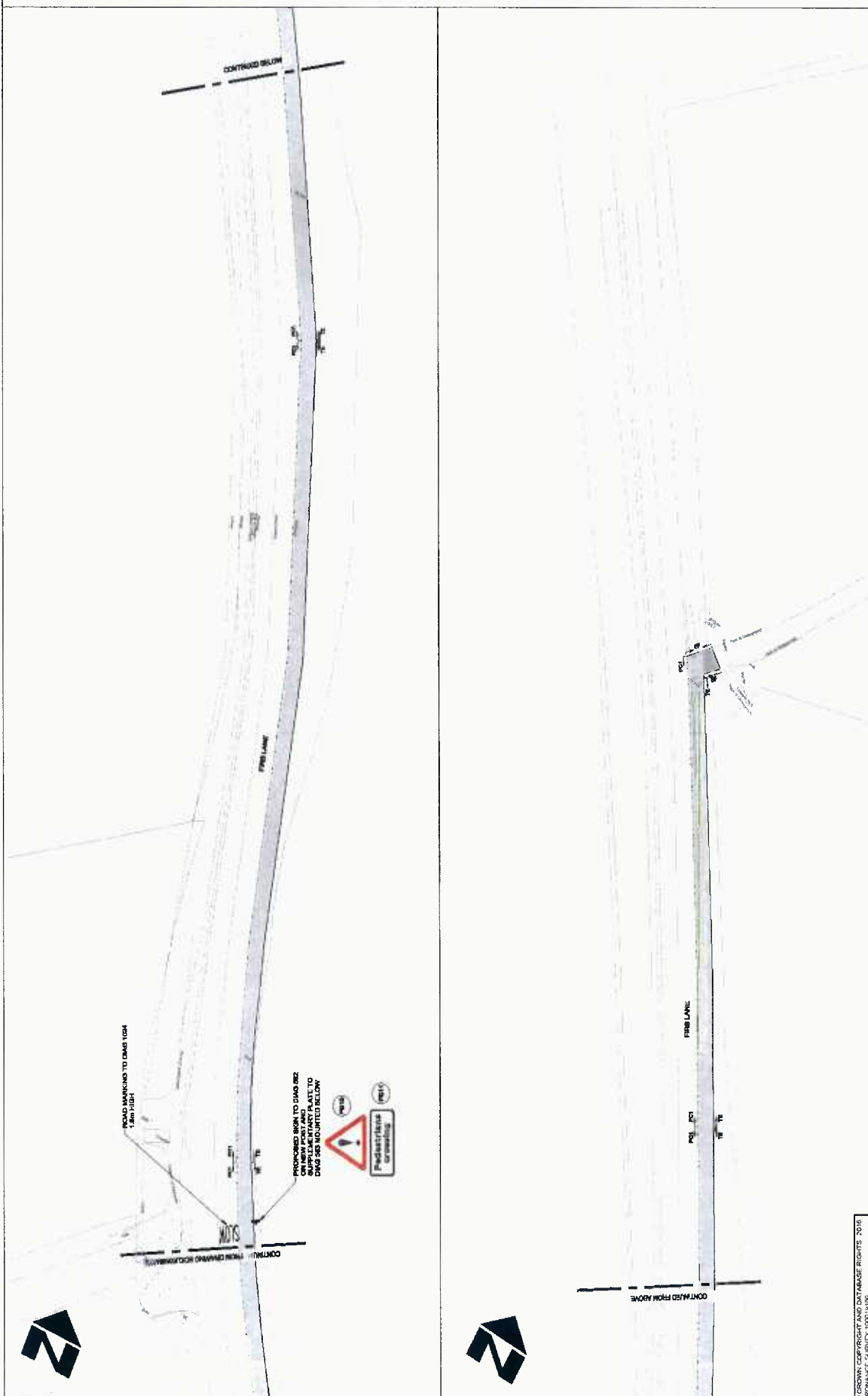


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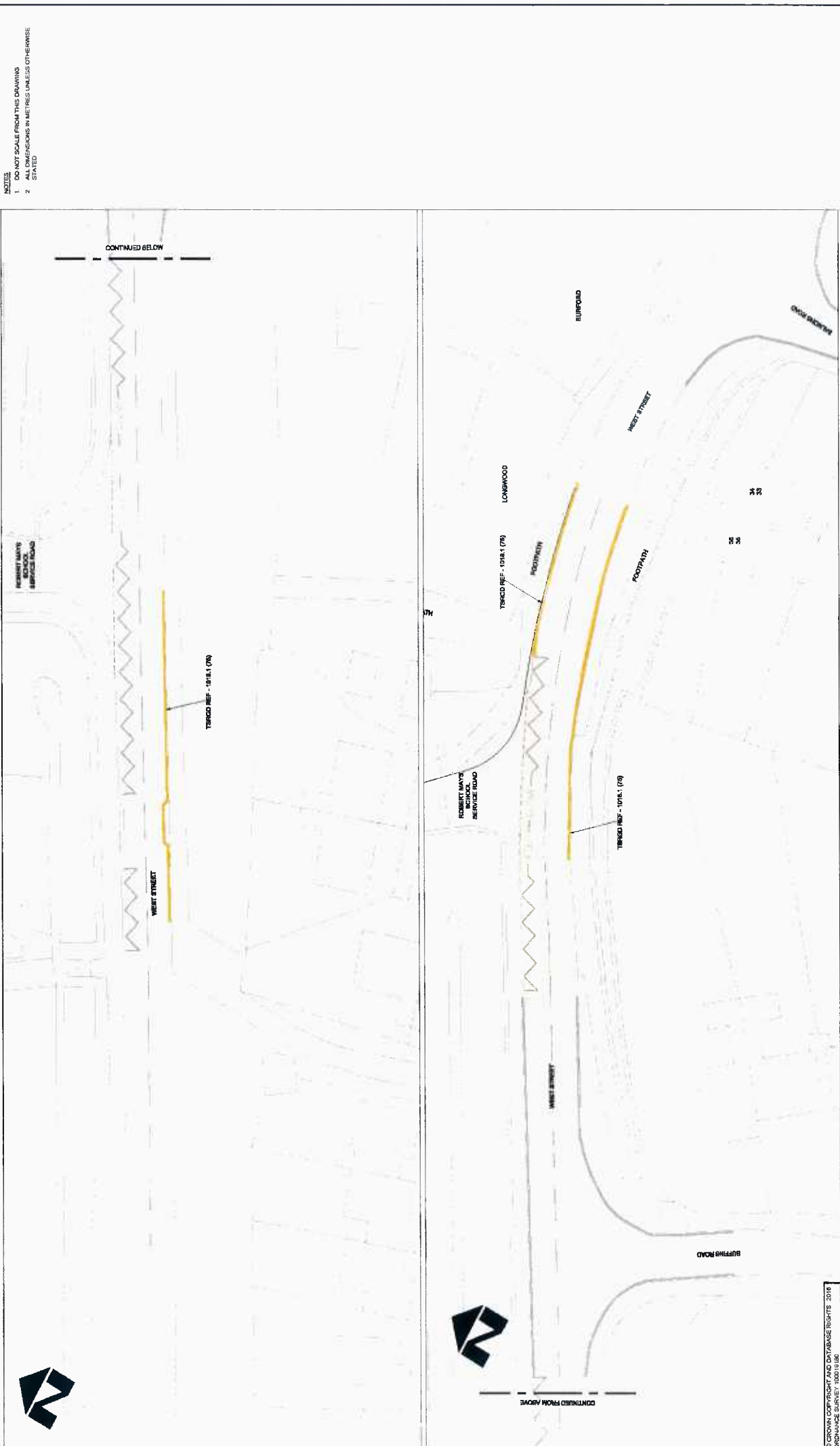
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- NOTES
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 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 3. DEPOSITED TOP SOIL TO BE PLACED EITHER SIDE OF FOOTWAY LEAVING 500mm DETAIL A

- KEY
- PROPOSED FOOTWAY TYPE 1A TO STANDARD DETAIL HCD1004050
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NOTES

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Hampshire County Council ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		Hampshire County Council STUART JAMES BROADBENT FCIT METPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		Project Title PROPOSED PARKING RESTRICTIONS ROBERT MAYS SCHOOL EC/CJ008664/104	
Scale 1:200		Date 22.11.2016		Sheet 1 OF 1	
Author SS		Checker SCL		Approver VWW	

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>	<u>Reference</u>	<u>Date</u>
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.)

DocumentLocation

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	Medium
Other factors	None
Geographical impact	Hart

The provision of a footway in Firs Lane, Odiham, and the upgrade of the existing pedestrian refuge island on the B3349 Alton Road, will have a positive impact to pedestrians and disabled users by improving accessibility and road safety. This will also benefit those persons considered more vulnerable such as school students etc.

2. Impact on Crime and Disorder:

- 2.1 None

3. Climate Change:

The proposed improvements will provide better accessibility and safety for pedestrians and encourage walking. This will also help to reduce the dependency on car journeys.

Consultation Report

In April 2016 Hampshire County Council undertook a consultation with residents of Firs Lane, Odiham regarding the proposals to provide a footway on the western side of Firs Lane and improvements to the crossing on Alton Road. This took the form of a letter with copies of the plans and asking for comments on the proposals.

The scheme is supported by the Parish Council and the local County Councillor. There was general support for the need for pedestrian improvements by local residents.

A full breakdown of the comments received and officer responses are listed below. It is worth noting that the footway is mentioned in the draft Odiham neighbourhood plan as a requisite for the potential Crownfields development – this could be a potential source of further funding for the project if other options such as land acquisition were considered.

Comment received during consultation	Number of Comments Received	Officer comment
Path should run on east side of road. This is the side which the children walk on, and is dryer in rain	8	There is more highway space available on the west side of the road, making the provision of a footway on this side of the road more easily deliverable.
Improve the footpath in the field east of the Firs instead (there is local precedent)	8	The path joins Alton Road at a point where there is no safe crossing point, therefore, the County Council would not encourage this link. The County Council has no authority to direct pedestrians through private land nor does it have the resources to acquire it at this stage
Speed limit needs to be lowered. How would they be policed?	7	This issue is outside the scope of this study. Any changes to speed limits need careful consideration and the support of the Police.
Support for a path of some sort	5	Support noted
If footway was on west side of road then drainage issues/washing of gravel onto drives would need to be considered	4	Care would be taken so that properties were not adversely affected in terms of flooding/surface material being washed off due to the construction of the path.
The new path will lead to	4	Drivers leaving properties adjacent to

cars egressing from drives having less vision of pedestrians than they do now – potential conflict		the footway will need to pay due care and attention to pedestrians on the footway. This is less of an issue than the current situation where pedestrians walk in the carriageway.
Uncertainty over crossing - concern that crossing improvements would lead to Firs Lane being used as shortcut	4	The crossing will remain as an uncontrolled crossing therefore having no impact on the existing traffic flows.
Would children keep to footway?	3	Whilst it isn't possible to ensure that children will keep to a footway it is unlikely that if a footway is provided the majority of children won't use it in a location such as this.
Relation to declined planning permission for the development of 17 dwellings on Firs Lane, one of the reason for rejection was lack of sustainable access	3	Sustainable access to the development was only one of several reasons for refusal (albeit the first listed), suggesting that the construction of the footway would not lead to approval for the Firs development.
Will kerb stones be used?	3	Between Trotwood and Firs House the western verge widens to over 3m and is of sufficient width to accommodate a 1.8m wide footway between a line of trees and the hedge forming the property boundaries, so the footway will not be adjacent to the road. From Firs House to Fairfield again there will be enough space so that the footway is not adjacent to the carriageway. For both stretches therefore there will be no need for a kerb. From Fairfield northwards the footway runs adjacent to the carriageway and so the footway will need to be kerbed.
Would like more detail	3	Further detail will be released as the scheme progresses.
Support for improved crossing	2	Support noted
Will existing trees be retained	2	There are no plans to remove any trees. However the hedgerow further up the road will need to be cut back. In places the hedge may require removal and replanting.
Support for traffic calming (without	2	Support noted

cluttering/urbanising street)		
Hedgerow maintenance adjacent to path	2	Remedial action will be taken for any trees, hedges and shrubs on the highway which are regarded as a statutory nuisance or represent a hazard as part of our normal Highway maintenance programme. Hedges and trees on boundaries between the highway and adjoining land are the responsibility of the adjoining landowners who are responsible for preventing their hedges and trees from overgrowing and causing obstruction or danger.
Access and parking needs to be retained for the RAF mast	1	Access and parking will be retained as necessary after discussions with relevant stakeholders.
Would land need to be purchased off of residents	1	No – all land that would be needed for the scheme is within the highway boundary.