

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Victory Avenue Shared Use Cycleway, Horndean

Contact name: Karen Wright

Tel: 01962 846879

Tel: Karen.1.wright@hants.gov.uk

1. The decision:

- 1.1. That the Director for Economy, Transport and Environment approves the details of the scheme, Victory Avenue Shared Use Cycleway, as set out in this paper.
- 1.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Victory Avenue Shared Use Cycleway as set out in this project appraisal, at an estimated cost of £117,000 to be funded from developer contributions, Operation Resilience, OLA contribution and LTP.
- 1.3. That the new section of shared use footway/cycleway be incorporated into the highway network under S65 and 66 of the Highways Act 1980.

2. Reason(s) for the decision:

- 2.1. To enable the completion of this scheme which will provide a dedicated off-road shared use facility for cyclists and pedestrians.

3. Other options considered and rejected:

- 3.1. An on-road route was considered by removing the current full-width road humps and replacing them with speed cushions, and so creating space for cyclists. However, following public consultation, it was established that the full-width humps were preferred, with the creation of a new, off road shared facility.

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:
	6/11/14.
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Victory Avenue Shared use Cycleway, Horndean

Contact name: Karen Wright

Tel: 01962 846879 **Email:** Karen.1.wright@hants.gov.uk

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 Victory Avenue as set out in this project appraisal, at an estimated cost of £117,000 to be funded from developer contributions, Operation Resilience, OLA contribution and LTP.
- 1.2. The scheme consists of a new, off road shared use cycle facility to assist children cycling to school. They currently have to cycle either on-road over road humps, or on the narrow footway which causes conflict with pedestrians. This scheme also replaces the old, poor condition road humps with current standard humps which are flush to the kerb and as such are much easier for vulnerable pedestrians to negotiate. In addition, the resurfacing of the southern footway is to be undertaken as part of this scheme contract.
- 1.3. An on-road route was considered, which involved the removal of the current full-width road humps and replacing them with speed cushions, so creating space for cyclists. However, public consultation highlighted concerns that removal of the full width humps could lead to increases in vehicles speeds and a preference was established to keep the full-width humps and create a new, off road shared facility.

1.4. Measures of Success

The route is already well used by students travelling to and from Horndean Community College; however the improvements will enable these numbers to be maintained as well as encouraging further use.

2. Background

- 2.1. Following the production of the School Travel Plan for Horndean Community College, it was apparent that this was a well used route for cyclists and funding was first made available for improvements through the Safer Routes to School Programme. Following initial design and consultation, residents

concerns were noted and the scheme was re-designed to provide an off-road route, together with improved road traffic humps.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	9	LTP	20
	Client Fee	2	2	Developer Contribution	52
	Supervision	3	2	OLA	15
	Construction Land	102	87	Operation Resilience	30
	Total	<u>117</u>	<u>100</u>	Total	<u>117</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.000%
	Capital Charges (Depreciation and notional interest charges)	11.0	0.007%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	10/14	01/15	03/14	09/15

5. Scheme Details

5.1. The scheme consists of a new, off road shared use cycle facility on the northern side to assist children cycling to school. They currently have to cycle either on-road over road humps, or on the existing narrow footway which causes conflict with pedestrians. This scheme also replaces the old, poor condition road humps with current standard humps which are flush to the kerb and as such are much easier for vulnerable pedestrians to negotiate.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. Community engagement was achieved by means of a letter explaining the proposal, which helped inform the final scheme. Residents were opposed to the creation of speed cushions in order to provide an on-road route, however the creation of the off-road route together with maintenance of the existing humps was well received.

7.2. This scheme is well supported by County Councillor Mrs Harvey and District Councillor Mrs Evans.

8. Statutory Procedures

8.1. None. The replacement humps are to be located in the same position as the existing.

9. Land Requirements

9.1. None required

10. Maintenance Implications

10.1. This scheme will provide approximately 415m² of new footway together with replacement of the existing road humps. Maintenance will therefore not be necessary in the short to medium term.

11. Recommendation(s)

11.1. That the Director of Economy, Transport and Environment approves the details of the scheme, Victory Avenue Shared Use Cycleway, as set out in this paper.

11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Victory Avenue Shared Use Cycleway as set out in this project appraisal, at an estimated cost of £117,000 to be funded from developer contributions, Operation Resilience, OLA contribution and LTP.

11.3. That the new section of shared use footway/cycleway be incorporated into the highway network under S65 and 66 of the Highways Act 1980.

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:	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 – positive impact
Disability	Low – positive impact
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low – positive impact
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Havant

This scheme will make cycling and walking easier and safer, particularly for more vulnerable road users such as children and mobility impaired. This will be achieved by the creation of a wider off-road shared use footway/cycleway, and the replacement road humps which will be flush to the footway and so eliminating the trip hazard of the current, poorly maintained road humps.

2. Impact on Crime and Disorder:

This scheme has no effect on this.

3. Climate Change:

This scheme will encourage cycling and 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.