

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

| | |
|------------------------|---|
| Decision Maker: | Director of Economy, Transport and Environment |
| Title: | TfSH Cycle and pedestrian improvements, Havant town centre (CMS 1611) |

Contact name: Karen Wright

Tel: 01962 846879

Email: Karen.1.wright@hants.gov.uk

1. The decision:

- 1.1. That the Director for Economy, Transport and Environment approves the details of the scheme, TfSH Cycle and Pedestrian Improvements, Havant Town Centre, 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 £123,000, to be funded from Transport for South Hampshire Local Sustainable Transport Fund (LSTF) and HCC developer contributions.
- 1.3. That the new section of shared use footway/cycleway be incorporated into the highway network under Section 65 and 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. The reason for the decision is to deliver improved cycle and pedestrian links in the town centre between Havant bus station and Havant railway station and to link to and extend the Park Road North/Park Road South cycle and environmental works in Havant town centre.

3. Other options considered and rejected:

- 3.1. One other alternative option was to extend the footway into the carriageway, rather than pursue the land along the edge of the retail park, should the retail park owners not wish to allow us to use their land. However, this would have been a far more costly option as the whole carriageway and associated services would have been affected.

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.

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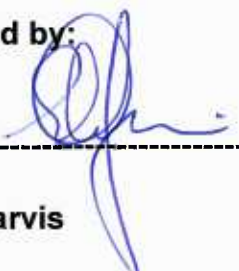
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None

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| Approved by:  ----- | Date: <u>19th December 2014</u> |
| Stuart Jarvis Director of Economy, Transport and Environment | |

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|---|
| Decision Maker: | Director of Economy, Transport and Environment |
| Title: | TfSH LSTF Cycle & Ped Improvements, Havant Town Centre (CMS 1611) |

Contact name: Karen Wright

Tel: 01962 846879

Email: Karen.1.wright@hants.gov.uk

1. Executive Summary

- 1.1. That the Director approves the details of the TfSH LSTF Cycle & Ped Improvements, Havant Town Centre, 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 £123,000, to be funded from Transport for South Hampshire Local Sustainable Transport Fund (LSTF) and HCC developer contributions.
- 1.3. This scheme will deliver improved cycle and pedestrian links in the town centre between Havant bus station and Havant railway station and will link and extend the B2149 Park Road North/Park Road South cycle and environmental scheme, completing the currently missing link.

1.4. Alternative Options Considered and Rejected

Option 2 of the feasibility study considered widening the western footway of B2149 Park Road North by taking carriageway space from the northbound carriageway. This option would involve moving the northbound carriageway eastwards by 0.5m and the redesign of the traffic light controlled junction. The pelican crossing would also need to be reconfigured and the guard railing removed or realigned. All the land required for this option is HCC highway land. However although there are no specific engineering reasons for not supporting this option it is viewed as a second best option and is considerably more expensive and more disruptive whilst under construction.

1.5. Measures of Success

The success of this scheme will be measured by an increase in cycle flows and positive feedback about the public realm and environmental improvements.

2. Background

2.1. This scheme forms part of the successful TfSH Local Sustainable Transport Fund (LSTF) bid 'A better connected South Hampshire'.

2.2. This scheme will complete the missing section of shared use footway/cycleway along Park Road North/South and will link to the existing routes to the bus station and railway station.

3. Finance

| 3.1 | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|-----|------------------|--------------|-------------------|------------------------|--------------|
| | Design Fee | 6 | 5 | LSTF – South | 78 |
| | Client Fee | 4 | 3 | HCC S106 | 45 |
| | Supervision | 3 | 2 | | |
| | Construction | 110 | 90 | | |
| | Land | | | | |
| | Total | <u>123</u> | <u>100</u> | Total | <u>123</u> |

| 3.2 | <u>Revenue Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|-----|--|--------------|--|
| | Net increase in maintenance expenditure | 0.5 | |
| | Capital Charges (Depreciation and notional interest charges) | | |

4. Programme

| | Gateway Stage | | | |
|--------------|-----------------------|---------------|-------------|------------|
| | 3 - Project Appraisal | Start on site | End on site | 4 - Review |
| Date (mm/yy) | 12/14 | 01/15 | 03/15 | 04/16 |

5. Scheme Details

- 5.1. This scheme proposes to widen the west side footway between Elm Road and the start of the shared use facility to the north, to a consistent 2.5m width by taking land from the planted landscaping strip which forms the eastern boundary of the Retail Park. The entry into the Retail Park would be reconfigured and an adjacent car parking space moved, all with the purpose of highlighting the entry point which at present is anonymous and poorly laid out.
- 5.2. The current pelican crossing on Elm Road will be upgraded to a toucan.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. County Councillor Bolton has been informed and is fully supportive of these proposals.

8. Statutory Procedures

- 8.1. None.

9. Land Requirements

- 9.1. A narrow strip of land has been agreed with the retail park owners, and formal licenses are currently being finalised with HCC Estates and Legal.

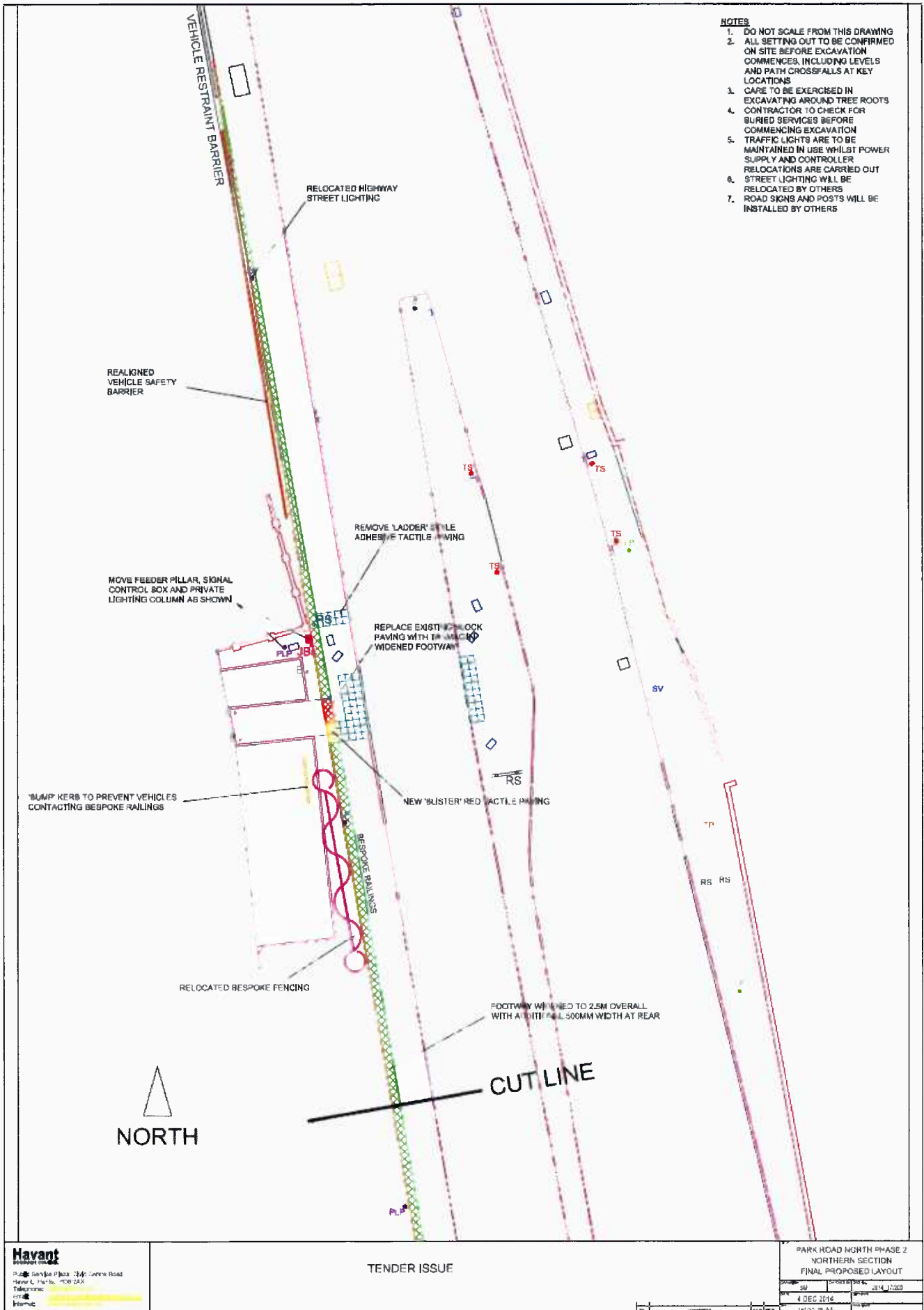
10. Maintenance Implications

- 10.1. The widened shared-use facility will add minimal maintenance liability to the county council, and as it will be of new construction, no maintenance is anticipated to be required in the short to medium term.

11. Recommendation(s)

- 11.1. That the Director for Economy, Transport and Environment approves the details of the scheme, TfSH Cycle and Pedestrian Improvements, Havant Town Centre, as set out in this paper.
- 11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to B2149 Park Road North in Havant Town Centre as set out in this project appraisal, at an estimated cost of £123,000 to be funded from the Transport for South Hampshire Local Sustainable Transport Fund (LSTF) and HCC developer contributions.

Fig 1.



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): | |
| OR | |
| This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because: | |

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 (insert name of impact assessment which is most relevant to this decision – lick on link to view all 10 of ETE's Equality Impact Assessments).

1.2. Statutory considerations:

| Impact | |
|------------------------------------|-------------------|
| Age | Low - positive |
| Disability | Medium - positive |
| 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 | Havant |

The widened footway will create a safer, more pleasant journey for those walking or cycling, particularly the more vulnerable road user.

1. Impact on Crime and Disorder:

This scheme will have no impact on this.

2. Climate Change:

This scheme will fill in a currently missing gap in the local cycle route, and therefore will encourage further use of cycling in the borough.