

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Emsworth Primary School Cycle Route

Contact name: Karen Wright

Tel: 01962846879

Email: Karen.1.wright@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Emsworth Primary School cycle route, 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 £95,000, to be funded from developer contributions.

2. Reason(s) for the decision:

- 2.1. To enable completion of this scheme which will provide a dedicated off-road cycle route linking to Emsworth Primary School.

3. Other options considered and rejected: None

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

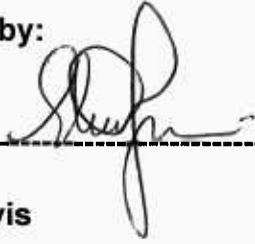
5. Dispensation granted by the Head of Paid Service:

- 5.1. None.

6. Supporting Information:

- 6.1. None.

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

20th May 2015

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Emsworth Primary School Cycle Route

Contact name: Karen Wright

Tel: 01962846879 **Email:** Karen.1.wright@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Emsworth Primary School Cycle Route as set out in this project appraisal, at an estimated cost of £95,000 to be funded from developer contributions.

1.2. Alternative Options Considered and Rejected

None.

1.3. Measures of Success

It is anticipated that this route will further encourage cycling to Emsworth Primary School, and make it safer for those who currently do so.

2. Background

2.1. The Hampshire Farm residential development has provided £550k for transport improvements in the area, plus a further £180k which is specifically towards the promotion of non-car modes of travel.

2.2. The developers Transport Assessment (TA) found that there were few cycling facilities in the area of the development and therefore Havant Borough Council were commissioned to identify and develop a number of specific cycle facilities and cycle corridors, of which this scheme forms one.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	11	Developer contributions	95
	Client Fee	3	3		
	Supervision	8	8		
	Construction	74	78		
	Land	0	0		
	Total	95	100	Total	95

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	£0k	0.00%
	Capital Charges (Depreciation and notional interest charges)	£9k	0.006%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/2015	07/2015	08/2015	08/2016

5. Scheme Details

5.1. This scheme will provide a new 275m long 2.5m wide asphalt surfaced shared use cycle path across the school grounds linking the school entrance in Victoria Road with an existing cycle track linking to Washington Road by the allotments, in the south-east corner of the school site. This extends an existing path which gives access to the School site from the east. Two new dropped crossings will be provided in the school entrance road to allow pedestrians to cross from the new track to the existing path on the north side of the entrance road, and for cyclists to access the track.

- 5.2. A short access link (with security gate) will also be provided to give direct access from the track to the School's existing cycle parking area. The gate will be opened and closed by the School staff. This link will be private to the School, however the main path will be usable by all, including outside of school time. Duex 868 fencing will also be provided to ensure security for the School is maintained.
- 5.3. The track will be granted permissive rights of use by HCC Education Service. This allows that should the footprint of the track be required for development in the future (this is not planned at present) then the area occupied by the track could be available for redevelopment but on the basis that a new route across the School would be provided as part of that development, thus maintaining the cycle route into the future.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. This route is supported by County Councillor Ray Bolton and District Councillor Brendan Gibb-Gray. The school are also supportive and actively encourage their pupils to cycle/scooter to school where appropriate.

8. Statutory Procedures

- 8.1. Planning permission for this new route has been approved.

9. Land Requirements

- 9.1. All land is owned by Hampshire County Council.

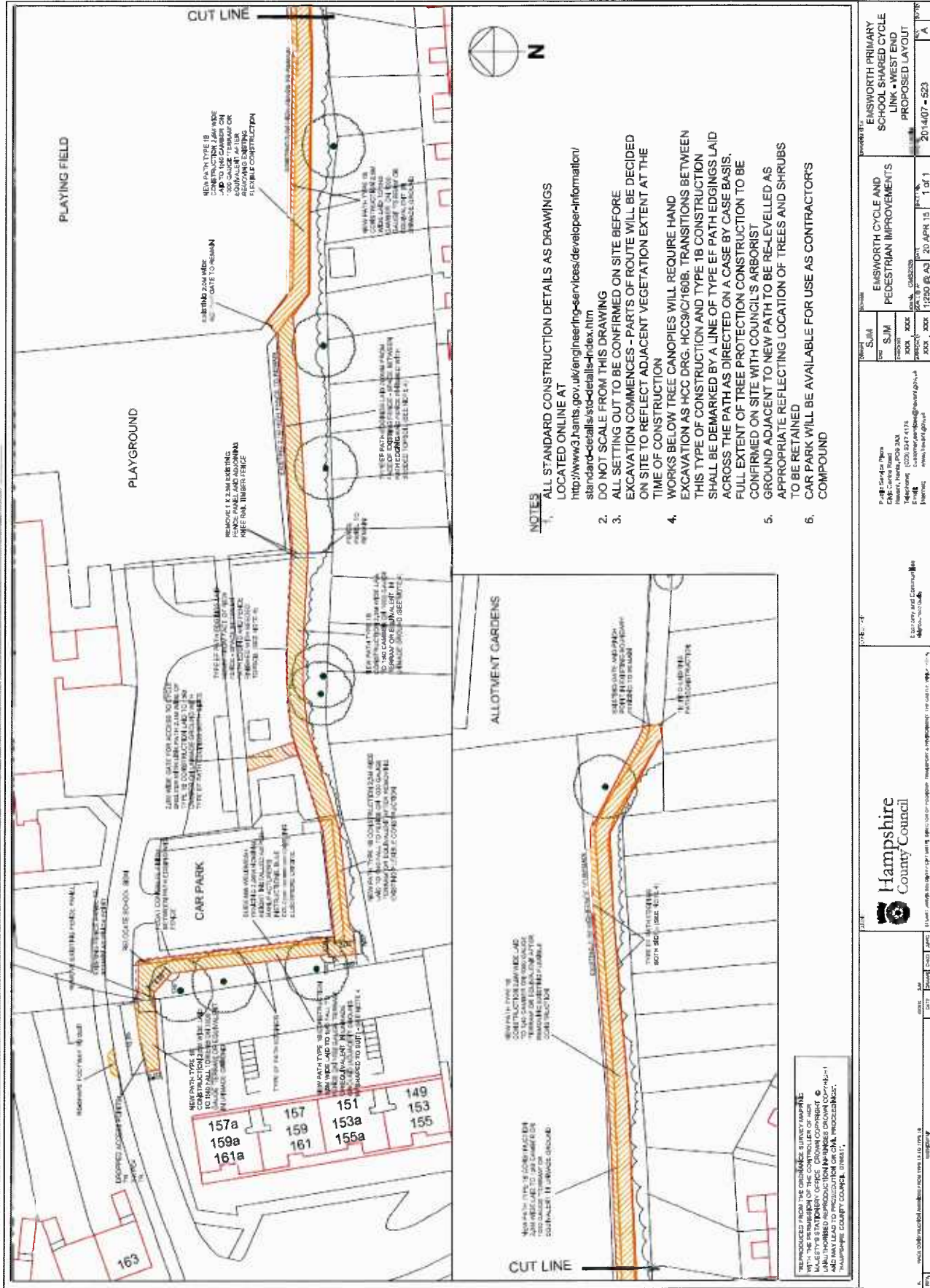
10. Maintenance Implications

- 10.1. The future maintenance of this route will be undertaken by HCC Education.

11. Recommendations

- 11.1. That the Director approves the details of the Emsworth Primary School cycle route, 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 £95,000, to be funded from developer contributions.

Site 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):	

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	High - positive
Disability	High - positive
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	Emsworth, Havant Borough

This scheme will make cycling and walking easier and safer, particularly for more vulnerable road users such as children.

2. Impact on Crime and Disorder:

This scheme will have no impact upon this.

3. Climate Change:

This scheme will make it easier and more attractive for children wishing to cycle to Emsworth Primary School, thus reducing the number of car journeys made, and so contributing towards climate change in a positive way.