

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Kingswood Rise, Four Marks - Toucan

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Kingswood Rise Four Marks - Toucan, 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 £133,000, to be funded from Developer Contributions and LTP.

2. Reason for the decision:

- 2.1. Developer contributions have been received in relation to recent developments in Four Marks with the aim to improve pedestrian linkages in the locality. This toucan crossing will provide a safer crossing point across the A31 for residents to access shops, local schools and bus stops.

3. Other options considered and rejected:

- 3.1. Consideration was given to leaving the existing uncontrolled crossing unchanged. However, following strong support from the Parish Council, the County Councillor, the District Councillor and the MP it was agreed that a toucan crossing would be provided.

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:

5 May 2016

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Decision Report

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1. Executive Summary

1.1. The purpose of this paper is to provide details of the proposed scheme to deliver a toucan crossing on the A31 at Kingswood Rise, providing Four Marks residents safer access to local shops, schools and bus stops.

1.2. Scheme Outline

Provision of a new, controlled pedestrian crossing on the A31 in the vicinity of Kingswood Rise, Four Marks.

This location was agreed at a meeting with the Parish Council, District Councillor Thomas, County Councillor Kemp-Gee, Damian Hinds MP and Keith Willcox, Head of Strategic Transport. It was agreed that, following the construction of the Telegraph Road toucan, the design of a toucan would be progressed at this location.

This crossing would greatly improve the crossing of the busy A31 for pedestrians, especially more vulnerable road users such as children and the mobility impaired.

1.3. Alternative Options Considered and Rejected

Consideration was given to leaving the existing uncontrolled crossing unchanged. However following strong support from the Parish Council, the County Councillor, the District Councillor and the MP it was agreed that a toucan crossing would be provided.

1.4. Measures of Success

The installation of this crossing will increase the confidence of pedestrians and cyclists thus encouraging more access local amenities by foot and cycle.

2. Background

- 2.1. Four Marks has been subject to extensive residential development in recent years, and as such developer contributions have been sought to provide facilities to ameliorate the effect of the increased traffic on vulnerable road users such as pedestrians and cyclists.
- 2.2. Following a meeting with Damian Hinds MP, County Councillor Kemp-Gee, District Councillor Thomas and Keith Willcox, Head of Strategic Transport, it was agreed to progress the toucan crossing on the A31 close to Telegraph Road. It was also agreed that following this, a further toucan would be provided on the A31 close to Kingswood Rise.
- 2.3. Preliminary findings have identified a PV² value of 1.34, which demonstrates a clear need for the crossing.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	23	18	Developer cont's	123
	Client Fee	3	2	LTP	10
	Supervision	7	5		
	Construction	100	75		
	Land	0			
	Total	<u>133</u>	<u>100</u>	Total	<u>133</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3	0.003%
	Capital Charges (Depreciation and notional interest charges)	13	0.008%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/16	08/16	10/16	10/17

5. Scheme Details

- 5.1. The project comprises of the installation of a new toucan crossing of the A31 near to the junction of Kingswood Rise in Four Marks and links existing cycleways on both side of the road.
- 5.2. It will be necessary to re-site the existing eastbound bus stop and shelter approximately 65m further east from its present location.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. Given the demonstrable need and local support it is proposed to implement a controlled crossing at this location. Initial timescales provided suggested that this additional crossing could be delivered this financial year.
- 7.2. The scheme has been promoted by the Parish Council and is supported by both District Councillor Thomas and County Councillor Kemp-Gee, as well as Damian Hinds MP.
- 7.3. A letter drop to inform local residents and businesses is proposed to be undertaken prior to the scheme being constructed but given the level of support politically, further public consultation is not anticipated.

8. Statutory Procedures

- 8.1. The toucan will require a statutory public notice which will be dealt with by the in-house Information Technology Services (ITS).

9. Land Requirements

- 9.1. There are no land requirements. All planned works are within the highway boundary.

10. Maintenance Implications

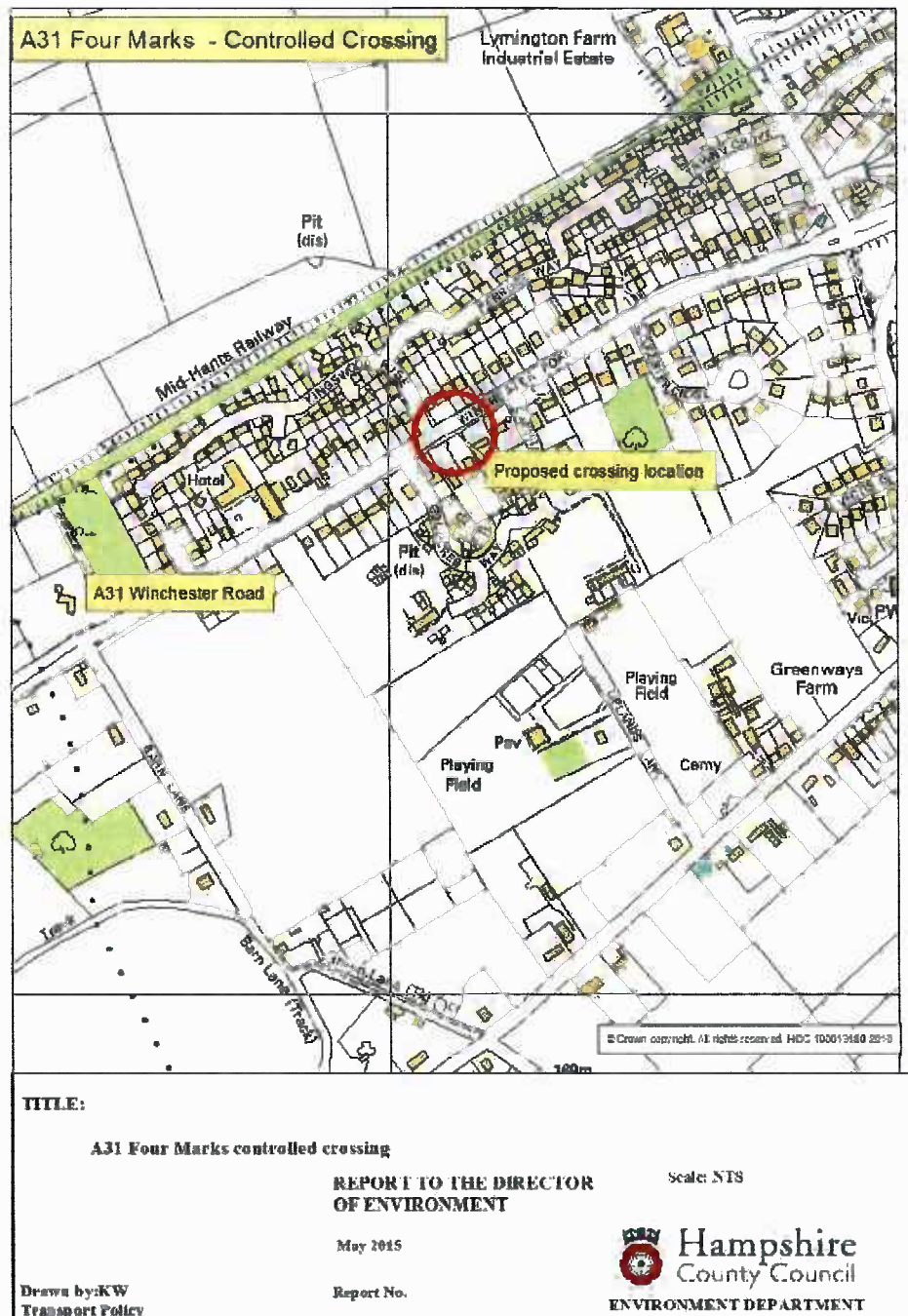
- 10.1. There will be an increase in maintenance costs for the new toucan and its associated equipment which will be accommodated within existing budget allocations.

11. Recommendations

- 11.1. That the Director approves the details of the Kingswood Rise, Four Marks - Toucan, 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 £133,000, to be funded from Developer Contributions and LTP.

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

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):	

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 – 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	East Hampshire

This project will provide a safer crossing point across the busy A31 which will be of benefit to pedestrians particularly the elderly, mothers with prams and toddlers and the mobility impaired.

2. Impact on Crime and Disorder:

The project has no effect on levels of crime and disorder.

3. Climate Change:

The project will encourage more sustainable modes of travel such as cycling and walking. This will reduce car use which will contribute to making a healthier environment for all.