

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Date	October 2016
Title:	Stubbington Cycle Improvements (Bells Lane to Moody Road), Fareham CMS 2217

Contact name: Brandon Breen

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Stubbington cycle improvements (Bells Lane to Moody Road) Fareham, 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 £125,500, to be funded from Local Transport Plan Funding, Developer Contributions and a contribution from HCC Children Services.
- 1.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reason(s) for the decision:

- 2.1. To improve cycling and walking infrastructure around the Stubbington, Lee-on-the-Solent and Gosport areas. With the development of the Solent Enterprise Zone at the former Daedalus airfield and other road network improvements in the area, it is important that pedestrians and cyclists have sustainable transport options to reduce the need to travel by car.
- 2.2. The scheme will also address current conflict between pedestrians and cyclists through localised widening as well as converting the footpath to a shared use facility.
- 2.3. The improvements to the existing footpath will also provide onward connection to Stubbington village, Seafeld Park and to the coast.

3. Other options considered and rejected:

3.1. Doing nothing was considered but rejected as it is an important endeavour of the County Council to reduce the number of journeys being made by car and encourage the use of more sustainable modes of travel particularly for local trips. The scheme is also a long standing political aspiration and the funding has since become available to progress the scheme.

4. Conflicts of interest:


4.1. None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:  -----	Date: <u>27/10/16</u>
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Date	October 2016
Title:	Stubbington Cycle Improvements (Bells Lane to Moody Road), Fareham CMS 2217

Contact name: Brandon Breen

Tel: 01962846239

Email: brandon.breen@hants.gov.uk

1. Executive Summary

- 1.1. The scheme proposes to improve the existing footpath between Bells Lane and Moody Road in Stubbington, Fareham by widening it to between 2.5m and 3m and converting this to a shared use facility as shown in figure 1.
- 1.2. The existing footpath is regularly used by school children and parents accessing Crofton Hammond Junior and Infants School. The footpath needs to be widened in order to meet the current and future demands. It is currently only 2m at its widest point with most parts being between 1.5m and 1.8m which is below the minimum desired width for shared use facility.
- 1.3. The proposals will also improve accessibility for pedestrians and cyclist who travel to and from Stubbington village, Seafield Park and the coast. It will also provide a link to the village centres, local businesses, leisure areas and the Solent Enterprise Zone.
- 1.4. The only alternative considered doing nothing but this was rejected as widening the existing footpath will provide significant benefits for both cyclist and pedestrians and reduce the need for car journeys.

Scheme success will be based on current and future pedestrian and cycling surveys to monitor expected increase in use for this footpath. The improvements will also formalise the existing use of the footpath which is currently below the minimum desired width for a shared use facility despite being used as one already.

2. Background

- 2.1. There is a desire to continue to improve the cycling and walking infrastructure around Stubbington, Lee-on-the-Solent and Gosport. With the development of the Enterprise Zone at Daedalus and road network and capacity improvements in the area, it is important that pedestrians and cyclists are catered for. It is also an aim to reduce the need to travel by car by providing an access to quality infrastructure that will link the village centres, businesses, residential areas, leisure areas and the Solent Enterprise Zone in a safer and more environmentally friendly way.
- 2.2. The proposed works to improve accessibility via the existing footpath between Bells Lane and Moody Road has been supported by the FBC member Councillor Knight and local County Councillor Christopher Wood.
- 2.3. The route has been recognised as a route regularly used by pedestrians, cyclists, school children and parents accessing Crofton Hammond Junior and Infants School. As the path is currently only 2m wide at its maximum width, and other sections are only between 1.5m to 1.8m, this is below the minimum desired width for a shared use facility. The proposal will widen the existing footpath to 2.5m or 3m in order to meet current and future demands. The road connections will also be improved and the route signed as a shared use facility.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	3.0	2	Developer Contributions	103.5
	Client Fee	2.5	2	Children Services	12.5
	Supervision	7.5	6		
	Construction	112.5	90	LTP	9.5
	Total	125.5		Total	125.5

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3.4	0.003%
	Capital Charges (Depreciation and notional interest charges)	18.0	0.011%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	10/16	02/17	04/17	04/18

5. Scheme Details

- 5.1. The scheme will improve approximately 850m of existing footpath for cyclists and pedestrians between Bells Lane and Moody Road as well as provide onward connections to Stubbington village, Seafield Park and the coast as shown in the attached location plan. The scope of the work will include providing appropriate directional signage and widening of the footways to 2.5m and 3m to formalise a shared use facility making this a more suitable route for cyclists and pedestrians.
- 5.2. A section of missing footway which is currently the desire line in the verge area at the back of Mayflower Close (property numbers 1-6 and as shown in Figure 2) is to be constructed and enhancements around the rear gates of Crofton Hammond Junior School will also allow a safe waiting area.
- 5.3. The path enhancements have been requested by the County Councillor Christopher Wood and the local FBC Member Councillor Knight.
- 5.4. The sections to the rear of the school could only be practically done during school holidays due to the school pedestrian traffic, though the school has an alternate front entrance. It is therefore proposed to start the work at the schools rear entrance during the half term school holidays in February or April 2017, subject to contractor availability.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. Former County Councillor and current Local FBC Member Councillor Knight has long championed improvements to this path. The existing County Member Councillor Wood is supportive of the scheme..
- 7.2. The County Council's School Travel Plan officer has advised that both Crofton Hammond infants and junior schools have expressed their support for improvements to the path.
- 7.3. There are no residential frontages onto the path, but there is a section of footpath which runs to the rear of some properties garden accesses. The existing path is already against these boundaries and the widening to be

undertaken will be away from these exits. Widening will improve the width available where gates open outwards. The County Member Christopher Wood has undertaken an informal consultation by writing to these properties, and has received positive responses, though HCC has received one piece of correspondence where a resident is concerned about formalising the shared use. Based on the majority of responses Councillor Wood is continuing to support the scheme and wishes it to proceed. Affected residents will be informed of the proposed works via letter drops prior to commencement of works.

8. Statutory Procedures

8.1. None

9. Land Requirement

9.1. Parts of the land are in HCC and FBC ownership, and the adopted highway runs in-part over the FBC land. The increased width on the footway where FBC is the land owner is now being dedicated to HCC and HCC will be given Highway rights over these lands once the dedication process is complete.

10. Maintenance Implications

10.1. Since the whole width of the proposed footpath will now be owned by HCC, the annual maintenance cost of the footpath is approximately £3,417.65 will come from Hampshire Highways revenue budget.

11. Recommendations

11.1. That the Director approves the details of the Stubbington Cycle Improvements (Bells Lane to Moody Road) in Fareham, 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 125,500, to be funded from developer contributions, Local Transport Plan funding as well as a contribution from HCC Children Services.

11.3. That the Director approves 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 Section 65 and 66 of the Highway Act 1980.

11.4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

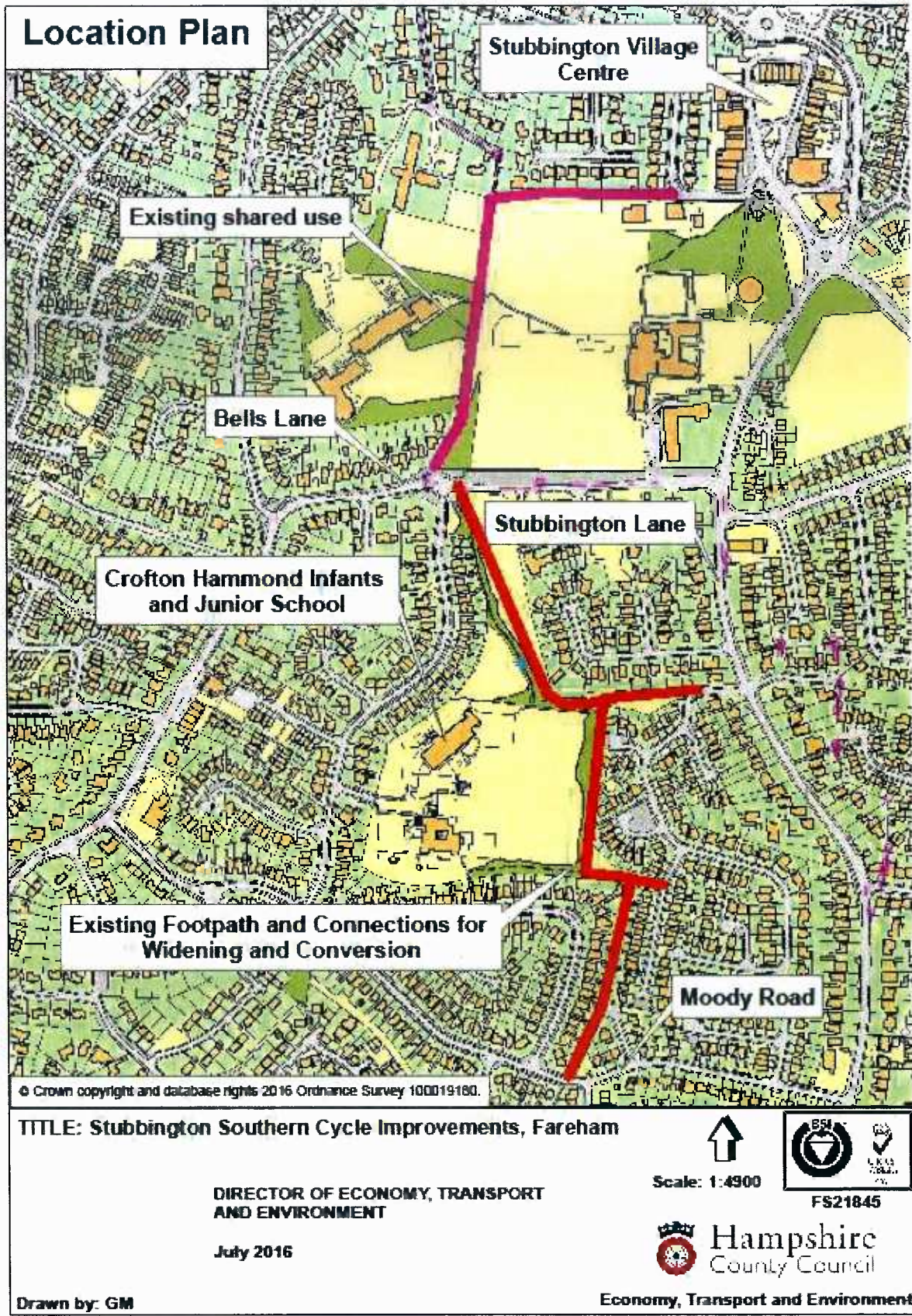


Figure 1: Location plan

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
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	Medium
Disability	Medium
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	Fareham

The provision of the shared use cycle/pedestrian facility between Bells Lane and Moody Road will help to provide a safer environment for those cyclist/pedestrians considered most vulnerable such as children and people with disabilities. Further enhancements including provision of a section of missing desire lines around the schools rear gates will allow a safe waiting area for school children and parents.

2. Impact on Crime and Disorder:

None.

3. Climate Change:

The provision of a shared use cycle facility will increase safety between Bells Lane and Moody Road. This will also encourage cyclists and pedestrians to use the route, therefore reducing the dependency on car journeys.