

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

|                        |  |
|------------------------|--|
| <b>Decision Maker:</b> | Director of Economy, Transport and Environment |
| <b>Title:</b>          | A31/Telegraph Lane Puffin Crossing, Four Marks |

**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 A31/Telegraph Lane Puffin Crossing, Four Marks, 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 £129,000, to be funded from developer contributions.

#### **2. Reason(s) for the decision:**

- 2.1. Developer contributions were taken from recent developments in Four Marks to improve pedestrian linkages in the vicinity. This puffin crossing will provide a safer crossing point across the A31 to enable residents to access facilities such as shops and bus stops.

#### **3. Other options considered and rejected:**

- 3.1. Initially an uncontrolled crossing facility was considered, however following strong support for a controlled crossing from the Parish Council, County Councillor and MP, it was agreed that a puffin crossing would be provided.

#### **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:**

4/12/14.

**Stuart Jarvis**

**Director of Economy, Transport and Environment**

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

|                        |  |
|------------------------|--|
| <b>Decision Maker:</b> | Director of Economy, Transport and Environment |
| <b>Title:</b>          | A31/Telegraph Lane Puffin Crossing, Four Marks |

**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, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £129k, to be funded from developer contributions.

#### 1.2. Scheme Outline

This scheme consists of the provision of a new puffin crossing facility across the A31 near the Telegraph Lane junction.

#### 1.3. Alternative Options Considered and Rejected

Initially an uncontrolled crossing facility was considered, however following strong support for a controlled crossing from the Parish Council, County Councillor and MP, it was agreed that a puffin crossing would be provided.

#### 1.4. Measures of Success

The perceived safety of crossing this road is expected to increase, enabling more pedestrians to access local facilities on foot.

### 2. Background

2.1. Following recent development in Four Marks, developer contributions have been received in order to improve local routes for pedestrians, given the increase in vehicle numbers associated with the development. A feasibility study was undertaken by Eastleigh Borough Council to assess possible options for improvement, and this location was identified as needing upgraded crossing facilities.

2.2. Initially an uncontrolled crossing with a pedestrian refuge was suggested, however, following a meeting with the Parish Council, District Councillor Thomas, County Councillor Kemp-Gee, Damian Hinds MP and Keith Willcox, Head of Strategic Transport, it was agreed to progress a puffin crossing.

### 3. Finance

| 3.1 | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u>  | <u>£'000</u> |
|-----|------------------|--------------|-------------------|-------------------------|--------------|
|     | Design Fee       | 10           | 8                 | Developer contributions | 129          |
|     | Client Fee       | 3            | 2.5               |                         |              |
|     | Supervision      | 6            | 4.5               |                         |              |
|     | Construction     | 110          | 85                |                         |              |
|     | Land             | 0            | 0                 |                         |              |
|     | Total            | <u>129</u>   | <u>100</u>        | Total                   | <u>129</u>   |

| 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) | 12           | 0.008                                    |

### 4. Programme

|              | Gateway Stage         |               |             |            |
|--------------|-----------------------|---------------|-------------|------------|
|              | 3 - Project Appraisal | Start on site | End on site | 4 - Review |
| Date (mm/yy) | 12/14                 | 02/15         | 04/15       | 04/16      |

### 5. Scheme Details

5.1. The scheme consists of a new puffin crossing across the A31, near the junction with Telegraph Lane. In addition, the existing bus stops will be relocated slightly in order to allow sufficient room for the puffin.

### 6. Departures from Standards

6.1. None

## **7. Community Engagement**

- 7.1. The scheme details have been presented to the Parish Council and are supported by both District Councillor Thomas and County Councillor Kemp-Gee, as well as Damian Hinds MP.
- 7.2. All residents in the vicinity of the proposed new puffin crossing have received a letter and plan informing them of the proposal. In total, 59 letters were sent. To date, 9 responses have been received in favour of the footway, and 4 responses received objecting to the proposal. This leaves 46 households who have not responded and an assumption has been made that they do not object to the scheme.

## **8. Statutory Procedures**

- 8.1. No permanent road traffic orders are required for this scheme. The public Notice for provision of a puffin crossing have been displayed and no responses were received.

## **9. Land Requirements**

- 9.1. There are no land requirements as all works are within the existing highway boundary.

## **10. Maintenance Implications**

- 10.1. There will be a small increase in maintenance liabilities for ITS associated with the new puffin and associated equipment.

## **11. Recommendation(s)**

- 11.1. That the Director approves the details of the A31/Telegraph Lane Puffin Crossing, Four Marks, 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 £129,000, to be funded from developer contributions.



## **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**

|  |     |
|--|-----|
| <b>Hampshire safer and more secure for all:</b>          | Yes |
| Corporate Improvement plan link number (if appropriate): |     |
| <b>Maximising well-being:</b>                            | Yes |
| Corporate Improvement plan link number (if appropriate): |     |
| <b>Enhancing our quality of place:</b>                   | Yes |
| Corporate Improvement plan link number (if appropriate): |     |
|  |     |
|  |     |

**Other Significant Links**

|   |                  |             |
|---|------------------|-------------|
| <b>Links to previous Member decisions:</b>                            |                  |             |
| <u>Title</u>  | <u>Reference</u> | <u>Date</u> |
|   |                  |             |
| <b>Direct links to specific legislation or Government Directives:</b> |                  |             |
| <u>Title</u>  | <u>Date</u>      |             |
|   |                  |             |

|   |                 |
|---|-----------------|
| <b>Section 100 D - Local Government Act 1972 - background documents</b>   |                 |
| <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                            | High – positive impact |
| Disability                     | High – positive impact |
| Sexual Orientation             | None                   |
| Race                           | None                   |
| Religion and belief            | None                   |
| Gender Reassignment            | None                   |
| Sex                            | None                   |
| Marriage and civil partnership | None                   |
| Pregnancy and maternity        | High – positive impact |
| Other policy considerations    |                        |
| Poverty                        | None                   |
| Rurality                       | None                   |
| Other factors                  | None                   |
| Geographical impact            | East Hampshire         |

This scheme will provide a safer route for pedestrians which will particularly benefit more vulnerable road users such as the mobility impaired, children and the elderly.

### 2. Impact on Crime and Disorder:

This scheme has no effect on this.

### 3. Climate Change:

This scheme will encourage walking as a sustainable mode of transport by improving facilities to make journeys safer. This will reduce car use, contributing to a healthier environment for all.