

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Project Appraisal: Barncroft Way/New Road Havant Accessibility and Safety Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the proposed cycle and pedestrian improvements in Barncroft Way and New Road, Havant, as outlined in this report.
- 1.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Barncroft Way and New Road, Havant, as set out in this report, at an estimated cost of £311,000, to be funded from Developer Contributions, Local Transport Plan grant, and Hampshire County Council Structural Maintenance funding.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

### 2. Executive Summary

- 2.1 The purpose of this paper is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling accessibility in New Road and Barncroft Way, Havant.
- 2.2 The main element of the proposed improvements will see the specified sections of footway in New Road (southern side between Park Road North roundabout junction and the existing Pelican crossing) and Barncroft Way (Eastern side between New Road and Stockheath Lane), widened and resurfaced to accommodate a shared use cycle facility. The existing Pelican crossing in New Road will be upgraded to a Toucan Crossing, which is further detailed in the location plan and scheme drawings in the appendix of this report.

- 2.3 The junction bell mouth to Barncroft Way/New Road will be re-aligned and a prohibition of right turn Traffic Regulation Order will be introduced for vehicles exiting Barncroft Way into New Road. This will address a longstanding accident problem involving cyclists and vehicles. The existing pedestrian refuge island in Barncroft Way will also be widened to allow more room for pedestrians and cyclists to wait to cross the junction.
- 2.4 Hampshire County Council's highways maintenance team had Barncroft Way programmed in for planned resurfacing works between Stockheath Lane and New Road. This will now be undertaken within the proposed improvements works. Combining works will reduce overall costs and will minimise any disruption arising if done separately.
- 2.5 The proposed improvements have been prioritised from Havant Borough Council's District Statement and will help enhance connectivity within the local and wider cycle network for Havant and Bedhampton. The new route will join an existing shared use path on Park Road North/South and connect via NCN22 (National Cycle Network Route 22) and the town centre with the Hermitage Stream Cycle path, leading northwards towards the residential area of Leigh Park and southwards to Langstone Technology Park. This link will further enhance connectivity by active travel modes between the local schools and the joined Havant and South Downs colleges.

### **3. Background**

- 3.1 Outline planning consent was granted in November 2012 for 92 residential dwellings on land off Brooklands Road, south of Scratchface Lane, Bedhampton (planning application APP/12/00612) adjacent to the A3 motorway. Funding was secured via Section 106 developer contributions towards local transport improvements. A feasibility study was undertaken by Havant Borough Council in April 2017 which identified seven different schemes to promote walking and cycling in the area.
- 3.2 The top two scheme priorities to be carried forward to delivery were outlined in the feasibility report and were prioritised from the District Statement. The schemes will help enhance connectivity within the local and wider cycle network for Havant and Bedhampton. The new route will join an existing shared use path on Park Road North/South and connect via NCN22 and the town centre with the Hermitage Stream Cycle path, leading northwards towards the residential area of Leigh Park and southwards to Langstone Technology Park. This link will further enhance connectivity by active travel modes, between the local schools and the joined Havant South downs colleges.
- 3.3 The aim of these pedestrian and cycle improvements is to help minimise the impact of increased road traffic, along with pedestrian and cycle demand, from the new housing development towards the town of Havant. It is anticipated that the proposed scheme will help contribute to and encourage more sustainable transport choices across the expanding residential areas of Bedhampton and Havant whilst offering improved links to public transport

hubs, Havant Town Centre, and local areas of employment. The improvements will create new pedestrian and cycle routes, especially those which complete any missing links in the already established network.

- 3.4 Accident data (for the past 5 years up to 30 April 2017) was reviewed for the area of the proposed route (New Road, Barncroft Way and Stockheath Lane). A total of 16 injury accidents were recorded for this route. Of these 16 accidents, five involved cyclists with one occurring at the Stockheath Lane junction (slight), and four at the New Road/Barncroft Way junction (two slight and two serious). No accidents involving pedestrians were recorded. In order to address the accidents it was proposed that a prohibition of right turns be introduced in Barncroft Way at its junction with New Road. The junction will also be re-aligned to reduce the width that pedestrians and cyclist have to cross the junction.
- 3.5 The feasibility report identified several improvement options, but due to limited funding available, the highest priorities identified on Havant Borough Council's district statement were taken forward. It is envisaged that once further funding is identified, the other improvements identified within the report can be progressed.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	21.0	7.0	Developer Contributions	191.0
	Client Fee	8.0	3.0	LTP grant	50.0
	Supervision	13.0	4.0	HCC Structural Maintenance	70.0
	Construction	266.0	85.0		
	Land	3.0	1.0		
	<b>Total</b>	<u>311.0</u>	<u>100</u>	<b>Total</b>	<u>311.0</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	30	0.019%

## 5. Programme

	<b>Gateway Stage</b>			
	<b>3 (PA)</b>	<b>Start on site</b>	<b>End on site</b>	<b>4</b>
<b>Date (dd/mm/yy)</b>	<b>07/18</b>	<b>09/18</b>	<b>12/18</b>	<b>12/19</b>

## 6. Scheme Details

- 6.1 Park Road North to Havant College Entrance, shared use path: The Footway will be widened (into existing verge) on the south side of New Road from Park Road North to the existing Pelican crossing, as shown in the location plan and scheme drawings located in the appendix of this report.
- 6.2 The existing Pelican crossing point in New Road will be upgraded to a Toucan crossing point and the footway will be widened (into carriageway) on the north side of New Road from the new toucan crossing to Barncroft Way.
- 6.3 The footway in Barncroft Way (eastern side) will be widened from the junction of New Road to the junction with Stockheath Lane (adjacent to Hermitage Stream) which will link to an existing shared use cycle facility. The carriageway in Barncroft Way will be resurfaced between Stockheath Lane and New Road as part of ongoing planned maintenance.
- 6.5 The existing pedestrian refuge island in Barncroft Way will be widened and the junction bell mouth will be re-aligned to deter southbound traffic from turning right at the junction.
- 6.6 The eastbound carriageway approach to the existing Pelican crossing in New Road will be resurfaced in order to improve skid resistance.

## 7. Departures from Standards

- 7.1 None.

## 8. Community Engagement

- 8.1 The County Councillor, Cllr Liz Fairhurst, the district councillors, and the Havant Borough Council cabinet lead for Strategic Innovation, Infrastructure and Projects (Cllr Tim Pike) were consulted on the scheme and support the proposals.

## 9. Statutory Procedures

- 9.1 A traffic regulation order for the prohibition of right turns from Barncroft Way into New Road was advertised between 20 April and 14 May 2018. There were no objections or representations received from the statutory advertisement.

## **10. Land Requirements**

- 10.1 The majority of land required for the scheme is already adopted highway. There is a segment of land owned by Havant College which runs adjacent to the eastern footway of Barncroft Way just north of the main entrance to Havant College. This segment of land is required to widen the existing footway by one metre in order to create the shared use path. The County Council's estates team has consulted the landowner (Havant College) and a formal deed of dedication was completed in April 2018.

## **11. Maintenance Implications**

- 11.1 The improvements will have a minor impact on future maintenance budgets, and this is expected to be approximately £3,293 annually based on the highways asset management "Future Year Maintenance Worksheet". The Asset Management Team has been consulted on the proposals and has requested that planned resurfacing works in Barncroft Way be undertaken as part of the scheme in order to minimise disruption in the local area. A maintenance contribution has been allocated in order to undertake the resurfacing works.

## 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 Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	no
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	no

**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

None



## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

All impacts of the proposals are deemed positive to all users in terms of accessibility, with particular benefits identified for pupils and staff of Havant College and more vulnerable road users. The improvements will provide a safer and more accessible route to and from the Havant area and more specifically for pupils and staff attending Havant College. It will also connect the missing links to the national cycle network NCN22, which will provide a more continuous journey for cyclists between Havant and Bedhampton.

### **2. Impact on Crime and Disorder:**

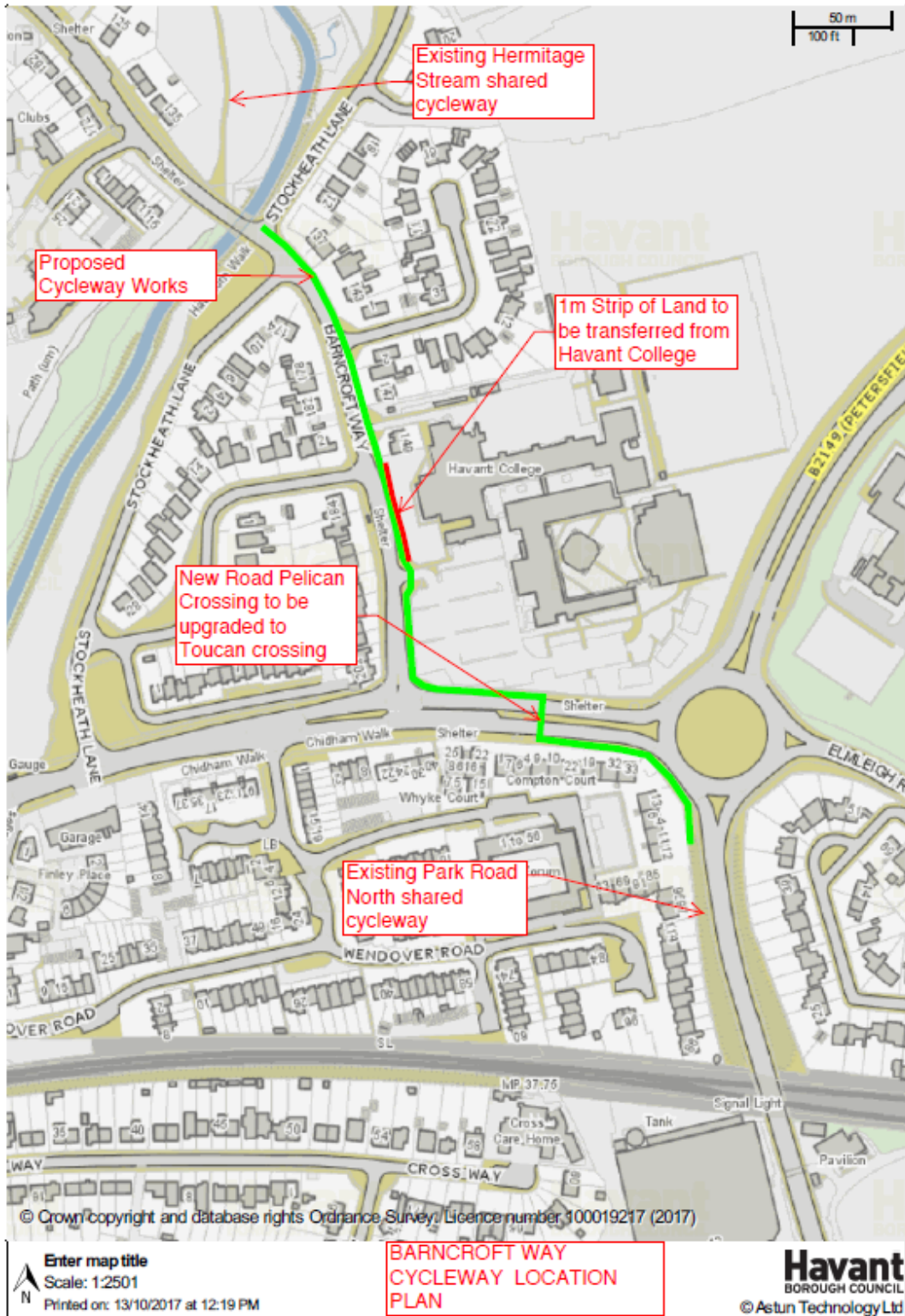
2.1. None.

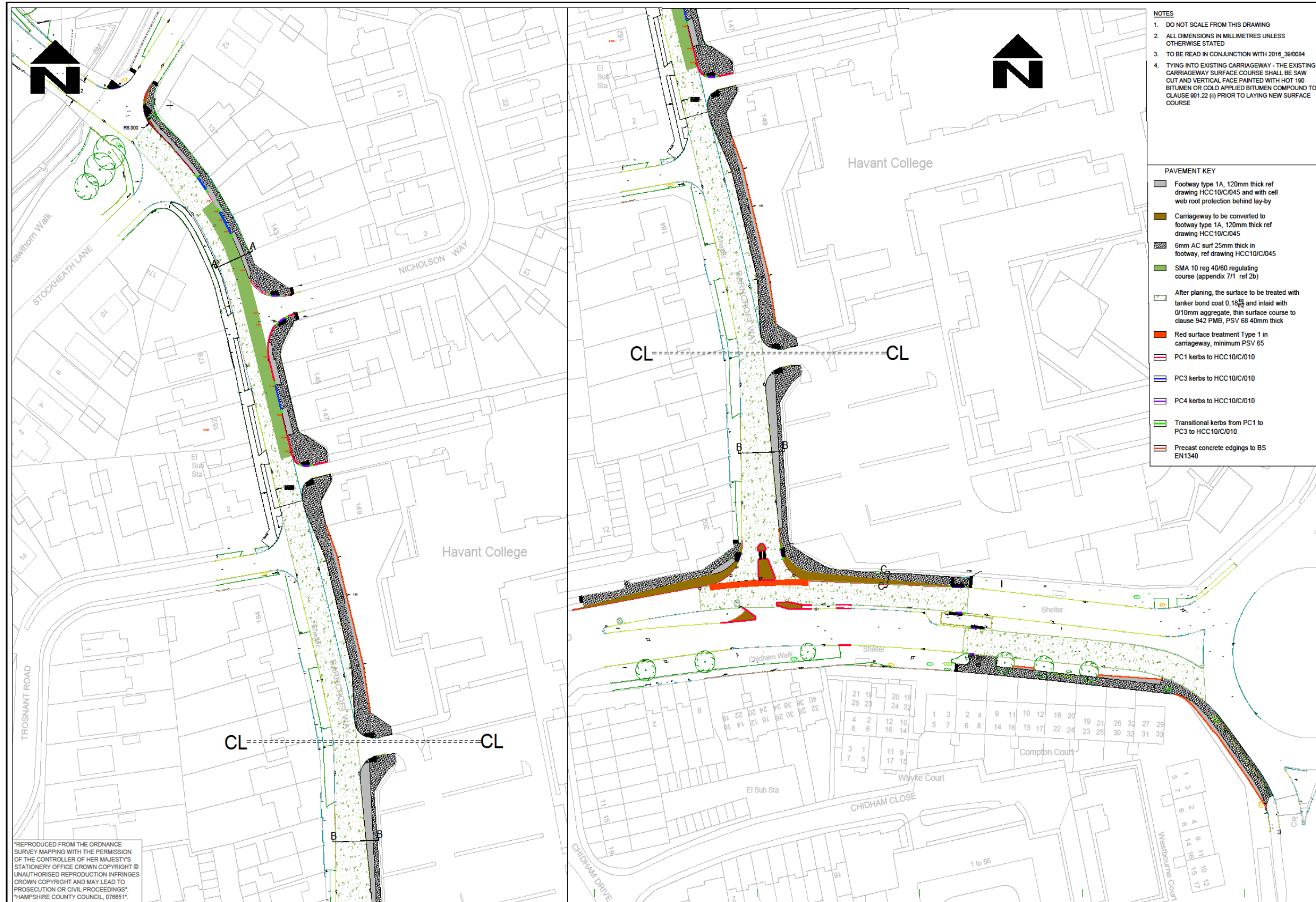
**3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme seeks to provide improved access for all by providing wider footways, which can be used by both pedestrians and cyclists. The scheme will therefore look to increase opportunities and the ability for behavioural change to more sustainable travel choices. The proposed carriageway resurfacing will also ensure less maintenance intervention in future years while also ensuring the highway network is more resilient and reliable.

Location Plan





- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED
  - TO BE READ IN CONJUNCTION WITH 2016\_39/0084
  - TYING INTO EXISTING CARRIAGEWAY - THE EXISTING CARRIAGEWAY SURFACE COURSE SHALL BE SAW CUT AND VERTICAL FACE PAINTED WITH HOT 190 BITUMEN OR COLD APPLIED BITUMEN COMPOUND TO CLAUSE 901.22 (f) PRIOR TO LAYING NEW SURFACE COURSE

**PAVEMENT KEY**

- Footway type 1A, 120mm thick ref drawing HCC10/C/045 and with cell web root protection behind lay-by
- Carriageway to be converted to footway type 1A, 120mm thick ref drawing HCC10/C/045
- 6mm AC surf 25mm thick in footway, ref drawing HCC10/C/045
- SMA 10 reg 40/60 regulating course (appendix 7/1 ref 2b)
- After planing, the surface to be treated with tanker bond coat 0.18 and inlaid with 0/10mm aggregate, thin surface course to clause 942 PMB, PSV 68 40mm thick
- Red surface treatment Type 1 in carriageway, minimum PSV 65
- PC1 kerbs to HCC10/C/010
- PC3 kerbs to HCC10/C/010
- PC4 kerbs to HCC10/C/010
- Transitional kerbs from PC1 to PC3 to HCC10/C/010
- Precast concrete edgings to BS EN1340

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REV	AMENDMENTS	DATE	CAD	CHKD	APPO
A	Stage 2 Safety Audit Issues Incorporated	28.03.2018	MB		

**CLIENT**

Hampshire County Council  
 1000 High Street, Winchester, Hampshire, SO9 4NF, UK  
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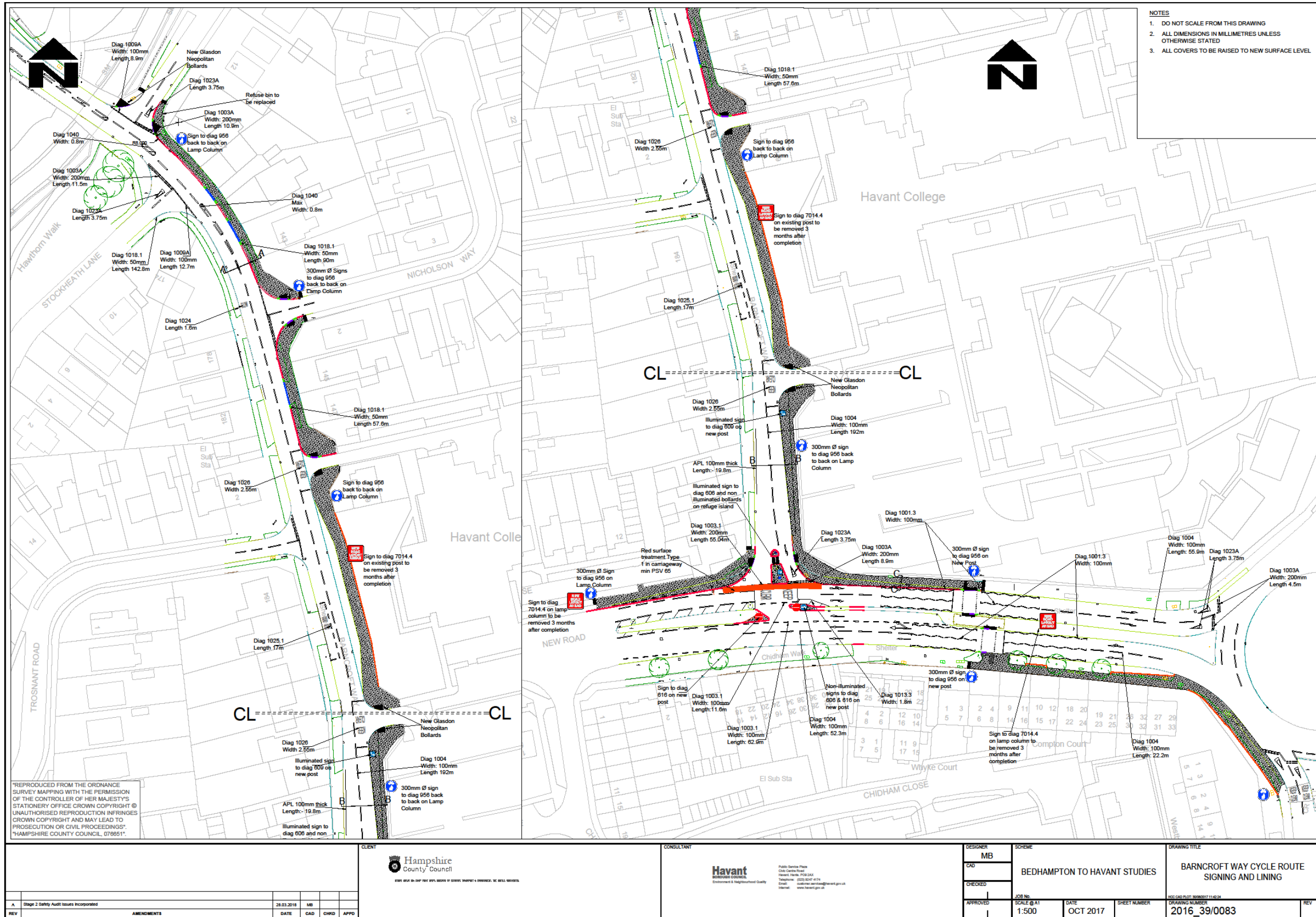
**CONSULTANT**

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DESIGNER	MB	SCHEME	BEDHAMPTON TO HAVANT STUDIES
CAD			
CHECKED			
APPROVED		DATE	OCT 2017
	SCALE @ A1	SHEET NUMBER	
	1:500		

DRAWING TITLE	BARNCROFT WAY CYCLE ROUTE PAVEMENTS AND FOOTWAYS
DRAWING NUMBER	2016_39/0082

HCC CAD FILE: Z:\MCC\Projects\2016\Community Group\Engineering and Landscaping\2016\Projects\Havant\Bedhampton to Havant\Stage 2\Havant Bedhampton May Design.dwg



- NOTES**
1. DO NOT SCALE FROM THIS DRAWING
  2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED
  3. ALL COVERS TO BE RAISED TO NEW SURFACE LEVEL

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 "HAMPSHIRE COUNTY COUNCIL, 076651".

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A	Stage 2 Safety Audit Issues Incorporated	28.03.2018	MB		

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DESIGNER	SCHEME
MB	BEDHAMPTON TO HAVANT STUDIES
CHKD	
CHECKED	
APPROVED	

DRAWING TITLE	DRAWING NUMBER
BARNCROFT WAY CYCLE ROUTE SIGNING AND LINING	2016_39/0083