

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Brockenhurst Cycles Improvement Scheme

**Contact name:** Simon Found

**Tel:** 01962 845646

**Email:** Simon.found@hants.gov.uk

#### **1. The decision:**

- 1.1. That the Director approves the details of the Brockenhurst Cycles Improvement Scheme, 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 £132,500, to be funded from the DfT's Cycling Ambitions Fund that was awarded to the New Forest National Park Authority (NFNPA). The NFNPA has agreed to fund this scheme from this fund..

#### **2. Reason(s) for the decision:**

- 2.1. This scheme will improve the safety and accessibility of cycling infrastructure in Brockenhurst.
- 2.2. The scheme accords with Hampshire County Council's overarching corporate policy of 'making Hampshire safer and more secure for all'.

#### **3. Other options considered and rejected:**

- 3.1. It was initially intended as part of this overall scheme to undertake improvements at the Filly Inn junction on the A337 south of Brockenhurst. However the budget was limited for the design and implementation of all the proposed improvements and could not fully fund all of those identified. It was therefore decided that the other improvements would provide more benefits to cyclists for the available funding and that the improvements at the Filly Inn should not be progressed at this time.
- 3.2. It should also be noted that other work at the Filly Inn junction is proposed within the 2015/16 safety engineering programme of works which includes the provision of anti skid surfacing which will indirectly improve safety for cyclists.

**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.

<b>Approved by:</b>  -----	<b>Date:</b> <u>20/8/15</u>
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Brockenhurst Cycles Improvement Scheme

**Contact name:** Simon Found

**Tel:** 01962 845646

**Email:** Simon.found@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to seek the approval of the Director to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £132,500, to be funded from the DfT's Cycling Ambitions Fund that was awarded to the New Forest National Park Authority (NFNPA). The NFNPA has agreed to fund this scheme from this fund.
- 1.2. The scheme will improve accessibility and safety for cyclists.
- 1.3. An additional improvement at the junction of the A337 with the Filly Inn, was investigated as part of the overall scheme but due to budget limits this has been deleted from the package of proposed improvements in Brockenhurst.
- 1.4. The success of the improvements implemented will be measured by on site observations and views of cyclists and the Parish Council.

### 2. Background

- 2.1. The purpose of this scheme is to improve accessibility and safety for cyclists in Brockenhurst.
- 2.2. The scheme is wholly contained within the existing highway boundary.

### 3. Finance

The scheme is being wholly funded by NFNPA from the DfT Cycling Ambitions Fund awarded to them.

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	23	17.4	Cycling Fund	132.5
	Client Fee	1.5	1.0	Ambitions	
	Supervision	10	7.6		
	Construction	98	74.0		
	Land	0	0		
	<b>Total</b>	<u>132.5</u>	<u>100</u>	<b>Total</b>	<u>132.5</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	7.0	0.004%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	August 2015	September 2015	November 2015	November 2016

#### 5. Scheme Details

5.1. Hollands Wood Campsite: The scheme provides a right turn lane into the campsite entrance from the A337 Lyndhurst Road. The right turn lane is protected by two traffic islands and whilst it is suitable for use by vehicular traffic accessing the campsite, the main purpose is to provide protection to cyclists crossing or turning right into the campsite. In addition to the right turn lane, the carriageway on the left turn approach to the campsite entrance is narrowed to slow vehicles entering the site. The scheme also includes re-surfacing the carriageway and road markings.

5.2. Brockenhurst Railway Station: The scheme provides a cycle by-bass on the entrance to Brookley Road. A traffic island provides protection to cyclists

using the cycle lane. The purpose of the cycle lane and island is to provide protection for cyclists turning left from the Railway Station into Brookley Road.

5.3. Cycle Signing (Brockenhurst): The scheme provides route signing for cyclists to/from the Railway Station and New Forest gravel tracks cycle routes.

5.4. Tilebarn Lane/Church Lane, A337: The scheme provides warning signs for drivers on the A337 Lymington Road, improved road markings and anti-skid surfacing on the A337. The purpose of the scheme is to provide improved driver awareness of cyclists crossing over the A337 between Church Lane and Tilebarn Lane.

## **6. Departures from Standards**

6.1. There are no departures from standards for this scheme.

## **7. Community Engagement**

7.1. Brockenhurst Parish Council and the Local Member, Councillor Thornber have both been consulted on the scheme proposals. No objections were raised by either of them to the proposals.

## **8. Statutory Procedures**

8.1. There are no statutory procedures required in association with this scheme.

## **9. Land Requirements**

9.1. All works associated with these improvements are contained within the existing highway boundary.

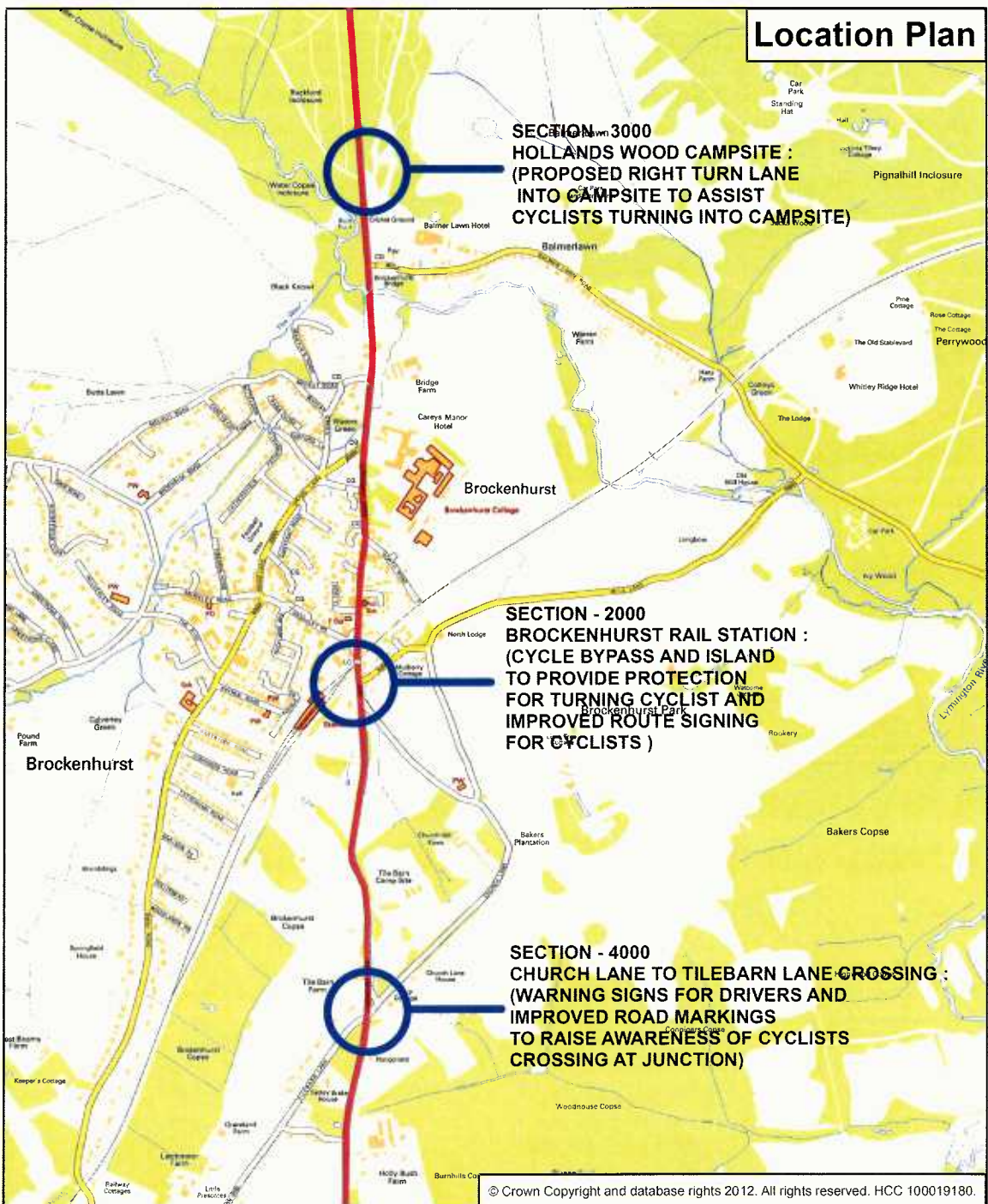
## **10. Maintenance Implications**

10.1. This scheme will result in a small increase in maintenance costs in future years.

## **11. Recommendation(s)**

11.1. That the Director approves the details of the Brockenhurst Cycles Improvement Scheme, 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 £132,500, to be funded from the Cycling Ambitions Fund.



**TITLE: Brockenhurst Cycle Route Improvements**



Scale: NTS

FS21845

**DIRECTOR OF ECONOMY, TRANSPORT  
 AND ENVIRONMENT**

**Date: 24 July 2015**

**Drawn by: Jenny Moon**



**Economy, Transport and Environment**

## **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**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives:</b>		
<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>
Brockenhurst Cycles Studies	ETE Dept

## 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	
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	
Geographical impact	Area of impact – New Forest area as it encourages cycling from further afield.

The improvements to aid cyclists will be especially beneficial to the young and old and those that do not have a good local knowledge of the area. They will give local people an alternative mode of safe travel within the Brockenhurst area. It will also encourage cycling from further afield outside of the village.

### 1. Impact on Crime and Disorder:

### 2. Climate Change:

These proposed improvements will encourage cycling in a safer environment and therefore reduce the reliance on the private car. This will result in lower levels of vehicle emissions within the village.