

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Leigh Park Bus Interchange and Environmental Improvements

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. The decision:

- 1.1. That the Director for Economy, Transport and Environment approve the Project Appraisal for the Leigh Park bus interchange, public realm and environmental improvements as outlined in the supporting report.
- 1.2. That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed Leigh Park bus interchange and public realm and environmental improvements as set out in this project appraisal, at an estimated cost of £157,400 to be funded through the Solent Transport Local Sustainable Transport Fund, HCC Quality of Place fund and developer contributions.
- 1.3. That the new section of share use footway/ cycleway be incorporated into the Highway network under sections 65 and 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. The reason for the decision is to deliver improved bus waiting facilities as well as public realm, pedestrian and cycle enhancements on Dunsbury Way in Leigh Park centre.
- 2.2. The proposals to deliver improvements in this part of Leigh Park align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):
 - Improve road safety
 - Promoting walking and cycling
 - Quality of life and place
- 2.3. This decision supports the Hampshire County Council corporate strategy policy of "making Hampshire safer and more secure for all" and "enhancing our quality of place".

3. Other options considered and rejected:

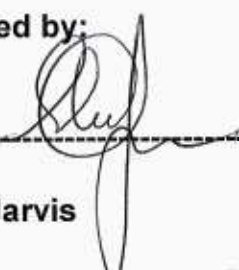
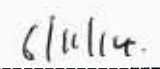
3.1. The layout of the north and south bound bus-stops were initially proposed to be opposite each other but following feedback from the public consultation the layout was altered to stagger the layout and so allow better flow of traffic around the stationary buses and to reduce any conflict with cars overtaking the buses. A bus layby was also considered for the southbound buses but the utilities in the footway makes this unfeasible and would widen the road where it is not necessary.

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: None

6. Supporting Information: None

Approved by:  -----	Date:  -----
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	TfSH LSTF Leigh Park Bus Interchange Improvements

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to gain approval to fund and construct the Leigh Park bus interchange and environmental improvements at a cost of £157,400, funded through the Solent Transport Local Sustainable Transport Fund and developer contributions.

1.2. The scheme will deliver improved bus waiting facilities as well as public realm, pedestrian and cycle enhancements on Dunsbury Way in Leigh Park centre.

1.3. Alternative Options Considered and Rejected

The proposed layout of the north bound and south bus-stops initially showed them to be opposite each other but following feedback from the public consultation the layout was altered to stagger them and so allow better flow of traffic around the stationary buses and reduce any conflict with cars overtaking the buses. A bus layby was also considered for the southbound buses but the utilities in the footway makes this unfeasible and would widen the road where it is not necessary.

1.4. Measures of Success

Success will be measured by changes in bus patronage and feedback about the new public realm and environmental improvements.

2. Background

2.1 This scheme forms part of the successful Solent Transport (formerly known as Transport for South Hampshire) Local Sustainable Transport bid 'A better connected South Hampshire'. The Leigh Park shopping parade bus interchange facilities and public realm will be enhanced which will complement a recent regeneration initiative in Leigh Park Centre.

2.2 Dunsbury Way is subject to a 20mph speed limit and there are speed cushions and build-outs along its length. It is a busy bus route with 445 bus

movements at the main interchange every day, which is located at the southern end of Dunsbury Way by the shopping centre. Between 8am and 9am there are 20 buses per hour in each direction totalling 40 bus movements at this peak time. At some times of the day if the services are not running to time there can be 3 northbound and 3 southbound buses stopped opposite each other at the same time which creates a conflict point in the centre of the road as the buses block the road. This resulting driver frustration results in car drivers making unsafe manoeuvres to pass the buses and increasing their speed at the same time.

- 2.3 There are a number of community based buildings on the eastside of Dunsbury Way in the vicinity of the bus stops and these include the community centre, library and a crèche. This area has suffered from vehicles mounting the paved area from the road and parking on the large areas of non-highway tarmac in front of the buildings. This area has a hard landscape of poor quality tarmac surfacing which serves little purpose.
- 2.4 As Dunsbury Way is a 20mph road cyclists are encouraged to cycle on the carriageway and cycle symbols are marked on the carriageway along the length of Dunsbury Way. There is also a short section of off-road cycle route on the eastern footway just south of the bus stops, which links to the signalled crossing with Park Parade and a route into the shopping centre. This pelican crossing was recently upgraded to a toucan crossing as part of an on-going maintenance programme of signalised crossings. The LSTF budget contributed £3,000 to make the additional changes to a toucan. This now means that cyclists can legally cycle across the crossing to access the shopping area.

3 Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	14.4	9	QEP Funding	75
	Client Fee	5	3	LSTF	61.5
	Supervision	7	4	Developers Cont.	20.9
	Construction	131	84		
	Land	0	0		
	Total	<u>157.4</u>	<u>100</u>	Total	<u>157.4</u>

The funding for this scheme totals £157,400 and is made up of £61,500 LSTF, £20,900 developer contribution (ref 12/059) and £75,000 Quality Enhancements Programme. The LSTF grant will need to be spent by March 2015.

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.4	0.000%
	Capital Charges (Depreciation and notional interest charges)	14.0	0.008%

4 Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	October 2014	December 2014	February 2015	February 2016

5 Scheme Details

- 5.1 A new bus shelter will be provided for the northbound buses on the west-side of Dunsbury Way. This bus shelter will have a real time information (RTI) display. The existing shelters for the southbound buses on the east-side will be upgraded and include RTI displays. The southbound shelters will be moved further north in order to increase the distance between buses stopping on each side of the road and to allow space for three southbound buses to stop in a line.
- 5.2 The eastern footway on HBC land in front of the community buildings from Bishopstoke Way to Park Parade will be resurfaced and landscaped. This will include removing the old tarmac and replacing with a new surfacing and soft landscaping comprising of 11 trees, grass and bulb planting plus 2 new benches. There will also be a linear children's play trail marked out in the new surface which will link the new grass areas.
- 5.3 A new parking layby for up to three spaces will be constructed in Bishopstoke Road to assist with the drop offs and pick ups for the community centre.
- 5.4 The existing off-road cycle route on the eastside of Dunsbury Way in HCC land will be extended northwards from Park Parade to High Lawn Way. The path will be 2.5m wide and include a new dropped crossing to re-join the carriageway and some additional cycle parking. The route will use the existing crossing point at Bishopstoke Road.

6 Departures from Standards

- 6.1 None

7 Community Engagement

- 7.1 Havant Borough Council carried out a public consultation in November 2013. This involved a drop-in event for Members to look at the proposals and discuss the scheme as well as a 2-day un-manned public exhibition in the community centre at Leigh Park.
- 7.2 Havant Borough Council, district members and the county member (Cllr Fairhurst) have all given their support for this scheme.

8 Statutory Procedures

- 8.1 A Traffic Regulation Order will be needed for the parking restrictions in the new layby on Bishopstoke Road. Havant Borough Council will carry out this TRO procedure.

9 Land Requirements

- 9.1 The land in front of community buildings is owned by Havant Borough Council who have agreed to the new landscaping and surfacing of the pedestrian area.

10 Maintenance Implications

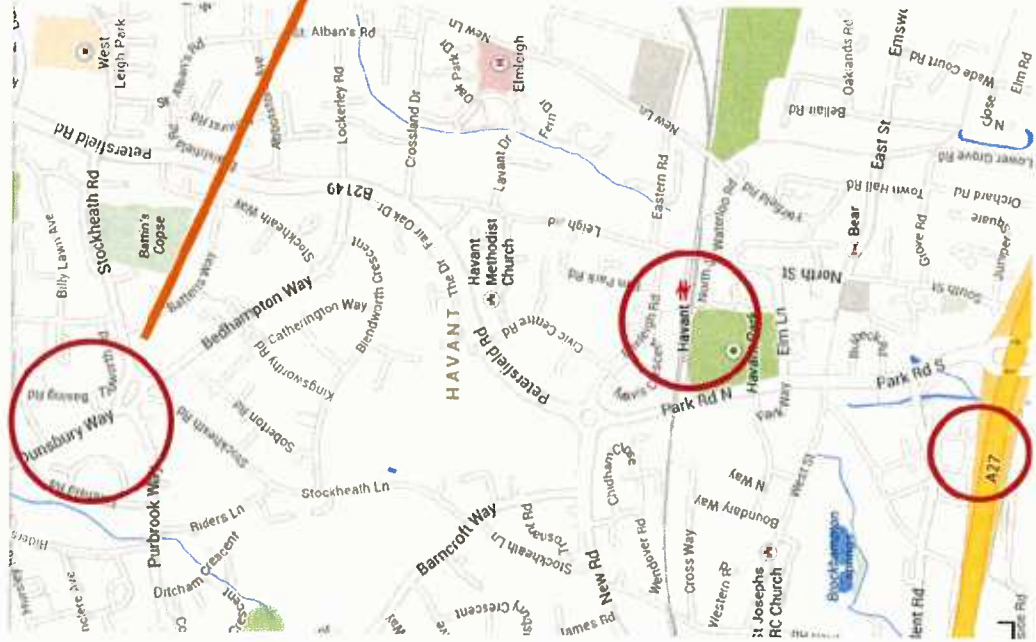
- 10.1 A small amount of extra maintenance (See 3.2 above) will be required due to the wider pedestrian area and new landscaping. However the resurfacing of the wider footway area will improve the overall standard of the pedestrian area and will reduce the level of maintenance needed to the surfacing in the short to medium term. The new bus shelter will be maintained by Havant Borough Council.

11 Recommendation(s)

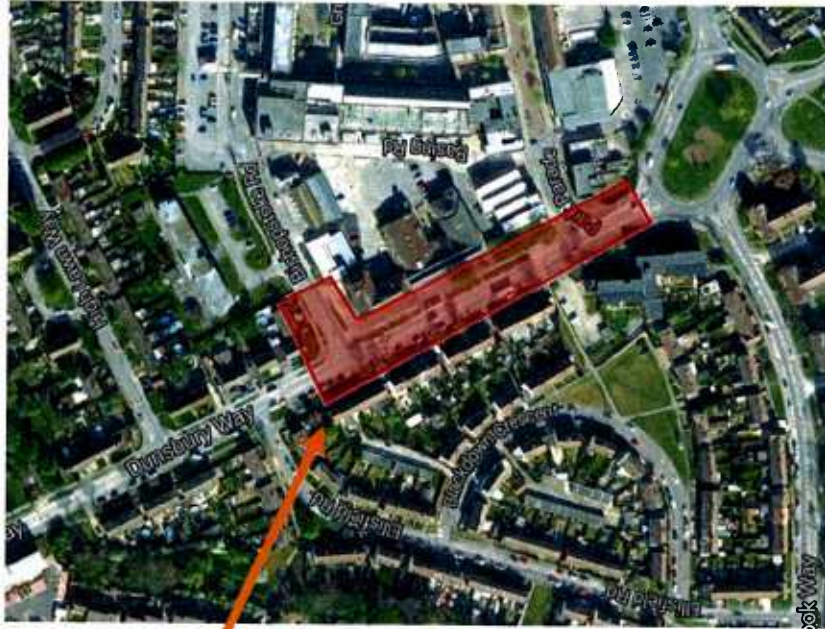
- 11.1 That the Director for Economy, Transport and Environment approve the Project Appraisal for the Leigh Park bus interchange, public realm and environmental Improvements as outlined in the supporting report.
- 11.2 That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed Leigh Park bus interchange and public realm and environmental improvements as set out in this project appraisal, at an estimated cost of £157,400 to be funded through the Solent Transport Local Sustainable Transport Fund, HCC Quality of Place fund and developer contributions.

11.3 That the new section of share use footway/ cycleway be incorporated into the Highway network under sections 65 and 66 of the Highways Act 1980.

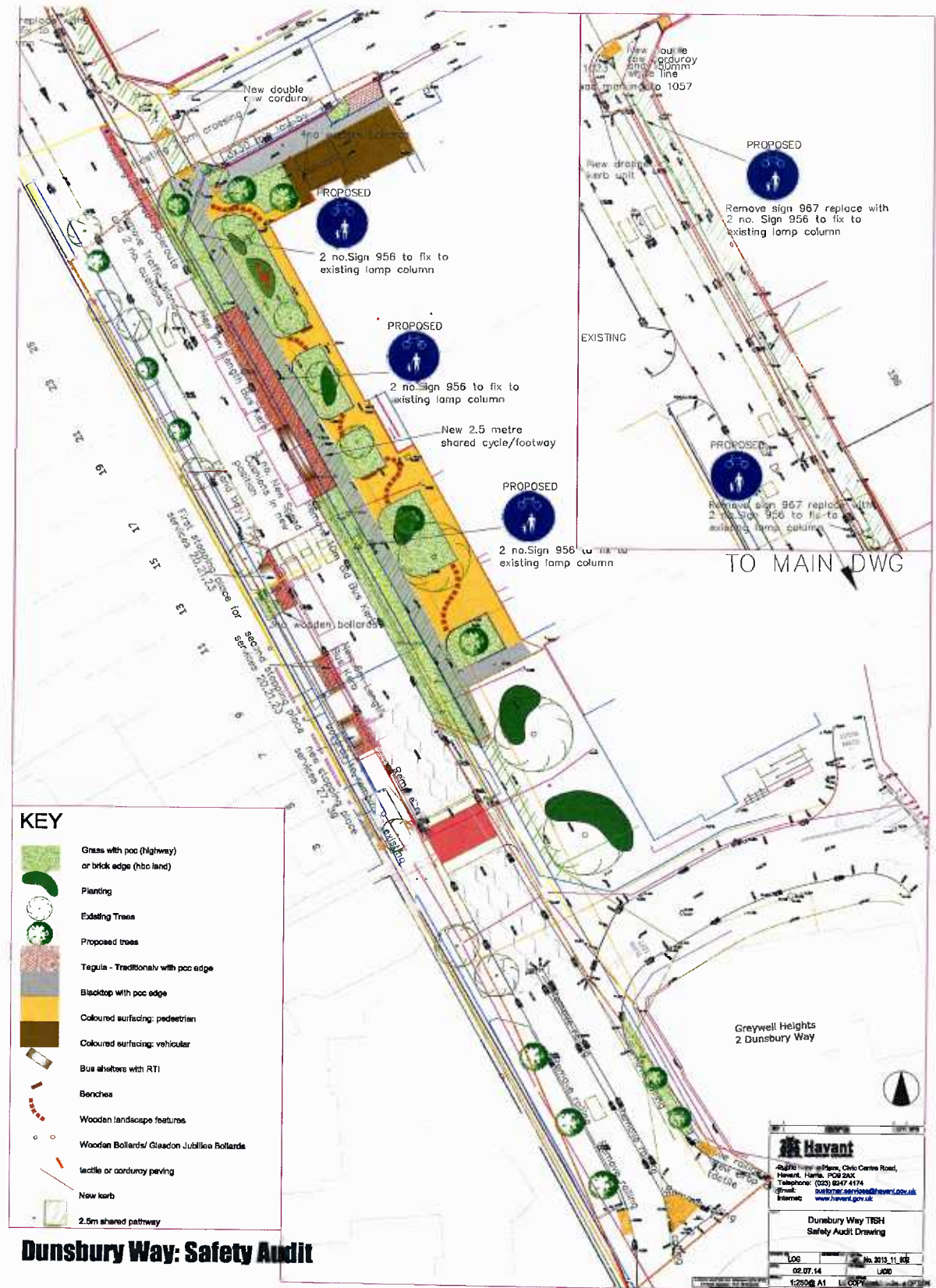
Location Plan



Location Plan:
Dunsbury Way, Leigh Park, Havant, Hampshire PO9



Scheme 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
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
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	
<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	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	Medium
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Winchester

The impacts that have been identified affect age, disability and pregnancy and maternity categories. The impact for all of these is medium and positive as the scheme aims to deliver improved bus waiting facilities as well as public realm, pedestrian and cycle enhancements on Dunsbury Way. This will create a safer environment particularly for those with mobility problems such as older people and pushchair and wheelchair users.

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

It is considered that the proposals recommended for the project will have no influence on the levels of Crime and Disorder.

3. Climate Change:

How does what is being proposed impact on our carbon footprint / energy consumption?

There will be little or no change to the status quo.

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposals are designed to encourage patronisation of the bus service therefore reducing the use of the motor car. This should in turn have a beneficial effect on emissions and therefore climate change.