

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Project Appraisal: Hut Hill, Chandlers Ford to Chilworth Cycleway/Footway
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this paper is to provide details of a scheme to implement a 3 metre wide off-road shared use Cycleway/Footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements.

Recommendations

2. That the Executive Member for Environment and Transport approve the Project Appraisal for Hut Hill, Chandlers Ford to Chilworth shared use Cycleway/Footway, as outlined in this report.
3. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the shared use Cycleway/Footway along Bournemouth Road, Chandlers Ford to Chilworth ("the scheme"), as set out in this report, at an estimated cost of £1.14 million to be funded from developer contributions and the Transforming Cities Fund.
4. That approval be given to enter into contractual arrangements, in consultation with the Head of Legal Services, to transfer the £770,000 of Transforming Cities funding from Southampton City Council to the County Council.
5. That authority is given to secure all necessary rights, easements, licences, consents and permissions, in consultation with the Head of Legal Services, to enable implementation of the scheme.
6. 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.

Executive Summary

7. This route has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route, and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities, and leisure facilities.
8. Two alternative options were considered which can be summarised below:
 - at the same location as the preferred option (option 1), provide a 2.5m wide shared use Cycleway/Footway adjacent to the existing kerbline, reducing the levels of the bank between the carriageway and layby. The route follows the existing carriageway edge and will require a new double height kerb; and
 - at the same location as the preferred option, provide a 3m wide facility with a new double height kerbline in the safety margin.
9. Cycle count surveys will be undertaken following completion of the shared use Cycleway/footway, which can be compared to previous data to determine how successful the cycle route is at improving active travel in the area.

Contextual Information

10. Hut Hill is located within both Eastleigh and Test Valley districts and borders Southampton City at the southern extremity. It is made up of the southern section of the C358 Bournemouth Road and C231 Winchester Road. It is proposed to provide a 3 metre wide off-road shared use Cycleway/Footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements. A location plan is included as Appendix 1 of this report.
11. This route has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route, and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities and leisure facilities.
12. Bournemouth Road and Winchester Road are busy, with approximate traffic flows of 14,516 vehicles (in both directions) over a 12 hour period weekday average (March 2015). There is a 40mph speed limit in force with a 60mph limit in the central section, and the route is used by buses.

13. The northern and southern sections are lit, but the large central area is unlit. Currently, there is unbroken footway on the western side for the whole length, which narrows in places, and there is no footway for the majority of the eastern side.
14. The total length of the Hut Hill shared use Cycleway/Footway is approximately 2km, commencing at the Bournemouth Roundabout, close to Hampshire Corporate Business Park and passing over the M27 Motorway to connect with the northern end of The Avenue.

Finance

15.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	100	9	Developer contributions	370
	Client Fee	50	4	Transforming Cities Fund	770
	Supervision	25	2		
	Construction	940	83		
	Land	25	2		
	Total	1140	100	Total	1140

16.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.001%
	Capital Charge	110	0.069%

Programme

17.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	06/19	08/19	12/19	12/20

Scheme Details

18. The scheme involves the implementation of an off-road shared use Cycleway/Footway along the western side of Hut Hill, between the Asda roundabout and the boundary with Southampton City Council. A minimum

2.5 metre width route should be delivered, increasing to 3 metres where conditions permit by widening of the existing footway, which will enable conversion to shared use. Where this is not possible, it will be necessary to reduce the width of the carriageway to achieve the required footway width. Investigations have been made into whether or not a formal segregation of the cycle and footways may be made with the use of a centre line, in particular near driveways, but to achieve this a 4.5m width is required, which is not available at this location.

19. Vegetation along the route will be cut back and there will be some tree clearance from the existing highway verge. There will also be relocation of street lighting columns, telegraph and electricity poles, and adjustments to the existing drainage, all within the public highway, to facilitate the widened footway. Signage and associated road lining, including measures to prevent vehicles from parking on the shared use Cycleway/Footway, specifically adjacent to the lay-by, will be included within the scheme.
20. The shared use Cycleway/Footway will pass over the M27 bridge, which is a structure owned and maintained by Highways England. To allow the route to pass over the bridge, it will be necessary to increase the height of the bridge parapets to maintain safety for cyclists. Hampshire County Council are currently in dialog with Highways England over this aspect of the scheme. Alternative options are being explored to safeguard project delivery if the parapet works cannot be undertaken during the construction phase.

Departures from Standards

21. None.

Community Engagement

22. During the detailed feasibility study, Eastleigh Borough Council undertook consultation with the following key stakeholders:-

- Highways England;
- Hampshire County Council - Landscape & Arboricultural teams;
- Hampshire County Council - Hampshire Highways;
- Hampshire County Council - Road Safety;
- Eastleigh Borough Council;
- Test Valley Borough Council;
- Southampton City Council; and
- Sustrans.

23. No members of the public have been directly consulted. However, the development of the route has been consulted on through its inclusion in the Eastleigh Cycle Strategy.
24. Frontages directly impacted by the proposals have been contacted by letter to inform them of the proposed scheme. Site meetings will be held with any residents who have queries regarding the design.
25. County Members, Councillor Irish and Councillor Grajewski, have been notified of the intention to commence with detailed design of this shared route. Councillor Grajewski has expressed her support for the scheme and Councillor Irish didn't provide any comments.
26. The six district members from Test Valley Borough Council and Eastleigh Borough Council covering this location were also informed of the impending detailed design for the scheme. No comments have been received from any of them.

Statutory Procedures

27. No statutory procedures will be required for the scheme's implementation.

Land Requirements

28. There is a need to dedicate some land along the proposed shared use Cycleway/Footway that is located at the back of the existing footway due to a bus shelter that is currently within the footway. The land required is owned by the Hampshire Corporate Park, and Hampshire County Council Estates is currently in the process of negotiating for the acquisition of the required land. It is expected to have the agreement in place prior to works commencing on site.
29. There is also a need to dedicate a small parcel of land at the junction of Winchester Road and Birch Road for consistency of the shared use Cycleway/Footway.
30. All land that doesn't require dedication as part of the proposed shared use Cycleway/Footway is within the existing public highway and runs parallel to the carriageway. This will enable conversion of the footway to a shared use path under section 65 and 66 of the Highways Act.

Maintenance Implications

31. The proposal involves the widening of the existing footway, which will result in an increase in overall long-term maintenance. However, as the footway will be resurfaced there should be no maintenance requirement for a number of years.

32. The design drawings have been subject to a preliminary stage asset management check and updated accordingly. The only comment that has been discussed further is the use of buff coloured surfacing on the edge of the footway along the national 60mph speed limit section, which has been included following road safety advice from County Council safety auditors. Updated drawings will be shared with asset management specialists for a more detailed review prior to tender.

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.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

2. Equalities Impact Assessment:

The scheme will have a neutral impact on groups of individuals with protected characteristics. The enhanced shared use cycleway/footway will have a positive impact on all pedestrians and cyclists, but no additional impact on those with protected characteristics.