

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Warblington School Shared Use Cycle Path

**Contact name:** Karen Wright

**Tel:** 01962 846879

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

**1. The decision:**

- 1.1. That the Director approves the details of the Warblington School Shared Use Cycle Path, 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 £245,000, to be funded from Developer Contributions.

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

- 2.1. To enable completion of this scheme which will provide a off-road route between the school and near-by residential areas.

**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.

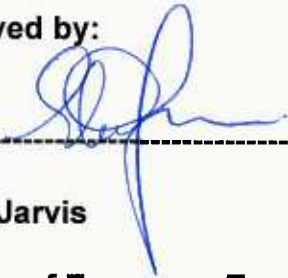
**5. Dispensation granted by the Head of Paid Service:**

- 5.1. None.

**6. Supporting Information:**

- 6.1. None.

**Approved by:**



A handwritten signature in blue ink, appearing to read 'Stuart Jarvis', written over a horizontal dashed line.

**Date:**

21/5/15

**Stuart Jarvis**

**Director of Economy, Transport and Environment**

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## Decision Report

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<b>Title:</b>	Warblington School Shared Use Cycle Path

**Contact name:** Karen Wright

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### 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 Warblington School Shared Use Cycle Path as set out in this project appraisal, at an estimated cost of £245,000 to be funded from developer contributions.

#### 1.2. Scheme Outline

Provision of a 3 metre wide 445 metre length of off-road shared use cycle path through the school playing fields and linking with existing cycle facilities at either end.

#### 1.3. Alternative Options Considered and Rejected

None.

#### 1.4. Measures of Success

It is anticipated that this path will enable more children to cycle safely to school, and also encourage more journeys within the local community to be made by non-car modes.

### 2. Background

2.1. This scheme seeks to provide a shared use path through the grounds of Warblington School, linking Southleigh Road and New Lane in Havant.

2.2. For many years the route has been promoted and sought by the school as it provides a direct and safe off-road route between the school and local residential areas. Following the re-developments of the school playing fields for 78 residential units, developer contributions were provided to implement this route.

2.3. The proposed scheme is within the Havant Borough cycle and walking strategy, and on completion would form part of National Cycle Network (NCN) 2. At the western end, the route links directly with the NCN2 Hayling Billy Trail and the NCN22 cycle route which runs through Havant Town Centre and on to Portsmouth. At the eastern end the route joins Southleigh Road where there are two signed routes to Emsworth with both on-road and off-road sections. Therefore, this route provides a vital missing link in the east-west routes from Emsworth and Warblington to Havant Town Centre.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	18	7.5	Developer contributions	245
	Client Fee	1	0.5		
	Supervision	5	2		
	Construction	221	90		
	Land	0	0		
	<b>Total</b>	<b>245</b>	<b>100</b>	<b>Total</b>	<b>245</b>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.5	0.001
	Capital Charges (Depreciation and notional interest charges)	24.0	0.015

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/15	07/15	09/15	09/16

## **5. Scheme Details**

- 5.1. The scheme consists of a 3 metre wide, 445 metre length of AC6 surfaced cycle track to HCC type 1B construction. Lighting will be provided where the path crosses the school grounds, and a 2.5 metre high security fencing will be provided to maintain security of the school.

## **6. Departures from Standards**

- 6.1. None.

## **7. Community Engagement**

- 7.1. This scheme is supported by County Councillor Bolton, as well as district councillors. Warblington School fully support the proposed scheme.
- 7.2. The route has also been subjected to public consultation as part of the planning permission process (APP/11/00134) and also for the redevelopment of the playing fields (APP/12/00407).

## **8. Statutory Procedures**

- 8.1. Planning Permission (APP/11/00134) for the route has been approved.

## **9. Land Requirements**

- 9.1. All works are with land currently owned by HCC.

## **10. Maintenance Implications**

- 10.1. The newly surfaced path is not expected to require maintenance in the short to medium term.

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

- 11.1. That the Director approves the details of the Warblington School Shared Use Cycle Path, 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 £245,000, 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>	

**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	High - Positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	
Geographical impact	Havant

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 on 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.