

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Date	December 2016
Title:	Hartley Wintney Village Pedestrian Crossing

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 Hartley Wintney Village Pedestrian Crossing 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 £75,000, to be funded from Hartley Wintney Parish Council, developer contributions and Operation Resilience.

2. Reason(s) for the decision:

- 2.1. The zebra crossing has been requested by Hartley Wintney Parish Council on behalf of the local residents and the improvement will assist those crossing the A30 within Hartley Wintney village, particularly the high numbers of vulnerable pedestrians including children, elderly and those with mobility difficulties.
- 2.2. Pedestrian and vehicle surveys were undertaken in the vicinity of the proposed crossing point and the results indicated that a Zebra crossing would be the most appropriate option in this case.

3. Other options considered and rejected:

- 3.1. A Puffin crossing was considered but rejected on the basis that it would be too close to Monachus Lane in order to be installed safely and within design standards.

4. Conflicts of interest:

- 4.1. None

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:



Date:

21/12/16

Stuart Jarvis

Director of Economy, Transport and Environment

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide detail of the proposal to replace an existing informal dropped kerb crossing point with a zebra crossing in Hartley Wintney Village at the northern end of the A30 High Street as shown in the location plan (Figure 4). This will provide a safe crossing point for pedestrians.
- 1.2. The scheme will also include the installation of six additional lighting columns on the High Street and these will be erected from the east side of the crossing for approximately 125 metres along the A30 High Street as shown in Figure 2 and 3. The installation of a safe crossing point is a long standing aspiration of the local Member Councillor David Simpson and the Parish Council.
- 1.3. A Puffin crossing was considered but rejected on the grounds that it would be too close to Monachus Lane in order to be installed safely and within design standards.
- 1.4. Scheme success will be based on future pedestrian and cycling surveys to monitor expected increase in use for the zebra crossing.

2. Background

- 2.1. The scheme consists of the upgrading of the existing dropped kerb pedestrian facilities at the northern end of the High Street to a zebra crossing, outside Hartley Wintney Methodist Church as shown in Figure 1. The need for an improved crossing point was identified by the Hartley Wintney Traffic Partnership.
- 2.2. The existing informal crossing point is the preferred crossing location catering for residents to the eastern side of the village, as there is no controlled crossing until they reach the current one located in the centre of the village.

- 2.3. The A30 is a busy 30 mph road which runs through the High Street, in the centre of Hartley Wintney. Many of the users who cross the existing informal crossing have mobility scooters, wheelchairs or mobility aids.
- 2.4. Hartley Wintney Parish Council has had a long political aspiration to improve lighting in the area by installing six additional street lights along the A30 High Street. After the current scheme was proposed, it was agreed between Hartley Wintney Parish councillors and HCC to implement the additional lighting as part of this scheme.
- 2.5. The most recent five year personal injury accident record indicates there has been one accident where a pedestrian was hit by a car when walking across the junction of the High Street and Monachus Lane

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	3.0	4	Developer contributions	30
	Client Fee	5.5	7	Operation Resilience	5
	Supervision	9.0	12	HW Parish contribution	40
	Construction	57.5	77		
	Land				
	Total	<u>75.0</u>	<u>100%</u>	Total	<u>75</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.661	0.001%
	Capital Charges (Depreciation and notional interest charges)	7.000	0.004%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	December 2016	February 2017	March 2017	March 2018

5. Scheme Details

- 5.1. The scheme will upgrade the existing dropped kerb pedestrian facilities at the northern end of the High Street, outside the Hartley Wintney Methodist Church, at the point of the existing highway narrowing. The need for an improved crossing point was identified by the Hartley Wintney Traffic Partnership.
- 5.2. The existing informal crossing will be replaced with a zebra crossing. This is the preferred crossing location catering for residents to the eastern side of the village as there is no controlled crossing until they reach the current one located in the centre of the village.
- 5.3. The improvements will assist those crossing the A30 within Hartley Wintney village, particularly the high numbers of vulnerable pedestrians including children, elderly people and people with mobility difficulties.
- 5.4. The scheme also includes the additional installation of six lighting columns on the High Street starting from the east side of the crossing westwards for approximately 125 metre along the A30 High Street.
- 5.5. At the location of the proposed zebra crossing, some widening of the footway on the west side of crossing will be required as shown in Figure 1.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. This scheme was consulted on in summer 2014 via an online consultation page and it had strong support from the public. Further consultation with effected resident and retailers will be undertaken after the PA approved.

8. Statutory Procedures

- 8.1. The ITS group undertook consultation of the proposed Zebra crossing by way of placing statutory advertisement notices in the affected area between 26th October 2016 and 23rd November 2016 and one objection was received during this time. The representation and officer comments are detailed in the appendix of this report.

9. Land Requirements

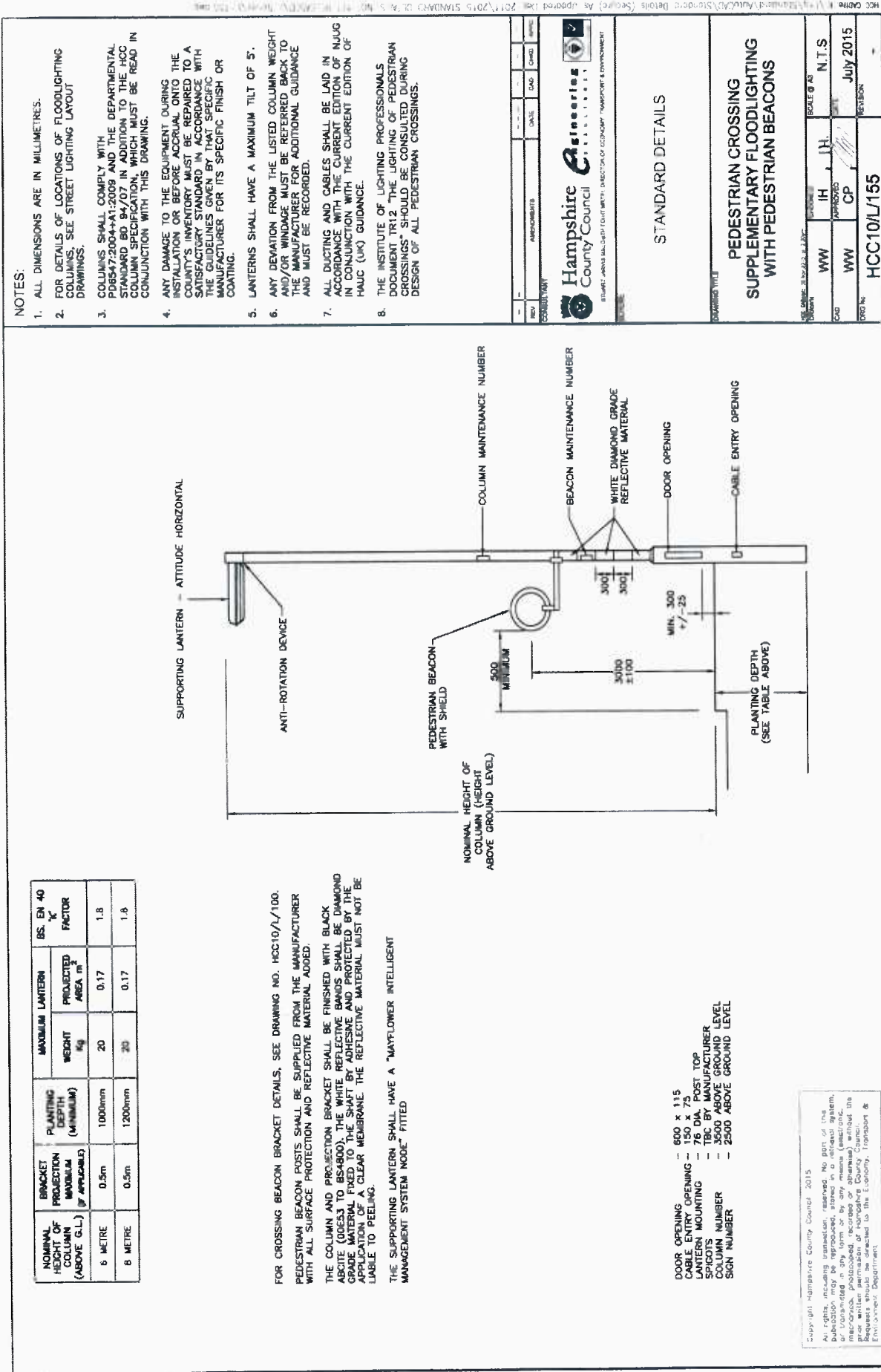
- 9.1 None.

10. Maintenance Implications

- 10.1. There will be an increase in maintenance costs in the long term from the introduction of the zebra crossing. However the installation of six street lighting columns is being funded by Hartley Wintney Parish Council who will also be funding the ongoing running costs of the lights.

11. Recommendations

- 11.1. That the Director approves the details of the Hartley Wintney Village Pedestrian Crossing, 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 £75,000, to be funded from Hartley Wintney Parish, developer contributions and operation resilience.



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Figure 2: Details of the Lighting Columns

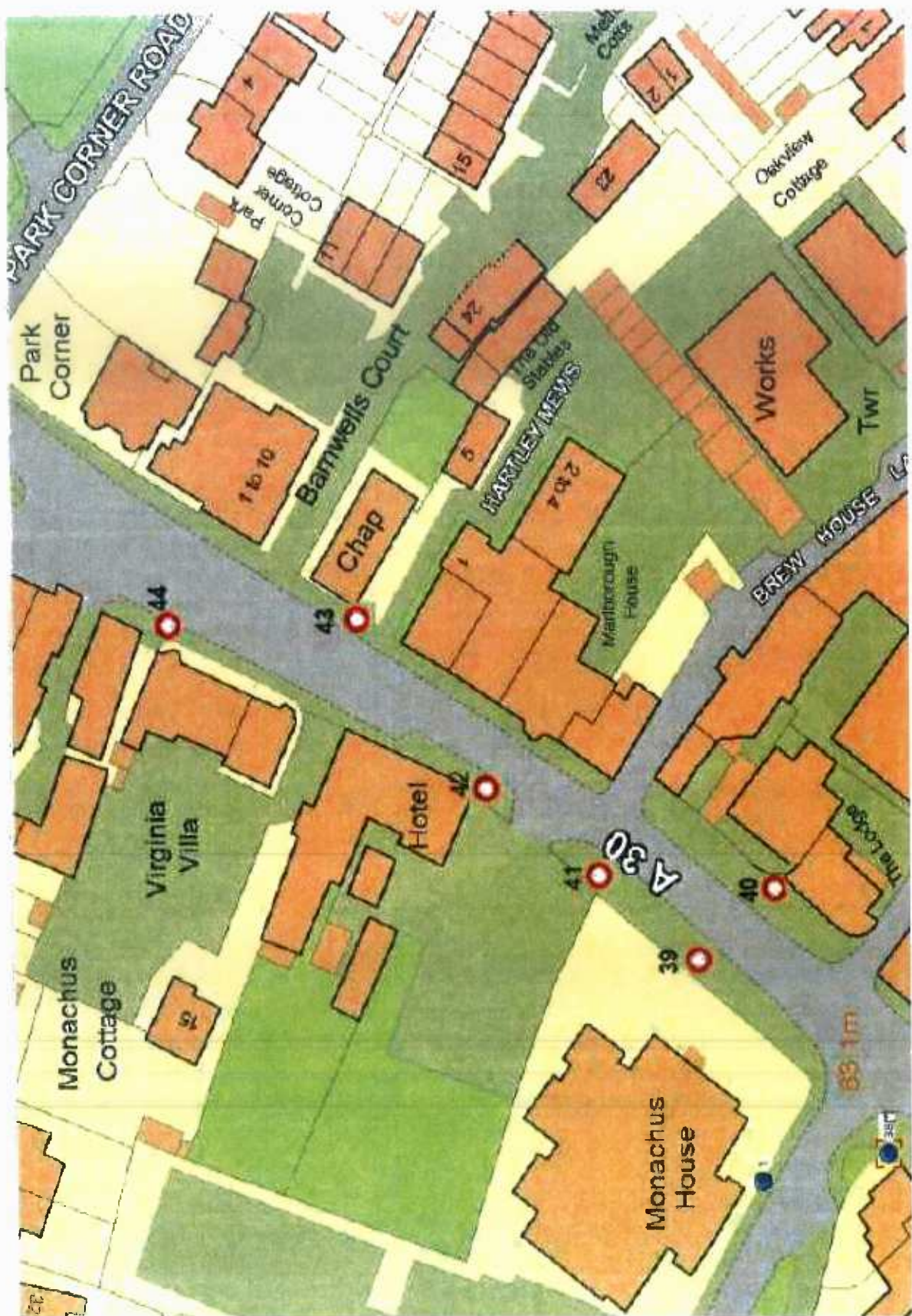


Figure 3: shows the location of lighting (Google 2016)

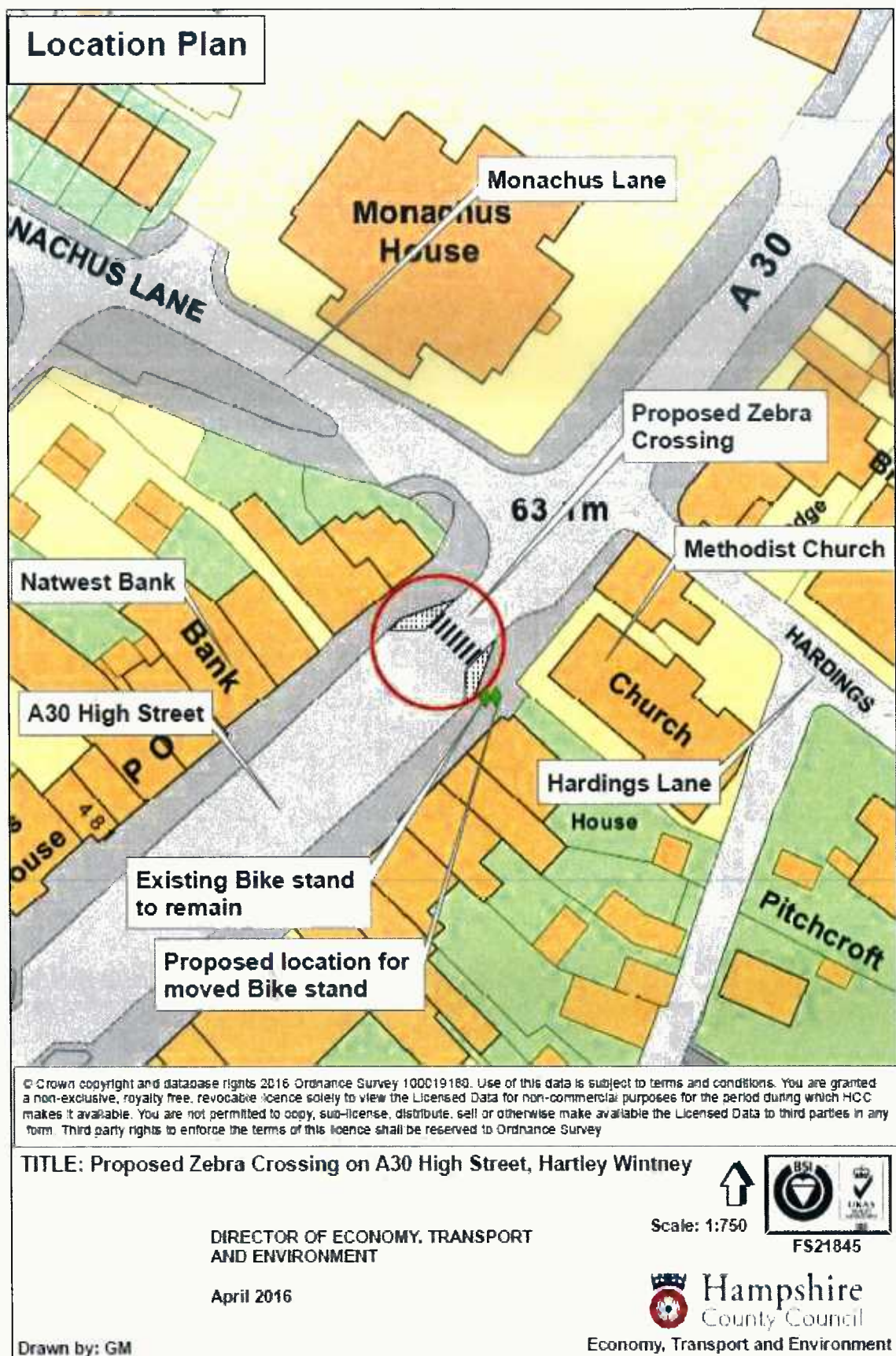


Figure 4: Scheme location Plan

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 ☒ lo

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

None

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	High
Disability	High
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	Hart

The improvements will assist those crossing the A30 within Hartley Wintney village, particularly vulnerable pedestrians including children, elderly people and people with mobility difficulties.

2. **Impact on Crime and Disorder:** None

3. **Climate Change:**

It is anticipated that the introduction of the zebra crossing will encourage more people to walk thereby reducing the number of short car journeys.

Objections Received to Proposals

Name and Address	Comments or Concerns	Officer Comments
Local Resident High Street	Feels that existing uncontrolled crossing point is sufficient enough. Also states exiting Monachus Lane into High Street is already difficult and the addition of a Zebra crossing will make the situation worse. Also suggest that visibility is already obstructed by parked cars in the existing layby and a Zebra crossing will exacerbate this problem.	Zebra crossing has been requested by Hartley Wintney Parish Council and the local Member Councillor David Simpson. The proposed crossing will assist those more vulnerable such as children, elderly and those with mobility difficulties to cross this busy section of road. The crossing point should not have any impact to traffic exiting Monachus Lane and may even provide improved safety for vehicles waiting to turn left into the High Street if pedestrians are using the crossing point, vehicles travelling eastbound would have to stop for the pedestrians using the crossing, thus allowing vehicles to exit more safely.