

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Project Appraisal: EM3 STF Merton School Accessibility Improvements Popley Basingstoke

Contact name:

Tel: 01962 826988

Email: Adam.bunce@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Merton Schools accessibility improvements on Popley Way and Don Allen Drive, Basingstoke, 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 £242,000, to be funded from developer contributions and the Local Growth Fund (sustainable) from EnterpriseM3 Local Enterprise Partnership.
- 1.3. That approval be given for the new section of widened footway to be converted to a shared use footway/cycleway and for it to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. To provide a suitable crossing of Popley Way that meets the predicted increased pedestrian demand due to the new residential development at Merton Rise to the north of Popley Way. The location of the proposed crossing is on the desire route from the residential area to Merton Schools.
- 2.2. To provide safer walking routes for school children and encourage them to travel more sustainably both now and later in life.
- 2.3. To provide a crossing facility that meets the requirements of the Disability Discrimination Act (DDA) for all road users.

3. Other options considered and rejected:

- Infilling of the subway located on Popley Way to encourage pedestrians and cyclists to use the proposed toucan crossing at the junction of Popley Way and Don Allen Drive. This was rejected due to local support for the subway.

- Remove the existing central island on Don Allen Drive and build out the footpath either side of the carriageway to enable pedestrians to cross in one phase. This was rejected as fewer pedestrians will use the crossing point as the subway will be retained. Therefore the central island will be sufficient for the number of pedestrians using the crossing.

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: <u>10/8/16</u>
Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Project Appraisal: EM3 STF Merton School Accessibility Improvements Popley Basingstoke

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1. Executive Summary

- 1.1. The purpose of this paper is to gain approval to procure, spend, and enter into necessary contractual arrangements to implement the proposed improvements for Popley Way and Don Allen Drive, Basingstoke, at an estimated cost of £242,000 funded from developer contributions and Local Growth Fund (sustainable) from the EnterpriseM3 Local Enterprise Partnership.
- 1.2. The scheme consists of a new toucan crossing at the Popley Way / Don Allen Drive junction, a new section of level shared cycleway to connect the existing footway to the proposed toucan crossing, and further improvements on the existing footpaths connecting Romsey Close and Tintern Close.
- 1.3. Infilling the subway located on Popley Way to encourage pedestrians and cyclists to use the toucan crossing at the junction of Popley Way and Don Allen Drive was considered and rejected due to public support for the subway. Removing the central island on Don Allen Drive to build out the footway to allow pedestrians to cross in one phase was considered and rejected as there will be fewer pedestrians crossing the junction as a result of the subway remaining. The toucan crossing will provide an alternative safe crossing point for all road users that cannot use the existing subway, which isn't DDA compliant.
- 1.4. Pedestrian crossing counts and analysis of traffic flow at the Popley Way / Don Allen Drive junction after the scheme is complete will demonstrate how successful the scheme has been.

2. Background

- 2.1. Popley is a residential area approximately two miles from Basingstoke Railway Station and the centre of Basingstoke. Merton Infant and Junior Schools are located in the centre of this residential area and are easily accessible by car, cycle and on foot.

- 2.2. A planning application for the expansion of the infant and junior schools was granted with the work undertaken in the latter part of 2014/2015. This expansion increased the number of pupils from around 420 to a new capacity of up to 630, which includes both junior and infant schools.
- 2.3. The County Council (as the Local Education Authority) looked to increase the capacity of Merton Infant and Junior Schools to accommodate the anticipated future increase in pupil numbers as a direct result of the new residential development, Merton Rise, being built to the north of Popley Way and within the school's catchment area.
- 2.4. The proposed route from Merton Rise to Merton Schools via a Toucan crossing, will be approximately 450 metres, which is shorter than the standard desirable distance threshold of 500 metres for walking to school. This in turn will make the route more attractive and therefore encourage walking and cycling trips from the new Merton Rise developments.
- 2.5. This route also forms part of the Sherborne St John to Basingstoke Town Centre cycle route, which has been highlighted for wider improvements as part of Hampshire County Council's 'Popley Futures Study'. This has looked at pedestrian and cycle links within the Popley area along with environmental improvements to assist with the regeneration of the Popley estate.
- 2.6. The original proposal included the infilling of the existing subway, which would be replaced by incorporating toucan crossing facilities into the existing traffic signal junction of Popley Way and Don Allen Drive to allow all road users to safely cross Popley Way. During the consultation of these proposals, a number of objections were received relating to the infilling of the subway as this was a well used crossing point.
- 2.7. As a result of this, a decision was made to retain the subway. However it is necessary to include the proposed toucan crossing facility as the subway ramp on the northern side of Popley Way isn't DDA compliant, which could cause issues for some road users wishing to cross Popley Way.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	65	27	Developer contributions	142.8
	Client Fee	5	2	Local Growth Fund (sustainable) EM3	99.2
	Supervision	15	6		
	Construction	152	63		
	Land	5	2		
	Total	242	100	Total	242

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3	0.003%
	Capital Charges (Depreciation and notional interest charges)	23	0.014%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/16	08/16	10/16	10/17

5. Scheme Details

5.1. The scheme will include the measures listed below

- Provision of a 4 metre wide toucan crossing on the eastern arm of the Popley Way and Don Allen Drive junction. The stop line on Popley Way will be moved back by 4 metres to accommodate the new toucan.
- A 4 metre wide shared use footway/cycleway will be provided on the southern side of Popley Way linking the proposed toucan crossing with the existing footway.
- Further improvements on the existing footpaths connecting Romsey Close and Tintern Close including re-profiling the footpath and providing a more gentle gradient.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. As part of the original scheme proposals website consultation was carried out for a period of four weeks and three responses were received, all in support of the scheme. Residents directly impacted by the proposal received consultation letters, and consultation leaflets have also been delivered to

Merton Schools to ensure parents had the opportunity to make their comments. There were 15 replies to the consultation letter which included six in support, eight in objection, and one left unanswered. The consultation leaflet was made available at the Borough Council offices.

7.2. Since the scheme was updated following a review of the proposals which included retaining the existing subway letters were sent out to the affected frontages near the proposed new footpath and toucan crossing. No responses were received. Basingstoke and Deane Borough Council have been kept up to date throughout the scheme progress.

7.3. The local member for the area, Councillor Jane Frankhum was supportive of the original proposal. The local member was consulted on the updated proposal and didn't raise any objections.

8. Statutory Procedures

8.1. Public notices were erected to advertise the Toucan proposal near the location of the proposed Toucan controlled crossing point within the junction of Popley Way / Don Allen Drive. No objections were received from this.

9. Land Requirements

9.1. The scheme involves obtaining land owned by Basingstoke and Deane Borough Council to build the section of shared cycleway. Discussions regarding the purchasing of this land are ongoing between Hampshire County Council and Basingstoke and Deane Borough Council who have confirmed that they will grant a licence to undertake the works and a Deed of Dedication will be completed before the scheme commences on site.

10. Maintenance Implications

10.1. There will be an increase in the long term maintenance liability due to the provision of a toucan crossing on Popley Way and Don Allen Drive. However, the work occurring on site will remove the need to carry out any maintenance work in the short and medium term.

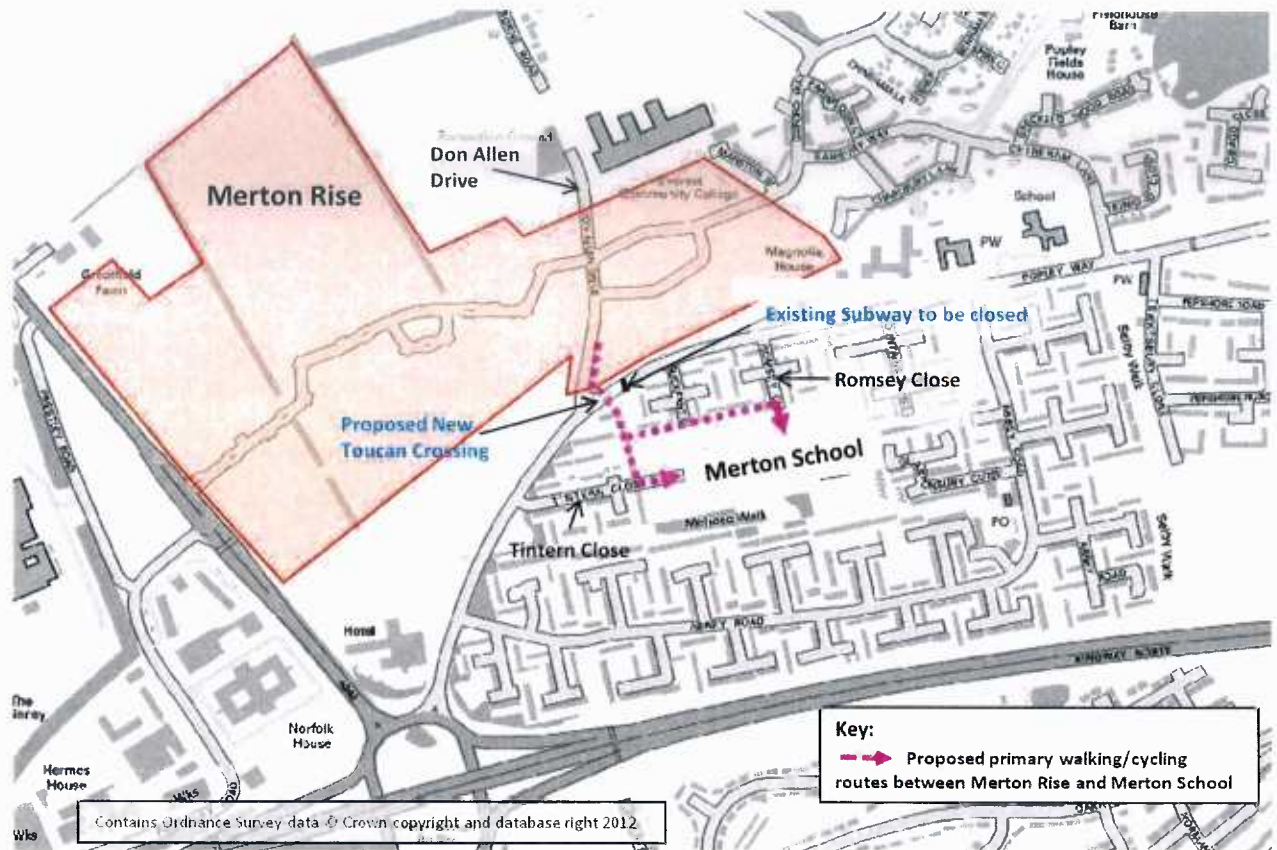
11. Recommendation(s)

11.1. That the Director approves the details of the Merton Schools accessibility improvements on Popley Way and Don Allen Drive, Basingstoke, 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 £242,000, to be funded from developer contributions and the Local Growth Fund (sustainable) from EnterpriseM3 Local Enterprise Partnership.

11.3. That approval be given for the new section of widened footway to be converted to a shared use footway/cycleway and for it to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980.

Location 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/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	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>

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	High
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Basingstoke

There will be a positive impact for the elderly, young children and those with mobility issues who may struggle to use the existing subway due to the existing gradient of the ramp and steps.

2. Impact on Crime and Disorder:

The scheme may have an impact on crime and disorder as users that may be concerned about using the subway due to the fear of crime sometimes associated with subways will have a safe facility to use to cross Popley Way.

3. Climate Change:

The scheme will encourage walking and cycling in the area resulting in fewer short journey trips made by the car. This in turn will result in few vehicles on the road network.