

# **HYTHE AND DIBDEN ACCESSIBILITY IMPROVEMENTS PHASE 1b**

## Background, Aims and Objectives

Developer contributions have accrued over a number of years, principally for the completion of the Dibden distributor Road (phase 3). There is no longer a transportation basis for completing the road (from Claypits Lane/Roy's Copse to Southampton Road). The predicted traffic levels generated by the residential infill development has not (and will not in the future) generate the need for such infrastructure. The land safeguarded for the road is not sufficient nor are the contributions acquired for the purpose.

Traffic will continue to use Claypits Lane and Main Road Dibden to travel between Hythe and Dibden. Improvements are therefore focused on improving facilities for alternative modes of transport to cater for a more sustainable transport system in lieu of the once proposed distributor road.

### Aim

The aim of the scheme is to improve accessibility in the Dibden and Hythe areas in lieu of providing the final phase of the Dibden Distributor Road. A number of schemes have been developed which provide for better walking and cycling opportunities and a safer lower speed environment.

### Objectives:

- Improve accessibility by providing:
  - Improved and safer facilities for pedestrians, cyclists and road traffic, between Hythe town centre and Dibden, to serve the Applemore secondary school, recreation centre and shopping facilities in Claypits Lane;
  - New footway in Main Road, Dibden

### Objections:

All the relevant stakeholders have been consulted and various comments have been received – none of which prevent the above works from proceeding. Public consultation has been undertaken to gauge priority on the proposed package of works and this has been taken into account.

### Local Member Views

The local member Councillor Dash, supports the above proposals.

## **G3**

# **PROJECT APPRAISAL**

### **1. Executive Summary**

The purpose of the project appraisal is to confirm funding and to seek approval to implement a package of works titled 'Dibden Accessibility Improvements Phase 1B' which will improve accessibility in the Hythe and Dibden area as detailed in sections 4.0 and 3.1 of this report.

#### **1.1. Scheme Outline**

A public exhibition detailing a package of accessibility improvement measures proposed for the Hythe and Dibden area took place on 4 March 2010 at The Grove, Hythe. County Council officers and the County Member, Councillor Dash were in attendance. The exhibition material remained on public display for a further four weeks. Details were also available on the Hantsweb pages. <http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/hythe-and-dibden/hythe-and-dibden-details.htm>

Following the exhibition, the measures identified for implementation were allocated into a two phase priority order. A programme for the implementation of these improvements has been developed with Phase 1A implemented in May 2011. This report covers the scheme identified as Phase 1B.

#### **1.2. Alternative Options**

An on-road section of cycleway was considered in Claypits Lane but this has been rejected in favour of a scheme that separates children cycling to school from school buses and general traffic.

#### **1.3. Measures of Success**

Attitudinal surveys will be conducted on completion of the scheme at the various locations of the works including Applemore Leisure Centre, Applemore School and Clayfields Sports Centre.

### **2. Finance**

The funding package identified is made up of a number of elements, mostly external contributions attained through developer contributions.

A grant of £162,500 has also been secured from Sustrans. At present this has been confirmed via an e-mail but a Memorandum of Understanding will be entered into to confirm and secure the funding.

£207,000 is currently held by the County Council, but its release for spending is subject to the completion of a Deed of Variation agreement between Tesco and New Forest District Council (NFDC). This is because the contribution was originally taken for purposes of the third and final section of the Dibden Distributor Road. Agreement has been reached in principle with Tesco for this funding to be used towards Phase 1B of the Dibden Accessibility Improvements. The legal work to secure the agreement is currently underway with NFDC. If this is still outstanding at the time of letting the contract, the associated risk in the shortfall of funding will need to be assessed and addressed.

All other funding is held by Hampshire County Council or New Forest District Council and is made up of developer contributions and a small maintenance contribution.

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	51	8	Developer contributions	481.5
	Client Fee	15	2	Sustrans	162.5
	Supervision	12	2	District Council	11
	Construction	565	86		
	Land	12	2		
	<b>Total</b>	<u>655</u>	<u>100</u>	<b>Total</b>	<u>655</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4.9	0.004
	Capital Charge	24.4	0.018
	<b>Total Expenditure</b>	<u>29.3</u>	<u>0.022</u>

### 3. Programme

	<b>Gateway Stage</b>			
	<b>3 - Project Appraisal</b>	<b>Start on site</b>	<b>End on site</b>	<b>4 - Review</b>
<b>Date (mm/yy)</b>	<b>27 July 2011</b>	<b>31 August 2011</b>	<b>02 December 2011</b>	<b>02 December 2012</b>

#### 4. Scheme Details

A location plan is attached (Appendix A) and a detailed plan will be displayed at the meeting.

4.1 The elements that make up Phase 1B of the scheme are as follows:

- **Main Road, Dibden - new footway.**

From its junction with Hythe Road Dibden, Main Road has no direct footway connection with All Saints Church. Local residents are forced to drive to and from the church as there is no safe provision to walk. This proposal seeks to introduce a new section of footway along the northern verge of Main Road to link with the southern access to the church to address this issue.

- **A direct off road shared cycle and pedestrian route between Hythe and Dibden, Clayfields Sports Centre, Applemore Leisure Centre, Applemore Schools and Tesco Superstore**

From Hythe there is no direct suitable cycle/footway route to the schools and other public facilities in Applemore, therefore the provision of a shared use footway and cycleway will bridge this gap and help to encourage a modal shift of the many children who are driven to and from the schools and facilities due to lack of a safe cycle and walking provision.

There is a future intention to incorporate this route into the National Cycle Network route 2 in liaison and agreement with Sustrans. The route could also cater for leisure cyclists visiting the New Forest area from further afield, principally from Southampton via the Hythe ferry.

The scheme will also provide safety and accessibility benefits for other highway users as follows:

1. The scheme will also include highway improvements to the Claypits Lane/Challenger Way roundabout. Greater deflection will be engineered into the junction to promote vehicle speed reduction and general safety.

2. Along the eastern part of Claypits Lane (north east of Challenger Way) a localised carriageway realignment is planned to accommodate better sightlines for traffic and to provide a safer buffer margin between running traffic and pedestrians and cyclists.

3. The scheme will provide a direct off road access for pedestrians and cyclists into the recreation centre at Applemore and then link directly into the school grounds on the adjacent site. This will avoid the section of Claypits Lane where school buses enter the site and eliminate the conflict between, and the vulnerability for pedestrians and cyclists. The direct off

road link into the school will be welcomed by students who helpfully made suggestions during the design process.

4. A carriageway speed reduction feature will be added on the entrance to the recreation centre site to better manage the traffic entering and exiting the recreation centre, particularly buses.

5. A footway improvement will also be made on Claypits Lane on the boundary of the Tesco superstore site to aid movement to the bus stop and into the shopping facility itself from the recreation centre and school.

## **5. Departures from Standards**

5.1 There is no departure from the Department for Transport and Hampshire County Council highway design standards in these proposals.

## **6. Community Engagement**

6.1 The proposals have been jointly developed with New Forest District Council in consultation with Members and key stakeholders, including Hythe and Dibden Parish Council and a summary of options for delivery in phase 1 were identified. The Cycle organisation Sustrans has recently approved a financial contribution towards the cycle route under its links to schools and communities programme.

6.2 A public exhibition of the proposals, including a range of options, was held in March 2010 with officers from Hampshire County Council and New Forest District Council in attendance.

6.3 Consultation meetings with local residents have taken place with the Local Member, Councillor Dash in attendance, following some objections received over land encroachments issues. These have now been resolved.

6.4 The route has been developed following consultation with Applemore College, Oak Lodge Special School and partnership working with New Forest District Council, Applemore Leisure Centre, Hythe and Dibden Parish Council and local residents along the route. The route proposed is an important addition to the local infrastructure and will improve and encourage walking and cycling.

6.3 Hampshire County Council and New Forest District Council have been fully consulted on the plan details and all are in support of the scheme proposals. Working closely with the key stakeholders has ensured that the final scheme design fulfils the best needs of the local community.

6.4 The Local Member, Councillor Dash, supports these accessibility improvements.

## **7. Statutory Procedures**

7.1 Temporary road closures may be required to enable some elements of these works to be undertaken safely. Hours of work will be restricted to between 09.30 and 16.30.

## **8. Land Requirements**

8.1 A small section of land is required at Drapers Copes in Claypits Lane which is currently owned by General Estates who have agreed in principle to Hampshire County Council acquiring the land and is currently being finalised. A financial offer has now been made to General Estates for the land. A response is awaited to the offer. A verbal update on this matter will be given at the Decision Day meeting.

8.2 Should the land transfer not complete for any reason, there is an alternative option using existing highway land that would not compromise the scheme delivery. This option would require the removal of five semi mature trees. This option is not considered to be as desirable as the preferred option but can be achieved at a similar cost.

## **9. Maintenance Implications**

9.1 The revenue implications of these proposals have been taken into account in setting the annual budget.

## CORPORATE AND LEGAL INFORMATION

### Links to the Corporate Strategy

<b><i>Hampshire safer and more secure for all:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Maximising well-being:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Enhancing our quality of place:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	

#### 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.)

Document

Location

Scheme files

Hampshire Highways West, Totton.  
 Engineering Consultancy, Capital  
 House, Winchester.

## Impact Assessments

### 1. Equalities Impact Assessment:

1.1 The new footway sections and shared cycle facilities will help pedestrians and the more vulnerable user to access local amenities and provide safer opportunities for walking and cycling.

1.2 The information, or parts of it, contained in this publication can be made available on request in other languages or in other formats: braille, large print, easy read, word and audio files.

Please call Hantsdirect on 0845 6035633

### 2. Impact on Crime and Disorder:

2.1 The scheme will have no direct impact on the Crime and Disorder Act, but by providing improved pedestrian safety will contribute towards a safer environment.

### 3. Climate Change:

3.1 The residential areas in Hythe and Dibden have expanded in recent years with several new homes built. It is therefore important to address the accessibility capabilities with the community to ensure its amenities can be reached. Travel choice encourages walking and cycling as an alternative to motor transport, and helps make a positive contribution to a reduced carbon footprint.

## Appendix A – Priorities and Targets

### 7 LTP2 Objectives

Increase accessibility to services	<input checked="" type="checkbox"/>
Promote Safety	<input checked="" type="checkbox"/>
Reduce impact and effect of congestion	<input type="checkbox"/>
Widen travel choice	<input checked="" type="checkbox"/>
Contribute towards improvements in air quality	<input type="checkbox"/>
Support wider quality of life objectives	<input checked="" type="checkbox"/>
Encourage value for money and efficient asset management	<input checked="" type="checkbox"/>

### 17 LTP2 Targets

LTP1 - Accessibility. Percentage of people who consider accessibility is good	<input checked="" type="checkbox"/>
LTP2 - Change in area-wide road traffic mileage	<input type="checkbox"/>
LTP3 - Cycling trips (annualised index)	<input checked="" type="checkbox"/>
LTP4 - Mode share of journeys to school	<input checked="" type="checkbox"/>
LTP5 - Bus punctuality indicator	<input type="checkbox"/>
LTP8 - Air Quality. Related to traffic in Winchester, Eastleigh, Totton and Lyndhurst	<input type="checkbox"/>
BVPI 199x – Casualties. Total killed and seriously injured	<input type="checkbox"/>
BVPI 199y – Casualties. Total child killed and seriously injured	<input type="checkbox"/>
BVPI z – Casualties. Total slight casualties	<input checked="" type="checkbox"/>
BVPI 223 – Road Condition. Contribute towards improvements in air quality	<input type="checkbox"/>
BVPI 224 a – Road Condition. Classified non-principal roads	<input type="checkbox"/>
BVPI 224b – Road Condition. Unclassified roads	<input type="checkbox"/>
BVPI 187 - Footway Condition	<input checked="" type="checkbox"/>
BVPI 102 – Public Transport. Number of bus passenger journeys	<input type="checkbox"/>
BVPI 104 – Public Transport. Satisfaction with local bus services	<input type="checkbox"/>

### Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

NI 175 Access to services and facilities by public transport, walking and cycling

NI 198 Children travelling to school – modes of transport used.

L1 Local accessibility.