

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Hiltingbury Infant and Junior School Access Improvements, Chandlers Ford

Contact name: Tobias Bauer

Tel: 01962 846735

Email: tobias.bauer@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Hiltingbury Infant and Junior School Access Improvements scheme, as set out in this paper.
- 1.2. That subject to the Licence for access to carry out the works being granted by Chandlers Ford Parish Council, the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £68k, to be funded from Parish Council Contributions, Developer Contributions, and the Safer Routes to School and Schools Expansion Support Programme.

2. Reason(s) for the decision:

- 2.1. To support Hampshire County Council's Strategic Plan policy of:
 - People in Hampshire live safe, healthy and independent lives
- 2.2. To provide safe access for pedestrians, cyclists and mobility-impaired persons to both the Hiltingbury Infant and Junior Schools, and The Hilt Community Centre. By doing so, the scheme will encourage more school children, parents and visitors to travel to the two sites by active and sustainable modes of transport.

3. Other options considered and rejected:

Do-nothing scenario: Rejected due to strong support from local County and Parish Councillors.

4. Conflicts of interest:

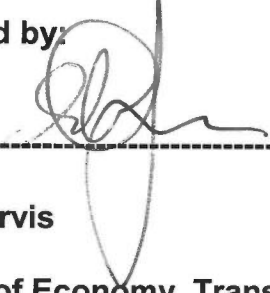
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

- 5.1. None

6. Supporting Information:

6.1. None

Approved by:	Date:
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Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

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1. Executive Summary

1.1. This paper seeks the Director's approval for the implementation of the Hiltingbury Infant and Junior School access improvements scheme.

1.2. The scheme aims to improve access for pedestrians, cyclists and mobility-impaired persons to both the Hiltingbury Infant and Junior Schools, and The Hilt Community Centre.

1.3. The scheme consists of the construction of an approximately 300m long and 2.5m-wide traffic-free bituminous path.

1.4. The proposed path formalises a well-used desire line on the northern edge of the Hiltingbury Recreation Ground, which is owned by Chandler's Ford Parish Council. No highway rights exist over the route and the completed path will remain in Parish Council ownership and not be adopted as public highway.

1.5. Once completed, the new path will allow pedestrians, cyclists and mobility-impaired persons to access the site from the residential areas to the east, and to a lesser extent, the north, without having to negotiate the busy junction of Hiltingbury Road and the school/The Hilt access road.

1.6. Alternative Options Considered and Rejected

Do-nothing scenario: Rejected due to strong support from local County and Parish Councillors.

1.7. Measures of Success

It is anticipated that the construction of the path will result in an increasing number of people accessing the schools and The Hilt Community Centre by non-car modes.

2. Background

2.1 The Scheme Background, Aims and Objectives

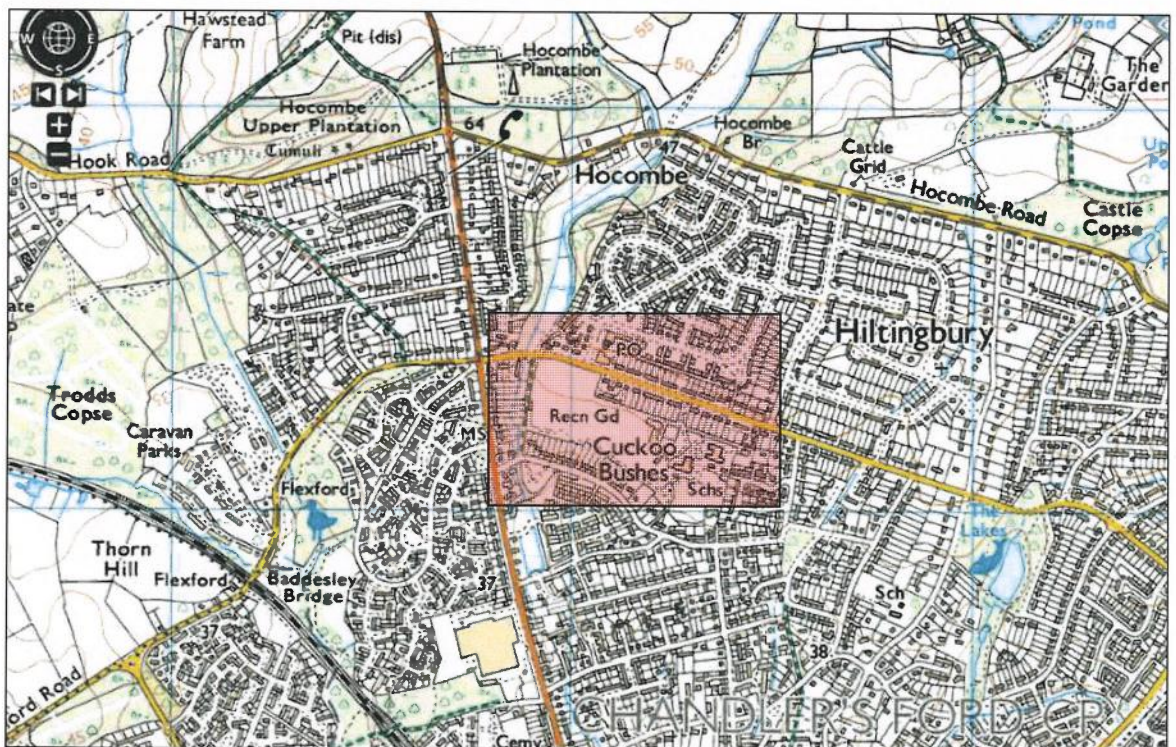
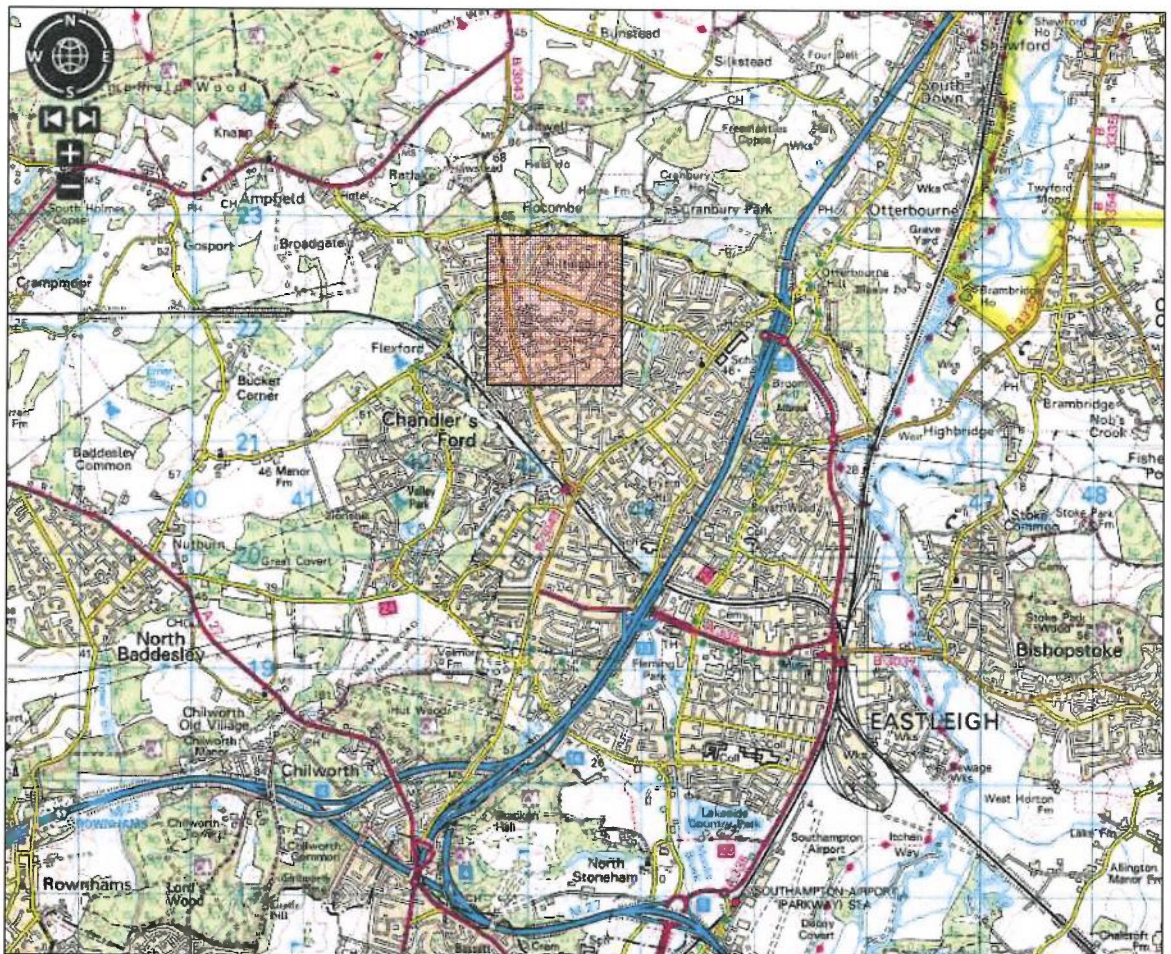
2.1. The need for improved pedestrian and cycle access to the schools and The Hilt Community Centre was highlighted in a report by Eastleigh Borough

Council published in 2014. In the report, Chandler's Ford Parish Council members requested for the well-used desire line on the northern edge of the Hiltingbury Recreation Ground to be upgraded to an all-weather, shared facility suitable for use by push chairs and mobility-impaired persons.

- 2.2. The inclusion of scheme in the Safer Routes to School and Schools Expansion Support Programme was requested by ETE's Travel Planning team and approved in July 2017.
- 2.3. The route is already well used both by parents walking their children to school and local residents accessing The Hilt. It is therefore expected that the provision of a formal 2.5m-wide, motor vehicle free route will encourage even more local residents and school children to travel to the site by bike or on foot. This view was confirmed by a working group attended by parents of Hiltingbury Junior School pupils in 2014.
- 2.4. Once completed, pupils living to the west of the site will be able to safely access the schools by crossing the B3043 at the existing light-controlled crossing and proceeding to the school along the footpath on the southern side of Hiltingbury Road and the proposed new path. This way, children and parents will be able to avoid the busy junction of Hiltingbury Road and the school/The Hilt access road.
- 2.5. A significant percentage of the schools' approximately 600 pupils already walk to school on partially narrow footways; distributing the pedestrian flows via a number of different routes will therefore have additional benefits for road and pedestrian safety.
- 2.6. The path will be constructed entirely on Chandler's Ford Parish Council land and the Parish Council has agreed to retain its ownership and maintain the facility once completed.

3. Location plans

Location of the Hiltingbury Recreation Ground and Infant and Junior Schools within Chandler's Ford



3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'00</u>
					<u>0</u>
	Design Fee	3	5	Parish Contribution	10
	Client Fee	4	5	Safe Routes to School	55
	Supervision	3	5	Fund	
	Construction	58	85	Developer	3
				Contributions	
	Land	0	0		
	Total	<u>68</u>	<u>100</u>	Total	<u>68</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0.000%
	Capital Charges (Depreciation and notional interest charges)	7	0.004%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/18	08/18 (tbc)	08/18 (tbc)	08/19

5. Scheme Details

5.1. Construction of an approximately 300m long and 2.5m-wide bituminous path; a plan of the proposed scheme is included in Appendix C of this report.

6. Departures from Standards

6.1. None

7. Community Engagement

- 7.1. The local HCC member, Cllr Grajewski, has been involved in the development of the proposals and is supportive of the scheme.
- 7.2. Chandler's Ford Parish Council has requested the path upgrade and is contributing £10k towards the cost of construction.
- 7.3. The two schools have expressed their support for the scheme.
- 7.4. Affected local residents will be informed of the construction works via a letter drop once the construction dates are confirmed.

8. Statutory Procedures

- 8.1. None required

9. Land Requirements

- 9.1. The path will be built on land owned by Chandler's Ford Parish Council; the delivery of the scheme is therefore subject to the necessary licences being secured in advance of the start of construction.
- 9.2. Chandler's Ford Parish Council has confirmed in writing that it is willing to a) grant the licence for HCC to carry out work on its land and b) accept responsibility in perpetuity for the maintenance of the new path once it has been constructed.

10. Maintenance Implications

- 10.1. The path will be owned and maintained by Chandler's Ford Parish Council. Changes to the public highway are limited to the installation of dropped kerbs and a very small area of footway resurfacing on Hiltingbury Road. The Asset Management team have confirmed that there are no maintenance implications of the proposed kerbing and footway alterations.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Hiltingbury Infant and Junior Schools Access Improvements scheme, as set out in this paper.
- 11.2. That subject to the Licence for access to carry out the works being granted by Chandlers Ford Parish Council, the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of approximately £68k, to be funded from be funded from Parish Council Contributions, Developer Contributions, and the Safer Routes to School and Schools Expansion Support Programme.

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

2. Impact on Crime and Disorder: None

3. Climate Change: None

