

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Chineham to Town Centre Accessibility Improvements

Contact name: Adam Bunce

Tel: 01962 845646

Email: Adam.bunce@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Chineham to Town Centre Accessibility Improvements, 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 £152,000 to be funded from developer contributions.
- 1.3. That the Director gives approval for section 4 of the proposal to be converted to a shared use footway/cycleway and incorporated into the highway network under Sections 65 & 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. Cycle access presently exists between Chineham and Basingstoke through the National Cycle Network route 23 (NCN23). Although this route is largely satisfactory, it is not equipped to modern standards in many regards, with poor signing and surfacing along much of its length. It is proposed to upgrade this section of the route, especially where it passes under the Ringway East to enter Eastrop Park.
- 2.2. As a connection to this, it is proposed to also improve the link for non-motorised users with Old Basing. This upgrading has been noted locally, both from within the town and village community, and was identified during the Basingstoke Town Access Plan consultation process by both elected members and the general public.
- 2.3. The main route would connect with previous work carried out as part of the first phase of Basingstoke Missing Cycle Links (Swing Swang Lane), which provides an alternative continuous cycle connection to Chineham. This offers residents of Chineham a safe cycle access to both the Town Centre and also Old Basing village.

3. Other options considered and rejected:

- 3.1 A cycle route between Lime Tree Way at Chineham Business Park to Hanmore Road at Chineham by using an existing footpath and through the subway that runs under the railway line was considered as part of the feasibility study but not progressed due to the associated cost of upgrading the path, and the likely possibility of third party land requirement.

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.

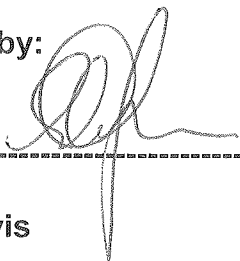
5. Dispensation granted by the Head of Paid Service:

- 5.1. None.

6. Supporting Information:

- 6.1. None.

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

24/2/17

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Chineham to Town Centre Accessibility Improvements

Contact name: Adam Bunce

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a proposed scheme to improve accessibility for walking and cycling between Chineham and Basingstoke town centre. This will encourage more sustainable forms of transport between Chineham and Basingstoke town centre, which will reduce the dependency on private vehicles.
- 1.2. The scheme involves improvements to four sections of the existing cycling route (NCN23) between Chineham and Basingstoke town centre, which are described in more detail in this report.
- 1.3. The feasibility of a cycle route between Lime Tree Way at Chineham Business Park to Hanmore Road was investigated, using an existing footpath and passing through the subway that runs under the railway line. However this wasn't feasible due to the associated cost of upgrading the path, and the likely possibility of third party land requirement.
- 1.4. Pedestrian and cycle counts undertaken after the scheme has been implemented will demonstrate how successful the proposals have been.

2. Background

- 2.1. Hampshire County Council's Engineering Consultancy (EC) carried out the study to examine the feasibility of implementing improvements to the cycle route (NCN23) between Chineham and Basingstoke Town Centre. The work also included looking at the feasibility of a cycle route between Lime Tree Way at Chineham Business Park to Hanmore Road at Chineham by using an existing footpath and through the subway that runs under the railway line.
- 2.2. Cycle access presently exists between Chineham and Basingstoke through the National Cycle Network route 23 (NCN23). Although this route is largely satisfactory, it is not equipped to modern standards in many regards, with poor signing and surfacing along much of its length. It is proposed to upgrade

this section of the route, especially where it passes under the Ringway East to enter Eastrop Park.

- 2.3. As a connection to this, it is proposed to also improve the link for non-motorised users with Old Basing. This upgrading has been noted locally, both from within the town and the village community, and was identified during the Basingstoke Town Access Plan consultation process by both elected members and the general public.
- 2.4. The main route would connect with previous work carried out as part of the first phase of Basingstoke Missing Cycle Links (Swing Swang Lane), which provides an alternative continuous cycle connection to Chineham. This offers residents of Chineham a safe cycle access to both the Town Centre and also Old Basing village.
- 2.5. The feasibility study has confirmed all schemes are deliverable except the section from Lime Tree Way to Hanmore Road due to the associated cost of upgrading the path, and the likely possibility of third party land requirement.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	20	Developer contributions	152
	Client Fee	6	4		
	Supervision	8	5		
	Construction	108	71		
	Land	0	0		
	Total	<u>152</u>	<u>100</u>	Total	<u>152</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1	0.001%
	Capital Charges (Depreciation and notional interest charges)	15	0.009%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/17	03/17	05/17	05/18

5. Scheme Details

- 5.1. The scheme involves improvements to four sections of the existing cycling route (NCN23) between Chineham and Basingstoke town centre, which are described below:
- 5.2. Section 1 and 2 - Section 1 starts from Cufau de Lane along Hanmore Road in Chineham and finishes at Swing Swang Lane; the route is approximately 5200m. The proposal is to upgrade existing cyclist access by improving crossing points, clearing vegetation and replacing and upgrading bollards, directional signing and cycle markings.
- 5.3. Section 3 - Section 3 route starts from Crockford Lane, goes over the railway line at the north side of Chineham Business Park, through the Business Park and ends at Crockford Lane roundabout. The proposal is to implement an advisory on road cycle facility, install on road cycle signage and cycle markings down to the existing toucan crossing and then link to an off road cycle route to Popley Way near Crockford Lane roundabout.
- 5.4. Section 4 - Section 4 is the existing segregated footway in Eastop Park, and the route is approximately 900m in length. The route starts at the subway under the A339 Ringway East, passes through the park and ends at Eastrop Circus. The main work is to resurface the footway and convert it to a shared use footway/cycleway route. The existing segregated route signing will be removed and replaced with new shared route signs, directional signing and bollards.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. This proposal does not involve building any new infrastructure or vastly changing any existing highway facilities or routeing. The scheme mainly looks to enhance and upgrade existing cycling infrastructure and it was therefore considered that public consultation was not required.
- 7.2. The scheme is fully supported by County Councillor Elaine Still.

8. Statutory Procedures

8.1. None

9. Land Requirements

9.1. None

10. Maintenance Implications

- 10.1. There will be a minor increase in overall long term maintenance due to the new tactile paving and traffic signs, which will be met within existing budgets. However the new surfacing will reduce the need for maintenance to be carried out over the short / medium term.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Chineham to Town Centre Accessibility Improvements, 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 £152,000, to be funded from developer contributions.

That the Director gives approval for section 4 of the proposal to be converted to a shared use footway/cycleway and incorporated into the highway network under Sections 65 & 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.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes/no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes/no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes/no
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	Low
Disability	Low
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	Basingstoke

There may be a small positive impact on elderly or young children as the proposals will encourage the use of sustainable transport. There will be a small positive impact on disabled persons due to improved access through dropped crossings along the route.

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

3. **Climate Change:**

This scheme will encourage the use of sustainable transport for short journeys. This in turn will result in fewer vehicles on the road network and reductions in traffic congestion on the network.