

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 June 2013
Title:	Project Appraisal: Pilcot Road Footway, Crookham Village
Reference:	4896
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the implementation of a footway and the promotion of a Traffic Order to reduce the 40 mph speed limit to 30 mph, subject to statutory consultation, along Pilcot Road, Crookham Village, at an estimated cost of £315,000, funded from developer contributions.
- 1.2. The provision of a footway, to be funded by developer contributions, will provide a safer route for pedestrians to walk along Pilcot Road to access the local facilities. A June approval will enable work to start within the timescales to utilise the available developer contributions, some of which are time limited. £122,000 of the developer funds will not be available for the future due to time constraints and the opportunity to provide this improvement will be lost.
- 1.3. There is no footway along the length of Pilcot Road and pedestrians, including parents with prams and young children, are walking along the roadside or steeply sloped grass verge to access the local school, village shop and other local facilities. In 2010 a 12 hour traffic survey identified a total of 3,446 vehicles using the route, with traffic flows expected to increase as new developments are constructed within the area. Pedestrians have complained about safety along this route due to vehicle numbers and inappropriate driver behaviour. They have also reported issues of vehicles driving too close when walking along Pilcot Road and on occasions making contact with them. Some people are choosing to walk on the grass verge but this is not suitable due to the slope and particularly in wet weather when the route is muddy and slippery. The residents and other road users in the area have been requesting a footway improvement for a number of years in order to walk in a safer environment along Pilcot Road.

- 1.4. The scheme will deliver a footway linking into the existing footway on Knights Close, Crookham Village, extending westwards towards Dogmersfield Village. The footway will terminate on the east side of “the track” in Crookham Village to provide a safer route for pedestrians and improve accessibility. Although the footway will terminate at this point, it will provide a safer environment to the current situation. The footway is to be constructed along the existing 40 mph section of Pilcot Road, there is also a bend along this section of road, the route is on an incline and visibility is reduced. Pedestrians are particularly vulnerable here. In addition to the new footway the County Council will promote a Traffic Order to reduce the 40 mph speed limit to 30 mph which will be subject to the outcome of the statutory consultation process. The new footway will terminate at the entrance to Dogmersfield Village where there is a build out area providing a short pedestrian access. As the footway cannot extend through to Pilcot Bridge due to land availability at this stage the provision of the footway from Knights Close to Dogmersfield Village gateway provides protection for pedestrians along the section of the route where they are most vulnerable. The footway will also improve conditions for other road users such as cyclists and drivers. By providing a formal pedestrian route the risk of conflict with pedestrians and vehicles will be reduced.
- 1.5. On the eastern section of the verge where there is insufficient width to accommodate the proposed footway and the existing ditch, alternative highway drainage will be provided. This will include new drainage pipes and road gullies.
- 1.6. Alternative types of material were considered for the construction of the footway. Discussions were held with the Parish Councils and Hart District Council’s conservation officer during and after the consultation period. Due to various issues raised about safety, maintenance, maintenance costs and conservation requirements, the footway will be constructed using standard highway footway materials. This is in keeping with the existing footways in both Crookham Village and Dogmersfield Village.
- 1.7. Discussions took place about the width of the proposed footway and widths of 1.8m and 1.5m were also considered. However there are restrictions in certain places along the verge that restrict the width of the footway in places, such as utilities, trees and open ditches. Following further on site investigations, discussions with Hart District Council conservation officer and meetings with the Parish Councils, the preferred width of the footway in this rural location is 1.2 m, which is also in keeping with other footways within the area.
- 1.8. An additional consideration is the need to respond to possible utility diversions which may be required, and for this reason this report seeks delegated authority in order to agree a satisfactory outcome in respect of these.

2. Measures of Success

- 2.1 The proposal aims to improve pedestrian accessibility and safety for those who walk along Pilcot Road. This is expected to be represented in increased usage and overall levels of satisfaction for those using the route. The levels of satisfaction, safety, and levels of walking will be monitored via data collection and consultation feedback from residents through the Parish Councils.

3. Background

- 3.1. Crookham Village falls within Dogmersfield conservation area and is located to the southeast of Fleet town and approximately nine miles east of Basingstoke. Pilcot Road is the main road in the village linking the village of Dogmersfield with Crookham Village and further on into Fleet.
- 3.2. Crookham Village is made up of three settlement areas; the old village and two recent self contained residential developments, Netherhouse Moor and Zebon Copse, on the outskirts of the Parish. Due to its historic nature, the old village suffers from a limited highway network with poor pedestrian facilities.
- 3.3. Pilcot Road is a 40 mph rural road with no off road footway provision. In July 2010 a 12 hour traffic survey identified a total of 3,446 vehicles using the route, with traffic volumes expected to increase in the future due to new housing developments in the area. Pedestrian surveys identified 45 pedestrians walking along Pilcot Road and of these 22 were children. 160 cyclists were also recorded travelling the route.
- 3.4. Local residents and the Parish Council have lobbied Hampshire County Council for a number of years to provide improvements on Pilcot Road to assist in walking from the village in Crookham to their local facilities and to provide a safer route to walk to Dogmersfield Village. In 2008 a petition containing over 300 signatures was submitted to Hampshire County Council requesting an improvement. Concerns were further raised when a child was killed at a similar location in another county.
- 3.5. In 2010 a virtual footway was installed in the form of a solid white line offset 1 metre from the existing south edge of the carriage way. Whilst this provided some improvement it does not give the protection that a formal segregated footway would provide. Although there have been no injury accidents reported, local residents are reporting incidents of drivers ignoring the white lines and driving too close to pedestrians within the virtual footway. These are the same issues as reported before.
- 3.6 In the absence of a real footway some pedestrians are choosing to walk along the steeply sloping grass verge. This is not ideal, particularly in winter and in the wet weather and is a particular concern for parents with young children or those pushing prams. A formal segregated footway along this

section of Pilcot Road will provide better protection for pedestrians and provide a safer route for all highway users.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	44.0	14.0	Developer Contributions	315
	Client Fee	4.5	1.4		
	Supervision	8.9	2.8		
	Construction	254.0	80.6		
	Land	0	0		
	TRO's	3.6	1.2		
	Total	<u>315</u>	<u>100</u>	Total	<u>315</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	28	0.026
	Capital Charge	28	0.022
	Total Expenditure	<u>56</u>	<u>0.048</u>

5. Programme

- 5.1. Following approval, the scheme will progress to tender.
- 5.2. A contractor would then be appointed during August 2013 to enable delivery of the programme, and co-ordination of the works with the utilities company. In addition, sections of external funding identified for the works is time limited.
- 5.3. The planned delivery is for approximately 10 weeks from October 2013.

6. Scheme Details

- 6.1. The attached location plan and general arrangement plan shows the area where the improvements are proposed. A detailed plan will be available at the meeting.
- 6.2. The proposed scheme will be characterised by the following;
 - a 1.2 metre wide standard macadam footway, 425 metres in length on the southern verge of Pilcot Road;

- the footway will link into the existing footway on Knights Close, Crookham Village and extend westwards towards Dogmersfield Village. The footway will terminate on the east side of “the track” in Crookham Village;
- a 0.5 metre safety verge will be provided where the proposed footway is adjacent to existing open ditches;
- on the eastern section of the verge where there is insufficient width to accommodate the proposed footway and the existing ditch, alternative on-road highway drainage will be provided and sections of the existing ditch will be in-filled. A 450mm diameter twin drainage pipe will be installed and the section of ditch reprofiled;
- where sections of the open ditch are shared and are on the highway boundary some accommodation works may be required. The relevant householders have been contacted and have agreed in principle to the proposals;
- a road closure will be required to allow safe working and the need for a traffic diversion is anticipated. Restricted working will apply as this is partially a traffic sensitive area. Further information regarding timescales will be provided to the residents in consultation with the Parish Councils;
- vegetation clearance will be kept to a minimum. Unhealthy trees or trees that are on the proposed new footway alignment will have to be felled. No mature or significant trees have been identified for clearance. Where work takes place in the vicinity of any mature trees this will be carried out by hand and, where needed, protection of trees will be provided for during construction. Seeding will be undertaken as part of the works;
- a traffic order will be promoted to reduce the 40 mph speed limit to 30 mph, which will be subject to the outcome of the statutory consultation process and
- a second safety audit will be undertaken at the detailed design stage. A further safety audit will be undertaken on completion of construction.

7. Departures from Standards

7.1. None.

8. Community Engagement

8.1. The public and other interested parties were consulted regarding the proposals in 2012. The main consultation took place between 24 September 2012 and 21 October 2012. Information about the proposals, a questionnaire and a copy of the feasibility plans, showing the extent of the footway, were made available online. Interested parties and those residents whose

properties are adjacent to the proposed footway on Pilcot Road were also sent the plans and a questionnaire.

- 8.2. A public exhibition was held in Crookham Village on 1 October 2012 where County Council officers and the local County Councillor were available to respond to any questions regarding the proposals. Approximately 50 people attended the public exhibition.
- 8.3. Members of the public and interested parties were asked to complete a questionnaire either on the day of the exhibition or on the consultation webpage. The questionnaire asked two questions with space to provide comments regarding the proposals.
- 8.4. A total of 42 replies to the public consultation were received, 25 online and 17 in writing. The results shown below are taken from all replies. The percentage relates to those who responded to the questions, as not everyone responded to all questions.

Question 1 - Do you support the proposal for the new footway?

Yes – 78%

No – 22%

Question 2 - Do you support the width of :

1.8m Yes – 55% No 45%

1.5m Yes – 71% No 29%.

The main comments from those who expressed support were:

63% believe a footway would improve road safety;

18% said they would consider walking their children to Dogmersfield instead of driving;

18% said the 1.5 m wide footway is preferred as it is considered less intrusive in a rural location.

The main comments from the 22% of those who did not support the scheme were:

14% considered a black top footway is not adequate for this location

42% raised concern relating to costs.

- 8.5 Interested party consultations started in early 2012 and were extended until February 2013. Meetings were held with Crookham Village Parish Council during the pre-feasibility stage and again with Crookham Village and Dogmersfield Parish Council once proposals had been identified. The local

Member for Crookham Village and Ewshot, Councillor Radley and the local Member for Odiham, Councillor Glen, attended some of the meetings. Hart District Council, (HDC) was also consulted and discussions were also held with Hart District Council's Landscape and Conservation officers; the District Council supports the proposals.

- 8.6 Although the footway proposed will be constructed within Crookham Village, Dogmersfield conservation area covers part of Crookham Village. The outcome of meetings and discussions held with the Parish Councils has been to provide a footway of 1.2m using standard highway construction in keeping with the materials already used within the villages.
- 8.7 Crookham Village Parish Council passed a resolution on 7 January 2013 to fully support a footway of 1.2m width, with a tarmac surface as recommended by Hart District Council landscape and conservation officer. Various options regarding safety, the type of materials and footpath widths were discussed with the Parish Council prior to the recommendation.
- 8.8 Dogmersfield Parish Council, although recognising the need to provide a safer route, and preferring a narrower footway of 1.2m, overall does not support the current proposals. There are varying views, provided by the Parish Council in their letter sent to Hampshire County Council dated 21 October 2012. Some extracts are included below;

“Although located closely together, Crookham Village and Dogmersfield have very distinct and different characters.

Pilcot Road is the single link between them and as such it provides a clear separation.

For many residents the approach down Pilcot Hill captures the very essence of the benefits of living in Dogmersfield.

The prospect of implementing a path along Pilcot Road is not new. A unifying theme of all these discussions has been the need to respect the rural nature of this area and for a low impact environmentally sensitive design. The past support for such a path was underpinned by the confident expectations that its impact would be minimised.

The current proposal has generated a great deal of interest among Dogmersfield residents who opinions differ widely. A number welcome a improved amenity and road safety and are less concerned over the design of the path, whereas others are opposed to any form of what they perceive to be urbanisation of this area.”

- 8.9 Following receipt of the Dogmersfield Parish Council consultation response additional meetings and discussions took place with officers and the Local Members, Dogmersfield Parish Council, Crookham Village Parish Council and the Hart District Council Landscape and conservation officer. This extended consultation ended in February 2013. The Parish Council re-

confirmed that it does not support the proposals and referred back to its letter dated 21 October 2012.

- 8.10 Dogmersfield School was sent the consultation documents and a copy of the proposals and the head teacher has informed Hampshire County Council that the school supports the proposals.
- 8.11 The member for Church Crookham and Ewshot supports the proposals for a 1.2m footway, while the member for Odiham, while recognising the need for a safer route, does not support the proposal due to the concerns raised by Dogmersfield Parish Council.

9. Statutory Procedures

- 9.1. To allow safe working, a temporary traffic regulation order will be required in order to provide for a road closure during some of the works. Pilcot Road is partially traffic sensitive and restricted works hours would apply. Provision for residents of Pilcot Road to access their driveways will be provided.
- 9.2. The eastern section of ditch which runs along Pilcot Road is classified as an ordinary watercourse. Consent to carry out associated drainage works has been granted by the Environmental Agency.
- 9.3. A Licence Agreement for off-site accommodation works is required.
- 9.4. A formal Traffic Order will be promoted to reduce the 40 mph speed limit to 30 mph which will be subject to the statutory consultation process.

10. Land Requirement

- 10.1. None.

11. Maintenance Implications

- 11.1 The proposed improvements will largely upgrade existing infrastructure. This will reduce the maintenance burden by providing more durable materials. The new infrastructure will be selected to require limited maintenance over the lifespan of the improvement.

12. Recommendations

12.1. That, at an estimated cost of £315,00 funded from developer contributions, approval be given for the following measures:

- a) the provision of footway improvements along Pilcot Road, Crookham Village, subject to satisfactory resolution of scheme amendments, including utility diversions; and
- b) the promotion of a Traffic Order to reduce the 40 mph speed limit to 30 mph along the same stretch of road, which will be subject to statutory consultation.

12.2. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to determine the provision of any amendments to the footway improvements scheme which may be required, including any utility diversions required in order for the scheme to go ahead.

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):	

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

None

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 Safe and Well Managed Highways in Hampshire.
- 1.2 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:

- 2.1. These proposals will have no impact on crime and disorder.

3. Climate Change:

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

The current policy of Reduce, Recycle, Reuse, will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

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

The scheme proposals are expected to have a positive effect on climate change by improving facilities and infrastructure for pedestrians, thereby offering a healthy alternative travel opportunity.