

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	EM3 STF- Ringway North/Rooksdown Accessibility Improvements, Basingstoke

Contact name: Helen Merrills

Tel: 07718 147047

Email: helen.merrills@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Ringway North/Rooksdown 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 £141,000 to be funded by EM3 Sustainable Transport funding of £91,000 and Developer Contributions of £50,000.
- 1.3. That the new sections of shared use footway/cycleway as proposed on Ashwood Way be incorporated into the Highway network under Section 65 and Section 66 of the Highway Act 1980.

2. Reason(s) for the decision:

- 2.1. To implement cycle and pedestrian accessibility improvements utilising funding from the EM3 Sustainable Transport Programme and developer contributions to improve the existing cycle network in Basingstoke. The proposals will form phase 1 of works to provide missing cycle links as identified in the Basingstoke Missing Cycle Links Study. The improvements and will include measures along the Green Way, Winklebury Way, Ashwood Way, Hazelwood Drive and Wellington Terrace in Basingstoke
- 2.2. The cycle network in Basingstoke is well established, but a number of “missing links” remain between Rooksdown, Parklands and Winklebury. The addition of the cycle improvements outlined in this report will contribute to improving the cycle network, adding to the sense of cohesion present in the network providing connections to key local destinations such as local facilities, the Leisure Park and residential areas. Improved accessibility within this urban area of Basingstoke will help promote increased cycling and alternative travel choice to the car for short journeys.
- 2.3. The proposals to deliver the improvements support the objectives set out Basingstoke and Deane Borough Transport Statement and builds on existing

related documents covering the Borough, notably Hampshire's Local Transport Plan (2011 – 2031) (LTP) and the Basingstoke Town Access Plan (TAP).

2.4. The scheme supports the LTP Policy Objectives 10 and 12;

- (i) Providing an alternative choice of travel and investment in sustainable transport measures is contributing in achieving local targets to improve air quality and an alternative healthy choice of travel for people travelling to local urban facilities.

2.5. The decision supports the Hampshire County Council corporate strategy policies of

- (i) "making Hampshire safer and more secure for all; and
- (ii) "enhancing the quality of place"

3. Other options considered and rejected:

3.1. Upgrading a short section of footpath leading to Basingstoke Leisure Park to a shared use footway/cycleway and widening an existing shared use footway/cycleway adjacent to the Leisure Park to 3 metres was considered and supported by Basingstoke and Deane Borough Council, but due to future aspirations to improve this area by the land owners any work at these location may be abortive and was rejected at this stage. There are other links to the Leisure Centre which are being improved as part of this project.

3.2. Upgrading of the existing footway north of the subway on Hazelwood Drive to Parklands was rejected at this stage. Due to the constraints along the route and land issues more time will be required to take this section of the route forward. In the interim a short section of the footway leading from Hazelwood Drive to the subway is being improved to provide for a safer route for those who already are walking and cycling along the route. This is the first phase of improvements for "missing links" ; other phases will be brought forward as funding becomes available.

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

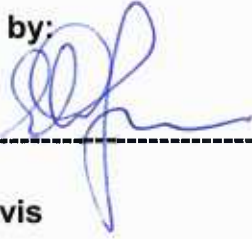
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

None

Approved by:



Date:

28/1/16

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	EM3 STF- Ringway North/Rooksdown Accessibility Improvements, Basingstoke

Contact name: Helen Merrills

Tel: 07718 147047 **Email:** Helen.merrills@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to gain approval to procure and spend and enter into the necessary contractual arrangements to implement the proposed improvements on Wellington Terrace, Ashwood Way, Hazelwood Drive, Winklebury Way and The Green Way as outlined in this document at an estimated cost of £141,000 funded from EM3 Sustainable Transport funding and developer contributions.
- 1.2. The cycle network in Basingstoke is well established, but a number of “missing links” remain between Rooksdown, Parklands and Winklebury. The scheme will provide cycle improvements and add to the sense of cohesion present in the network and provide connections to key local destinations and benefit members of the local community who want to access local facilities and the wider cycle network by other means than the car.
- 1.3. The provision of an off road shared use facilities coupled with a short section of on road advisory cycle lanes will promote cycling for the more vulnerable user and will provide a link into existing cycle facilities on the B3400 Worting Road which is south of the Green Way and the A339 Ringway North which is north of the Green Way. The improvements will also provide a cycle link into existing cycle route along Winklebury Way.
- 1.4. Upgrading a short section of footpath leading to Basingstoke Leisure Park to shared use footway/cycleway and widening an existing 2 metre shared use footway/cycleway to 3 metres was considered and supported by Basingstoke and Deane Borough Council but due to future aspirations to improve this area by the land owners any work at this location may be abortive and has been rejected at this stage. There are other links to the Leisure Centre which are being improved as part of this project.
- 1.5. Upgrading of the existing footpath north of the subway on Hazelwood Drive was rejected at this stage. Due to constraints along the route and land issues more time will be required to take this section of the route forward with later

phases. In the interim a short section of the footway leading from Hazelwood Drive to the subway is being improved to provide for a safer route for those who already are walking and cycling along the route. This is the first phase of improvements for “missing links” ; other phases will be brought forward in the future.

1.6. Measure of Success

1.7. The scheme proposed for implementation provides for missing cycle links and improved shared facilities. The overall improvements will enhance the existing cycle networks and contribute towards more sustainable forms of travel especially in urban areas. Any increased cycling trips in Basingstoke will contribute towards the overall Basingstoke cycle strategy to improve access and encourage an increase in cycling for all users. Any cycle counts will be undertaken as part of the overall Basingstoke cycle strategy.

2. Background

2.1. The cycle network in Basingstoke is well established, however the Basingstoke Missing Cycle Links study (February 2010) found that a number of “missing links” remain. The Basingstoke Town Access Plan (TAP, Nov 2011) also highlighted the problem of poor quality pedestrian and cycle access across some areas of Basingstoke.

2.2. The scheme proposed for implementation provides for the completion of missing cycle links that will enhance the existing cycle networks and contribute towards more sustainable forms of travel especially in urban areas. Other phases of “missing cycle links” will be undertaken in the future as funding becomes available.

2.3. A website consultation for the public (including local cycle groups) was carried out during the feasibility stage and was supported by those who responded. Basingstoke and Deane Borough Council were consulted and are supportive of the proposals.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	38	27.0	Developer contributions	50
	Client Fee	9	6.4	EM3 Growth Funding	91
	Supervision	8	5.6		
	Construction	86	61.0		
	Land	0	00.0		
	Total	141	100	Total	141

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	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	Jan 2016	Feb 2016	May 2016	May 2017

5. Scheme Details

- 5.1. Two areas of "Missing Cycle Links" are to be provided as part of this first phase of missing cycle links improvements: B3400 Worting Road to Winklebury Way and Ashdown Way to Hazelwood Drive subway and Wellington Terrace.
- 5.2. The first area of improvements are from Winklebury Way to Ashdown Way, Hazelwood Drive /subway and Wellington Terrace
- 5.3. Linking to the existing cycle facilities on Winklebury Way the footway along Ashwood Way will be upgraded to a 3m shared use footway/cycleway facility and will be improved with new surfacing. The route will cross Ashwood Way via the subway linking into Hazelwood Drive and Wellington Terrace.
- 5.4. Provision of guard railings, cycle signs and hazard paving will be provided on a short section of the footpath from the subway leading from Priestly Road to Hazelwood Drive. This is a popular route with pedestrians and cyclists. The measures will improve on the existing situation to provide for a safer route.
- 5.5. The upgrading of the whole route from Priestly Road/Parklands to Hazelwood Drive is proposed for the future as future development, land and funding becomes available.
- 5.6. From Ashwood Way the cycle route will continue on road along Wellington Terrace. This will be an advisory on road cycle route. On road cycle symbols

and signs will be provided along the route. The cycle route will link into the existing off road shared use footpath/cycleway which crosses the busy A339 via an over bridge. The off road facility is opposite number 14 Wellington Terrace.

- 5.7. The second area of works from the B3400 Worthing Road to Winklebury Way consists of upgrading the existing Green Way footpath between Winklebury Way and Worthing Road to a shared use pedestrian and cycle route.
- 5.8. The Green Way route is a Public Right of Way (PROW) and consists of a 3m wide path. It is already used by cyclists and pedestrians to access local amenities, residential areas, the local school and links into existing cycle and pedestrian routes in the area. To formally allow for cycling along the Green Way permission is required from the landowner Basingstoke and Deane Borough Council to dedicate additional rights along the footpath. On receipt of the appropriate letter a note will be added to the Definitive Statement to the fact that additional rights have been granted.
- 5.9. Shared use pedestrian and cycle signs and associated works will be provided along the Green Way route and, where appropriate destination signs will be installed. This work will be undertaken when all permissions have been finalised.
- 5.10. At the southern end of the route there is a footpath that is an existing shared use facility which links into an existing Toucan Crossing on Worthing Road and to the Green Way.
- 5.11. At the northern end of the Green Way an off road shared use footway/cycleway link approximately 86m long and 3 m wide will be provided on the south side of Winklebury Way leading from the Green Way to the uncontrolled crossing facility located between the Green Way and Winklebury Centre.
- 5.12. The scheme is shown in the drawings in Appendix A.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. Between the 9 March 2015 and the 17 April 2015 a website consultation for the public (including local cycle groups) was carried out at the feasibility stage and respondents supported the scheme proposals. Basingstoke and Deane Borough Council have been consulted and are supportive of the proposals. Additional consultation was undertaken with Basingstoke and Deane during the detailed design stage.

8. Statutory Procedures

8.1. None

9. Land Requirements

- 9.1. The feasibility study identified that to provide for a safe route for the improvements, a strip of land to increase the width of the existing footway along Ashwood Way would be required. Basingstoke and Deane Borough Council have been consulted and are agreeable to its use and a deed of dedication has been drawn up to provide for this area of works.
- 9.2. To provide for cycling rights along the Green Way the land owner, Basingstoke and Deane Borough Council's permission is required. Following receipt of a letter confirming permission the Definitive Statement will be amended to record the additional rights. No change to the Definitive Map will be required. Signing of the Green Way will not be undertaken until permissions have been granted.


10. Maintenance Implications

- 10.1. This scheme should have minimal implications for future maintenance costs and budgets. The widening of the footway and a new surfacing being laid across the entire new width will result in the need for no further maintenance work for the foreseeable future. The reduction in the verge width will result in the need for less maintenance in terms of grass cutting.

11. Recommendation(s)

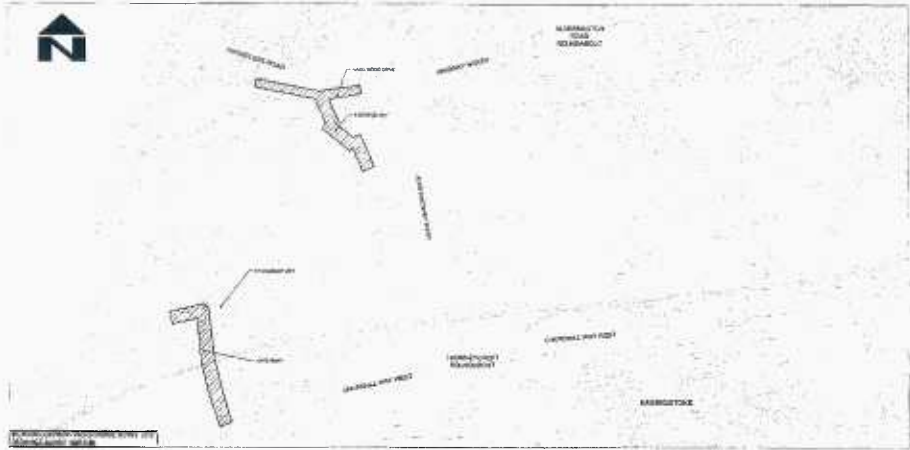
- 11.1. That the Director approves the details of the Ringway North/Rooksdown accessibility improvements, as set out in this paper
- 11.2. That the Director gives approval to procure, spend and enter into the necessary contractual arrangements to implement this scheme, at a total estimate cost of £141,000 to be funded from Sustainable Transport funding of £91,000 and Developer Contributions of £50,000
- 11.3. That the new sections of shared use footway/cycleway as proposed on Ashwood Way be incorporated into the Highway network under Section 65 and Section 66 of the Highway Act 1980.

Location Plan




Hampshire County Council

RINGWAY NORTH / ROOKSDOWN ACCESS IMPROVEMENT



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Designer for the Works



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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):	

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	non
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

Please give a brief explanation of each impact you have listed as low/medium/high.

The existing footpaths are already used by cyclist and pedestrians, formalising the routes and providing localised widening and associated works will have a positive impact on the groups identified.

2. Impact on Crime and Disorder:

The formalising of cycling along the route will contribute to overall crime and disorder figures

3. Climate Change:

The scheme proposals are expected to have a positive effect on climate change. By improving the cycle infrastructure for cyclist and pedestrians the improved facilities will help to encourage people to cycle and walk to the local facilities nearby reducing their reliability on the car.