

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Denmead Accessibility Improvements

Contact name: Kevin Dearing

Tel: 01962 826988

Email: Kevin.dearing@hants.gov.uk

1. The decision:

- 1.1. That the Director for Economy, Transport and Environment approve the Project Appraisal for the Denmead Accessibility Improvements as outlined in the supporting report.
- 1.2. That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements for Denmead Accessibility Improvements as set out in this project appraisal, at an estimated cost of £218,000, to be funded from Developer Contributions.

2. Reasons for the decision:

- 2.1. The reason for the decision is to provide accessibility and safety improvements for residents in Denmead, in particular those living in Bunkers Hill and pedestrians walking to Creech Woods. The project will deliver improved pedestrian crossing places at the Forest Road roundabouts which will also be landscaped together with an upgraded drainage system in Bunkers Hill.
- 2.2. The proposals to deliver improvements in this part of Denmead align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):
 - Improve road safety
 - Promoting walking and cycling
 - Quality of life and place
- 2.3. This decision supports the Hampshire County Council corporate strategy policy of "making Hampshire safer and more secure for all" and "enhancing our quality of place".

3. Other options considered and rejected:

3.1. Do nothing. This option has been rejected on the basis that there is a need for a safer pedestrian route to Creech Woods where an adventure play area was constructed in 2012.

3.2. Earlier proposals to construct the footway on the western side of Bunkers Hill were reviewed. Due to practical difficulties with levels, the footway will now be constructed on the eastern side.

4. Conflicts of interest:

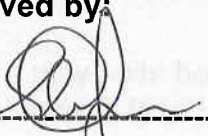
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:  -----	Date: 16/9/14 -----
Stuart Jarvis	
Director of Economy, Transport and Environment	

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Decision Report

Decision Maker:	Director of Economy, Transport and Environment
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1. Executive Summary

1.1. The purpose of this paper is to present the case for approval of the proposed Denmead Accessibility Improvements scheme, , at an estimated cost of £218,000, funded from Developer Contributions.

1.2. The project is divided into four elements:

- Enhancements at the Forest Road roundabouts to include provision of upgraded tactile crossing places and soft landscaping.
- Bere Road footway improvements and lay-by construction outside of the junior school entrance.
- 32 No dropped crossings in and around the village to improve accessibility.
- A new footway at Bunkers Hill which will connect Forest Road to Creech Woods.

1.3. The work at Bunkers Hill will include improvements to the highway surface water drainage system which at present relies on a combination of open ditches and sub standard pipework installed ad hoc over the years.

1.4. Initially, it was thought that the footway could be positioned on the western side of the road, but due to practical difficulties with construction (mainly due to the drop in levels across the existing ditch) it has now been designed to run along the eastern side with a crossing point back to the western side a short distance before the roundabout in order to link into the existing path. In addition, by constructing the new footway on the eastern side of the road it dispenses with what would have been a need for pedestrians to cross Bunkers Hill at perhaps the fastest section of highway near the entrance to Creech Woods.

1.5. There have been no other significant alternative options considered and rejected.

- 1.6. The success of the improvements will be measured by feedback from Denmead Parish Council and observations of pedestrian movements.

2. Background

- 2.1. Denmead is located in south east Hampshire about 9.2 miles (14.8 km) north of Portsmouth. The parish population is estimated to be 6874. The B2150 Hambledon Road passes through the village connecting to Waterlooville in the south east. The village centre with shops, medical centre and other facilities is located in the north of the village on Hambledon Road east of its junction with Southwick Road. Denmead Junior (286 pupils) and Infant (262 pupils) Schools are close together in the east of the village. Creech Woods are to the south west. Scheduled bus services operate on Hambledon Road, Southwick Road and Forest Road. A cycle route on B2150 from Waterlooville using a shared footway terminates at the junction of Hambledon Road and Forest Road.
- 2.2. The School Travel Plans for the Junior and Infant Schools raised several concerns about safe access to the schools and identified some possible measures. A survey in May 2012 showed that the main means of access to the Junior School were 137 walking and 137 by car and to the Infant School were 150 walking and 112 by car.
- 2.3. Traffic volumes on the main roads through the village are not particularly high. 12 hour week day average two-way flows were 5862 vehicles on Hambledon Road south of Anmore Road (2004), 4984 on Forest Road (2009), 3253 on Southwick Road (2004), and 1912 on Bunkers Hill (2011). Speeds on Hambledon Road were close to the 30mph limit but those on Forest Road, Southwick Road and Bunkers Hill were much higher, having 85th percentile values over 40mph even though each had 30mph limits. Safety Engineering has advised that there are no clear patterns to the accident record therefore no improvements would be required in terms of accident reduction.
- 2.4. There were several issues and problems that were investigated in the feasibility study, including several which appeared on Winchester City Council's Transport Contributions Policy (TCP) List. These were reviewed at a meeting on 3rd October with Councillor Stallard and the Chair of the Parish Council. This resulted in both deletions and additions as follows:-

Access to Creech Woods.

A play / adventure area had been constructed in the Woods. Concern had been expressed about the lack of a safe pedestrian route to it because Bunkers Hill has no footways. A virtual footway was introduced on Bunkers Hill but an improved facility on this route or a safer alternative route is needed. The work, subject of this Project Appraisal includes improvements for pedestrians and public realm enhancements at the Forest Road junction.

Cycling Facilities.

The Denmead to Waterlooville Cycle route terminates at the Hambledon Road / Forest Road junction. This could be extended as an on-road route through Denmead along Hambledon Road / Southwick Road or along Forest Road. For the purposes of this Project Appraisal the cycleway has been put back into Phase 2 dependant upon the receipt of further funding income.

Safer Routes to School

- (a) Consideration will be given to improving lighting on the footpaths in the Little Corner / Old River / Greenway area that are used to access the schools.
- (b) Pedestrian safety concerns due to traffic congestion and parked vehicles near the junior school entrance and on neighbouring roads at school start and finish times will be partly addressed with the construction of the new lay-by in Bere Road.

Mobility Access

There is a concentration of properties catering for elderly residents at the southern end of Ashling Park Road. This road forms the pedestrian route for those residents going to the shops and other facilities at the village centre but concern has been expressed about difficulties experienced, including for users of mobility scooters. For a similar reason the adequacy of the footway on the south side of Hambledon Road east of Green Lane has been examined. The installation of 32 No dropped crossing sites in the village will serve to improve accessibility.

Public Transport Infrastructure

The Passenger Transport Group has been requested to consider the following measures:-

- (a) Assess the need for new poles / flags / hard standing at bus stops on Forest Road.
- (b) The provision of a Journey Planning Kiosk and Bus Departure Screens in the village centre.
- (c) The provision of Real Time Information at heavily used bus stops.

Speed Limit Extension.

The request from a Councillor to extend the 30mph speed limit on Edneys lane from its junction with Anmore Lane to its junction with Whitehorse Lane will be considered separately by the Traffic Management Team.

Village Centre.

The TCP list refers to a road narrowing or chicane at the Hambledon end of B2150 but at its meeting on 13th July 2011 the Parish Council's Highways and General Purposes Committee decided to take no further action on a

resident's request for traffic calming in the village centre due to the low level of accidents. Therefore this proposal does not form part of the project.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	18	Developer contributions	218
	Client Fee	3	1		
	Supervision	6	3		
	Construction	169	78		
	Land	0	0		
	Total	<u>218</u>	<u>100</u>	Total	<u>218</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.5	0.001%
	Capital Charges (Depreciation and notional interest charges)	19	0.012%

3.3 Funding has been allocated specifically to improve safety along Bunkers Hill, deliver public realm enhancements at the Forest Road junction and provide dropped crossing at 32 locations in and around the village

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	09/14	01/15	03/15	03/16

5. Scheme Details

The project will include the following benefits and measures:-

Enhancements at the Forest Road roundabouts will replace the existing sub standard crossing places with tactile paving. The appearance of the roundabouts and pedestrian refuges themselves will be improved with the introduction of soft landscaping comprising of low growing shrubs and resin bonded surface treatments. A number of ornamental trees will be included where possible into the design around the perimeter of the junction.

Improvements at Denmead Junior School at Bere Road will comprise replacement and widening of a substandard pathway and a new lay-by on highway land providing off road parking for up to six cars.

There are thirty-two locations identified in and around the village where dropped crossings will be constructed on existing footways. This work will greatly improve accessibility for pedestrians and those with mobility scooters, wheelchairs and pushchairs.

A new footway at Bunkers Hill will connect Forest Road to Creech Woods and will be constructed along the eastern side of the road from Woodlands Cottages. The existing footway at Bunkers Hill leading to the Forest Road roundabout on the western side will be widened and extended southwards.

The work along Bunkers Hill will include significant improvements to the highway surface water drainage system which at present relies on a combination of open ditches and sub standard pipework that has been installed ad hoc over the years.

New prominent gateways will be erected both sides of the road at the four main approach roads into Denmead. These will be situated at Bunkers Hill to the south; Well Hill to the north; Forest Road to the west and Hambledon Road to the east. The gateways include the advertised speed limit and a "Welcome to Denmead" notice.

6. Departures from Standards

- 6.1. Due to the narrow nature of the existing carriageway at Bunkers Hill it will not be possible to construct the new footway to standard Hampshire County Council specification width. The new footway will necessarily vary from 1 metre wide at its narrowest point to a maximum of approximately 1.5 metres elsewhere along the length of the works.

7. Community Engagement

- 7.1. Councillor Mrs P Stallard and Denmead Parish Council are in support of the project and look forward to its implementation.

8. Statutory Procedures

- 8.1. At the present time the project does not require any Traffic Regulation Orders. If however it is decided that the existing gateway at Bunkers Hill should be moved southwards to the access road into Creech Woods then a TRO will be required.

9. Land Requirements

- 9.1. The project will not require the acquisition of any third party land.

10. Maintenance Implications

- 10.1. The proposed works will result in a small increase in annual maintenance expenditure in future years due to the additional footway created.

11. Recommendations

- 11.1. That the Director for Economy, Transport and Environment approve the Project Appraisal for the Denmead Accessibility Improvements as outlined in the supporting report
- 11.2. That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements for Denmead Accessibility Improvements as set out in this project appraisal, at an estimated cost of £218,000, to be funded from Developer Contributions.

LTP3 Priorities and Policy Objectives

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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):	

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 "Safe and well managed highways in Hampshire".
- 1.2. It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the proposed improvements recommended for the project will not influence the current levels of Crime and Disorder in the village of Denmead.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

There will be little or no change to the status quo.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

By introducing improvements to the footway network and safer crossing places, people will be encouraged and enabled to use alternative modes of transport rather than the motor car. This action provides the flexibility and opportunity to consider travelling by alternative means and has the potential to reduce car emissions.

