

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Popley to Chineham District 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 Popley to Chineham District 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 £156,000 to be funded from the Local Growth Fund (Sustainable) EM3 and Developer Contributions.

2. Reason(s) for the decision:

- 2.1. Popley is a residential area approximately two miles from the centre of Basingstoke. An increased demand on access to local key facilities such as retail services at Chineham has occurred due to recent on-going residential development. The recent development of the Lidl store near Crockford roundabout has delivered a Toucan crossing on the A33, which provides a safe pedestrian / cycle crossing from Popley residential area to the east of the A33.
- 2.2. The footpath alongside Lidl is currently well used by pedestrians and cyclists providing a link east under a railway bridge and onto Bilton Road. Bilton Road carries on to the Chineham District Centre via Wade Road. In order to enhance the on-going and future usability of this route there are a number of improvements that can be made to help encourage further numbers of local people in Popley to use sustainable modes to access key facilities in Chineham District Centre.

3. Other options considered and rejected:

- A proposed controlled crossing at the junction with Great Binfields Road and Wade Road was considered and rejected. The crossing would have required third party land and permissive rights for cycling and would have taken additional time for land ownership and was therefore deemed to risky in terms of the delivery timeframe to be included in this scheme.

4. Conflicts of interest:

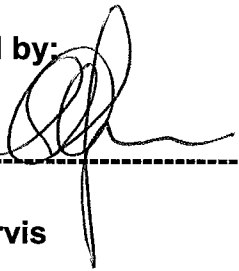
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:	Date:
	12/1/16
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Stuart Jarvis	
Director of Economy, Transport and Environment	

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Decision Report

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

Contact name:

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1. Executive Summary

- 1.1. The purpose of this report is to provide details of a proposed scheme to improve accessibility for walking and cycling between Popley and Chineham district centre. This will encourage more sustainable forms of transport along the route.
- 1.2. The scheme involves constructing a cycleway on the carriageway along Bilton Road. There will also be uncontrolled crossing facilities provided along the footpath that runs along Bilton Road. Along Wade Road there will be a shared use path that will run from the junction of Bilton Road to the junction of Great Binfields Road with uncontrolled crossing facilities. This will involve widening the existing footway along Wade Road.
- 1.3. A proposed controlled crossing at the junction with Great Binfields Road and Wade Road was considered and rejected. The crossing would have required third party land and permissive rights for cycling and was therefore deemed to be risky in terms of the delivery timeframe to be included in this scheme.
- 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. Basingstoke is a key driver for economic growth within Hampshire and the Enterprise M3 Local Enterprise Partnership (LEP) area, being one of the LEP's designated Growth Towns. The town contains a number of key employment areas and the town is a major retail centre, and has a population of nearly 100,000 making it the largest centre of population within North Hampshire.
- 2.2. In recent years, Basingstoke's expansion has absorbed much surrounding farmland and scattered housing, transforming it into housing estates or local districts. As a result, many of these new estates ended up as almost self-

contained communities, such as Popley. Popley is a residential area approximately two miles from the centre of Basingstoke. An increased demand on access to local key facilities such as retail services at Chineham has occurred due to the recent on-going residential development at Merton Rise, north of Popley Way (784 dwellings) for local residents in Popley.

- 2.3. The recent development of the Lidl store near Crockford roundabout has delivered a Toucan crossing on the A33, which provides a safe pedestrian/ cycle crossing from Popley residential area to the east of the A33. This crossing can easily be accessed through the existing shared use footway/cycleway along Shetland Road which connects to a shared use footway/cycleway on Carpenters Down and Popley Way. This Toucan crossing also connects to an existing footpath alongside the Lidl store and has encouraged greater pedestrian and cycle use between the north and south of the A33.
- 2.4. The footpath alongside Lidl is currently well used by pedestrians and cyclists providing a link east under a railway bridge and onto Bilton Road. Bilton Road carries on to the Chineham District Centre via Wade Road. In order to enhance the on-going and future usability of this route there are a number of improvements that can be made to help encourage further numbers of local people in Popley to use sustainable modes to access key facilities in Chineham District Centre. Chineham District Centre includes the Tesco supermarket, a library, a post office, some banks, a coffee shop, a video rental shop, and some various other shops where local people would visit on a daily basis.
- 2.5. This pedestrian / cycle route improvement will also give better access to the wider residential area of Chineham as it will enhance the route to the new Toucan crossing north of Binfields roundabout, implemented in 2014, which also included widening short sections of the existing footway to shared use footway/cycleway.
- 2.6. The cycle network is well established in Basingstoke area. This proposed cycleway improvements would be an excellent addition to the completion of Basingstoke's missing cycle links giving a good connection to the proposed cycle routes such as Crockford Lane to Chineham Business Park and Reading Road to Chineham District Centre routes adding value to both existing cycle routes and proposed routes.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	35	22	EM3 STF	42
	Client Fee	8	5	Developer Contributions	114
	Supervision	10	6		
	Construction	88	57		

Land	15	10		
Total	<u>156</u>	<u>100</u>	Total	<u>156</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)	12/15	02/16	03/16	03/17

5. Scheme Details

5.1. The scheme involves constructing a cycleway on the carriageway along Bilton Road. There will also be uncontrolled crossing facilities provided along the footpath that runs along Bilton Road. Along Wade Road there will be a shared use path that will run from the junction of Bilton Road to the junction of Great Binfields Road with uncontrolled crossing facilities. This will involve widening the existing footway along Wade Road.

5.2. Street lighting will be provided as part of the design. There will also be new signs and relevant road markings provided throughout the quietway.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The Business Park is being consulted during the discussions with Hampshire County Council's Estate Team on land issues. However, no public

consultation has been undertaken as there are no residential areas in the immediate vicinity that will be affected by these proposals. Basingstoke and Deane Borough Council are also being kept up to date with the scheme. Councillor Jane Frankum remains supportive of this proposal

8. Statutory Procedures

8.1. None

9. Land Requirements

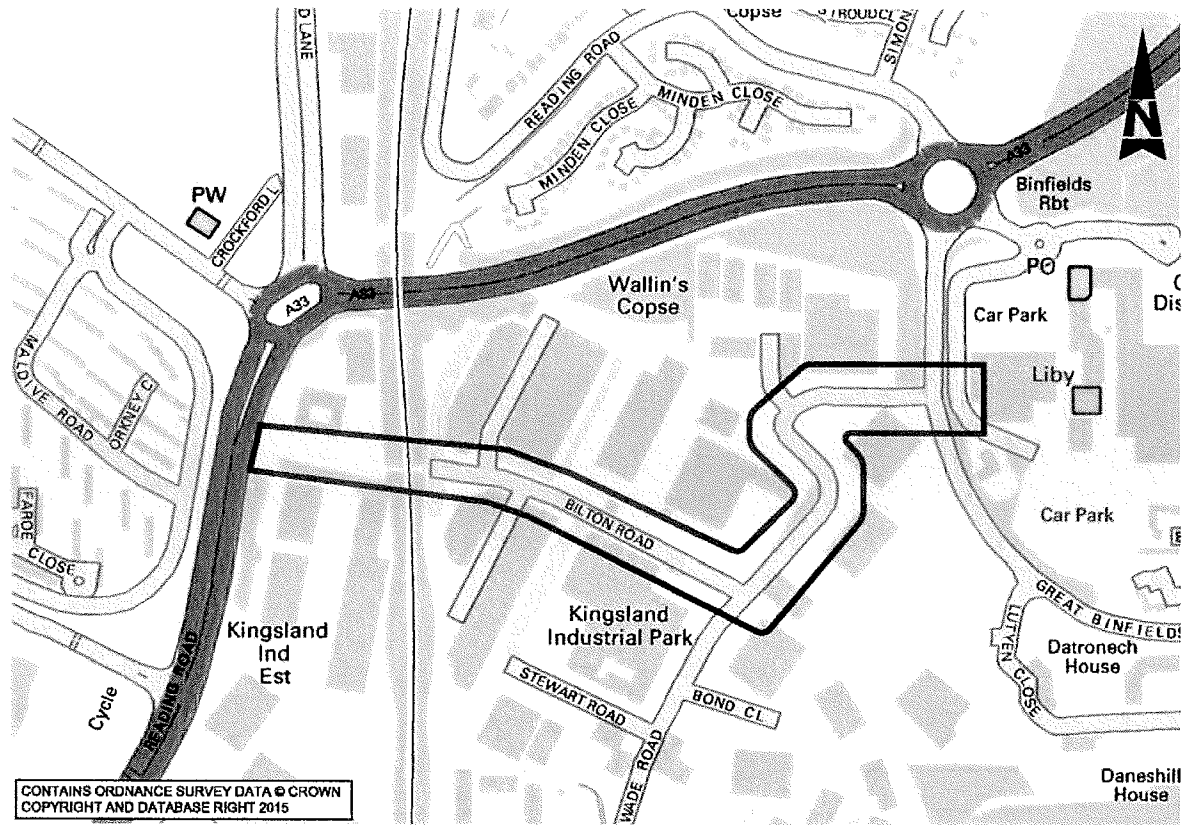
9.1. Land is required to deliver this scheme from three landowners. Hampshire County Council Estates are currently in negotiations with the landowners. The scheme funding allows for acquisition of the relevant land and associated fees. 'Permissive rights' are being sought for the footpath along the Lidl store and the use of the un-adopted section of Bilton Road and land on Wade Road.

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.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Popley to Chineham District 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 £156,000 to be funded from the Local Growth Fund (Sustainable) EM3 and Developer Contributions.
- 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

None

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 the improved access through dropped crossings along the route.

2. Impact on Crime and Disorder:

3. Climate Change:

This scheme will encourage the use of sustainable transport resulting in fewer short journey trips made by vehicles. This in turn will result in fewer vehicles on the road network and reductions in queuing on the network.