

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	A259 Havant Road, Emsworth - Cycling Routes

Contact name: Karen Wright

Tel: 01962 846879

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

1. The decision:

- 1.1. That the Director approves the details of the scheme, A259 Havant Road, Emsworth - Cycling Routes, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements, as set out in this Project Appraisal, at a total estimated cost of £235k, to be funded from developer contributions.
- 1.3. That the new section of shared use footway/cycleway be incorporated into the highway network under S65 and 66 of the Highways Act 1980.

2. Reason for the decision:

- 2.1. To enable the creation of a sustainable cycle network linking new development in Emsworth to the town centre and other local facilities.

3. Other options considered and rejected:

None

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

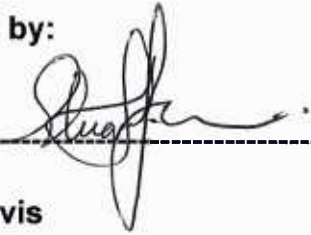
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None.

Approved by:



Handwritten signature of Stuart Jarvis, written in black ink over a horizontal dashed line.

Stuart Jarvis

Director of Economy, Transport and Environment

Date:

21st November 2014.

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Title:	A259 Havant Road, Emsworth - Cycling Routes

Contact name: Karen Wright

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1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into the necessary contractual arrangements to implement the proposed improvements to the scheme, A259 Havant Road, Emsworth - Cycling Routes, at an estimated cost of £235,000, to be funded from developer contributions.

1.2. Scheme Outline

This scheme will create a dedicated 230m section of off-road cycle route along the northern side of Havant Road between Selangor Avenue and the A27 underpass, improve the current crossing points on Havant Road at the junctions with Selangor Avenue and Barnes Close, and improve the existing on-road cycle lanes. This will greatly improve the current situation for both cyclists and pedestrians, as many cyclists currently cycle illegally on the footways. It will be of benefit to both serious cyclists who prefer a faster on-road route, and leisure cyclists/school children, who tend to feel safer off-road.

1.3. Alternative Options Considered and Rejected

None

1.4. Measures of Success

Many cyclists currently use this route with many (particularly schoolchildren) cycling illegally on the footway, this scheme will eliminate illegal cycling on the footway along the proposed route. and an overall increase of the use of non-car modes is envisaged.

2. Background

2.1. In the late 1990s, some of the first dedicated cycle infrastructure in the Borough was installed on Havant Road. The implementation of this

infrastructure was carried out in a number of phases from west to east, the last of which was completed in 2003. This typically comprises a 1.2m wide mandatory cycle lane on both sides of the road, although the cycle lane is advisory on the south side of the road between Warblington Road and a point opposite Highland Road (the easternmost section, and the last to be completed).

- 2.2. The cycle lane was surfaced using high visibility red antiskid material for its entire length, both sides. At the junctions with Selangor Avenue and Barn Close, existing crossing points were provided with cycle 'by-passes' whereby the kerb line was moved back and the cycle lane protected from the main carriageway by a narrow refuge. Pedestrians therefore crossed the road in four stages, i.e. a cycle lane and the main carriageway in both directions. The central pedestrian refuges are currently only 1.2m wide.
- 2.3. The unusual arrangement of the cycle by-passes has never been successful. Pedestrians tend to ignore their presence when crossing the road, leading to conflict, whilst the horizontal and vertical alignment of the by-passes (which are typically only 1.2m wide at best) means that mechanical sweeping is not possible, leading to increased maintenance costs as a special manual visit is required. Drainage within the by-pass sections is poor, and the by-passes collect dirt and debris, especially in the autumn. Finally the cycle lanes themselves are now showing their age, with the anti-skid material breaking off whether through age or damage caused during statutory undertaker excavation and reinstatement; many cyclists now choose not to cycle in the lanes, and many complaints have been received about their condition.
- 2.4. Nevertheless, cycling along the route has increased and this is especially true of the section between Selangor Avenue and the A27 underpass. Here, children attending the local schools (Emsworth Primary School and St James' Primary School) use the route along Selangor Avenue and Havant Road when they transfer to Warblington Secondary School. Many cycle illegally along the north footway of Havant Road rather than join the on-road route on this section of Havant Road because the route westbound towards Warblington school currently involves crossing the A259 twice.
- 2.5. Recent development in the area has identified the need to improve and upgrade routes which link to the town centre and other local facilities, and S106 contributions have been sought for this purpose.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	8	3.5	Developer contributions	235
	Client Fee	8	3.5		
	Supervision	4	2		
	Construction	215	91		
	Land	0	0		
	Total	<u>235</u>	<u>100</u>	Total	<u>235</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.000%
	Capital Charges (Depreciation and notional interest charges)	23.0	0.014%

4. Programme

	<u>Gateway Stage</u>			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/14	12/14	04/15	04/16

5. Scheme Details

- 5.1. It is proposed to create a 230m section of off-road shared use footway/cycleway on the northern side of Havant Road, between the junction with Selangor Avenue and the A27 subway. By hardening the verge and locally adjusting the vertical alignment of the footway, a cycle track of minimum 3m width can be created which means that cyclists using the quieter off-road route between Havant and Emsworth centres will completely avoid the Havant Road.
- 5.2. These works will also include the creation of a 'jug handle' arrangement to allow southbound cycles in Selangor Avenue to safely cross the road and join the new off-road route. As part of the scheme, an on-road advisory cycle

route will also be signed and marked along Selangor Avenue (between Havant Road and the entrance to Emsworth Primary School) as provision along this route in advance of a new off-road route through the School grounds planned for implementation in summer 2015.

- 5.3. In addition, the existing cycle 'by-passes' on the A259 Havant Road will be removed and the uncontrolled pedestrian crossing points upgraded to a standard layout to incorporate cyclists. The on-road cycle lanes will be extended through the crossing points, whilst the central refuges will be increased in width from 1.2m to 2.4m to allow their shared use by cycles crossing the road at these points. This will remove the issues of poor drainage and special maintenance provision, allowing the cycle lanes to function as part of the normal carriageway. The lanes will only be surfaced with high-visibility red anti-skid material locally at crossing points into junctions with side roads. This will reduce the material maintenance costs making it easier and more cost effective to maintain and repair should failure occur at any point in the future.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. In July 2014 the County and District Members were consulted on the results of the feasibility study and they supported the proposed scheme. A letter drop informing residents of forthcoming works will be undertaken two weeks prior to works starting on site.

8. Statutory Procedures

- 8.1. None.

9. Land Requirements

- 9.1. None required.

10. Maintenance Implications

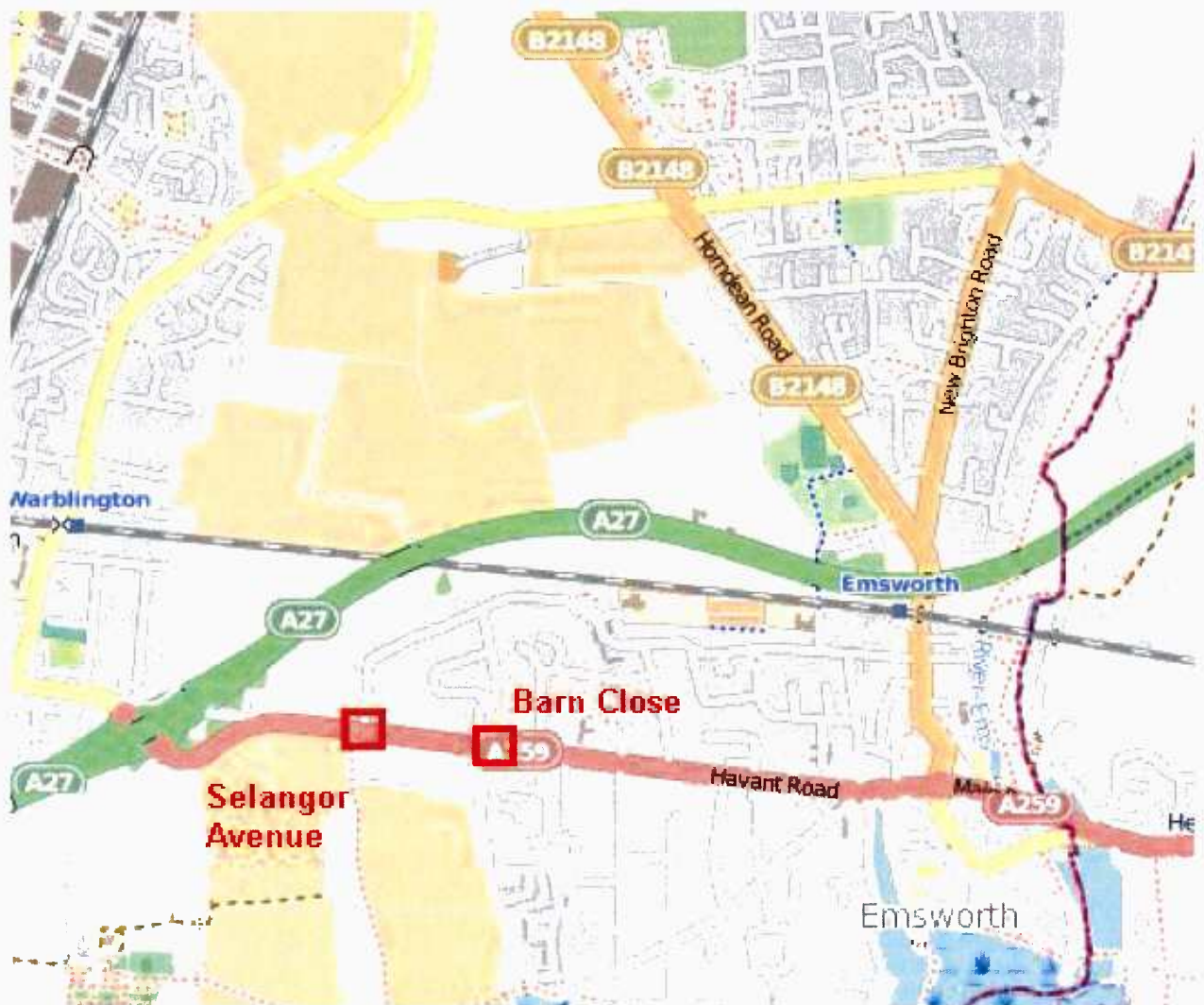
- 10.1. This scheme includes 450m² of additional footway, therefore no maintenance is anticipated in the short to medium term. The existing lengths of anti-skid surfacing within the cycle lanes are being reduced, which will represent a saving in the longer term.

11. Recommendation(s)

11.1. That the Director approves the details of the scheme, A259 Havant Road, Emsworth - Cycling Routes, Emsworth, as set out in this paper.

11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements to the scheme, A259 Havant Road, Emsworth - Cycling Routes, as set out in this Project Appraisal, at a total estimated cost of £235k, to be funded from developer contributions.

11.3. That the new section of shared use footway/cycleway be incorporated into the highway network under S65 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

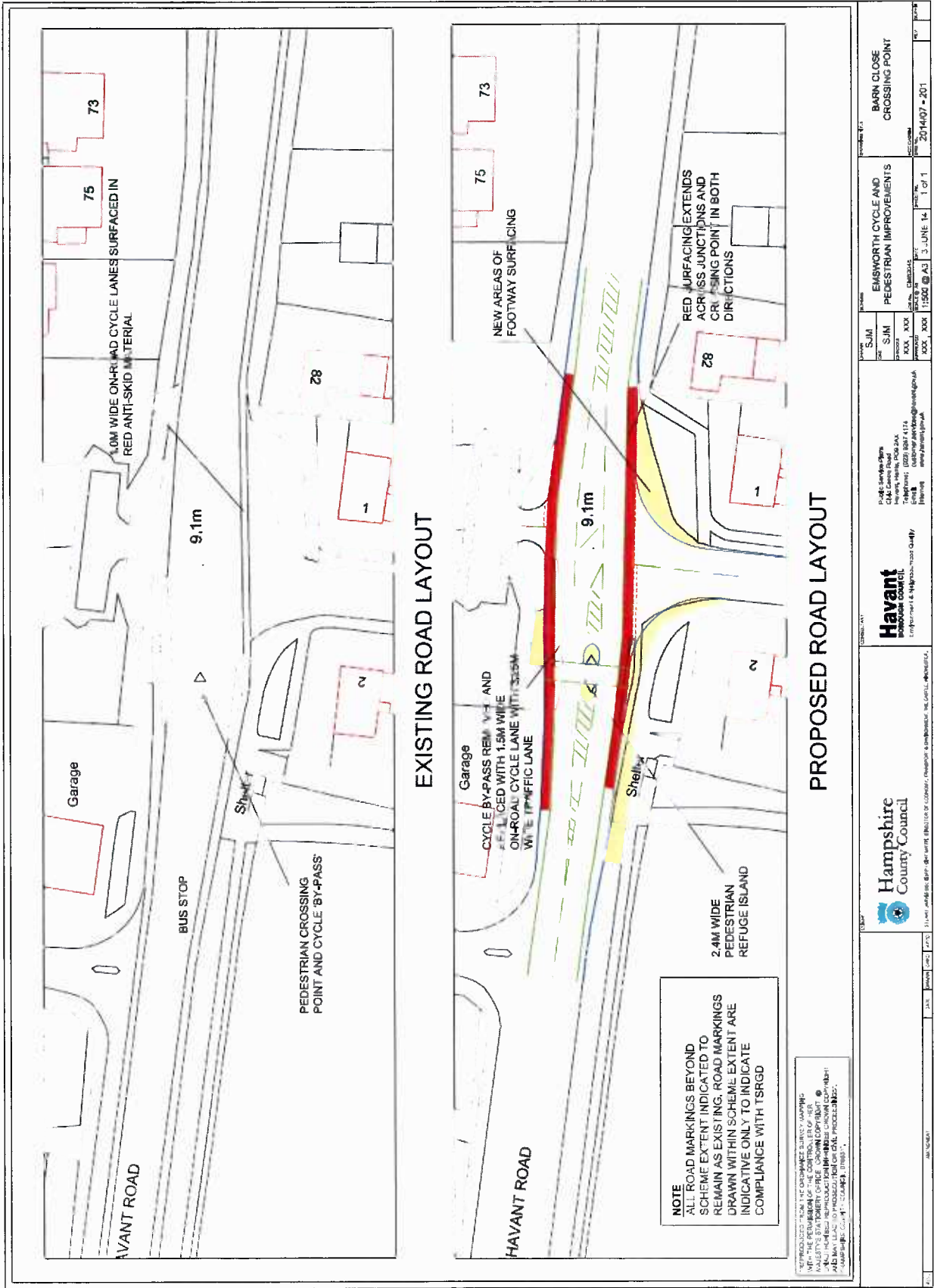
Develop Bus Rapid Transit and high quality public transport in South Hampshire,
to reduce car dependence and improve journey time reliability

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.

Fig 5.



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.)

<u>Document</u>	<u>Location</u>
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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 – positive impact
Disability	High – positive impact
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	High – positive impact
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Havant Borough

Currently some cyclists, especially school children, tend to cycle on the footways making it hazardous for pedestrians, particularly more vulnerable road users such as disability groups, the very young or elderly, or those who may find themselves temporarily unable to move as fast for example women who are pregnant. The wider footways will therefore create a sense of space and create a safer more pleasant environment for these groups. In addition, these more vulnerable groups who previously felt hesitant about cycling on the road, now have an alternative, off-road facility.

2. Impact on Crime and Disorder:

This scheme has no impact on this.

3. Climate Change:

This scheme will encourage walking and cycling as a sustainable mode of transport by providing facilities to make journeys safer. This will reduce car use, contributing to a healthier environment for all.