

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Hayling Island Pedestrian and Accessibility Improvements Phase 1

Contact name: Brandon Breen

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Hayling Island Pedestrian and Accessibility Improvements, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual, legal and dedication arrangements to implement this scheme, at a total estimated cost of £196,000, to be funded from developer contributions.

2. Reason(s) for the decision:

- 2.1. To improve overall accessibility and safety for pedestrians and cyclist in the Hayling Island area, more specifically in Elm Grove where an existing Zebra pedestrian crossing will be upgraded to a Puffin signal controlled crossing to assist pedestrians in crossing the road.
- 2.2. To assist those pedestrians considered most vulnerable, to cross Tournerbury Lane by tightening the existing kerb radius, widening the existing footway and providing a new, wider pedestrian refuge island.

3. Other options considered and rejected:

- 3.1. The option to do nothing was rejected as the accessibility improvements were identified as a priority in Havant Borough Council's District Statement. It identified key corridors that would benefit from pedestrian improvements to mitigate the impact of recent residential development on Hayling Island. Therefore, it was felt that the improvement proposals should be progressed as outlined in this report.

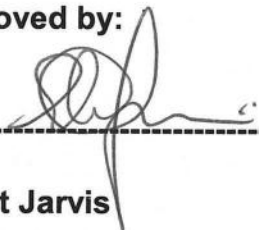
4. Conflicts of interest:

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: None

6. Supporting Information: Not applicable

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

21st May 2019

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed Hayling Island Pedestrian and Accessibility Improvements Phase 1 as shown in the attached plans in the appendix of this report.
- 1.2. The proposals will see the existing Zebra pedestrian crossing in Elm Grove (just north of Hollow Lane) removed and a new Puffin controlled pedestrian crossing will be provided approximately 10 metres north of the existing Zebra crossing.
- 1.3. A new pedestrian refuge island will also be provided in Elm Grove just north of Hollow Lane and due to highways planned carriageway resurfacing works from the existing Zebra Crossing to a point 9 metres south of Hollow Lane, the resurfacing work will be undertaken as part of this scheme in order to reduce disruption in the local area.
- 1.4. The junction of Tounerbury Lane with Church Road will see the bell mouth narrowed in order to widen the footway. The existing pedestrian refuge island will be reconstructed in order to provide a new wider pedestrian refuge island.
- 1.5. A new 2.0-2.5m wide shared use footpath/cyclepath will be constructed between the Legion Field car park (end of Legion Road) and the access gate at the rear of Mengham Junior School. The shared use path will continue north east to Hawthorne Grove via Right of Way footpath 101 (44 metres in length and 1.1m wide) which will be widened to 2.5m in a Maccadam surface. The existing rights of way path 101 to the south east will be resurfaced in a similar bound gravel material.
- 1.6. Scheme success will be measured by comparing the previous pedestrian usage figures with after completion survey results. Due to the poor accident history at the existing Zebra crossing, the County will also review and compare the previous accident records with updated accident data one year after completion of the scheme.

2. Background

- 2.1. Hayling Island sits within the borough of Havant, with a population of approximately 17,000 residents (2001 census). The A3023 is the only road which connects the island to the mainland and onto the A27, the M27, and the town Havant. A cycle and walking route called The Hayling Billy (NCN 2) also links the island to the mainland via the A3023 road crossing. The Hayling Billy follows the line of a disused railway track, on the island's western side, from Havant railway station on the mainland, to Station Road in the southern part of the island.
- 2.2. In May 2014 a planning application (APP-12-00966), known as "Land north of Goldring Close and My Lords Lane" was approved on appeal. This granted the construction of 131 open market and affordable dwellings, named the 'Halyards' development. Construction of the development is currently underway.
- 2.3. The new housing development is within accepted walking and cycling distance of local facilities located on Elm Grove (approximately 630m walking distance) consistent with the characteristics of a local neighbourhood centre. These facilities include a supermarket; Hayling Island Health Centre; library; banks; Post Office; Mengham Infants and Junior School and Hayling College.
- 2.4. A s106 transport contribution to Hampshire County Council was necessary in order for the application to be acceptable in planning terms. A list of sustainable transport schemes was identified in Annex 2 of the s106 agreement titled Transport Contribution List. This list was simply an extract from the Havant Transport Statement and included a wide range of schemes, including both local schemes and several strategic schemes located off the island and not related to the development. In addition, the local resident's group (Mengham Fields Residents Group) had submitted, to the planning authority at the time of the appeal, a list of their preferred transport schemes, which were all in the vicinity of the development site.
- 2.5. It was necessary to review all the potential schemes (both from Annex 2 of s106 and the resident's group) and to assess those that would be realistic in terms of budget constraints and that were appropriate to the development area. On 26th November 2015 a pre-feasibility meeting between Hampshire County Council, the County Councillor, Havant Borough Council, local members and the Mengham Fields Residents Group was held to review all the potential schemes and prioritise those for investigation as part of the feasibility work.
- 2.6. The aim of the improvements would help minimise the impact of increased road traffic from the new housing development, upon the local area. Improving the local transport infrastructure, to make it safer, will in turn help encourage more sustainable transport choices, not only for the existing local residents but also for those who are new to the area.

2.7. Due to the number of transport improvements that were identified and the limited funding available, the improvements are to be split and delivered over two phases. These proposals have been prioritised in line with Havant Borough Council's local transport statement. The objective of the proposed schemes will help to provide a range of transport improvements, that the local area will benefit from. These include enhancing accessibility to the Hayling Billy route (NCN 2); improvements to pedestrian and cycle facilities; safer routes to local schools along with improved access to sports facilities (playing fields/parks).

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	15	8	Developer contributions	196
	Client Fee	11	6		
	Supervision	10	5		
	Construction Land	160	81		
	Total	<u>196</u>	<u>100</u>	Total	<u>196</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	Capital Charges (Depreciation and notional interest charges)	19	0.012%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/19	07/19	09/19	09/20

5. Scheme Details

- 5.1. The scheme will comprise of improvements to three separate locations with the first being the junction of Elm Grove and Tournerbury Lane. The junction bell mouth radi will be tightened and the footway on the north and south side will be widened. A new wider pedestrian refuge island will be constructed in Tournerbury Lane in line with the new tactile paved crossing point.
- 5.2. The existing Zebra crossing outside the Hayling Fruiters will be removed and two car spaces will be removed from the existing parking layby (east side) so that a new Puffin Signal controlled crossing point can be constructed approximately 10 metres north of the existing Zebra crossing. A new pedestrian refuge island will also be constructed in Elm Grove just north of the junction with Hollow Lane to assist pedestrians crossing Elm Grove.
- 5.3. A new Maccadam shared use footpath/cyclepath will be constructed in Legion Field between the existing car park leading to the existing play park and the rear entrance to Mengham Junior School. The path will continue north through Legion Field and connect to Hawthorne Grove via the existing surfaced Rights of Way path 101. This existing surfaced path is approximately 44 metres in length and 1.1m wide and will be widened to 2.5m in width. The existing rural footpath which leads from southeast corner of Legion Field and connects with the new "Halyards" development site, will be resurfaced using similar gravel material.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. A public exhibition event was held on Wednesday 20th September 2018 at the South Hayling Reformed Church in Hollow Lane where HCC officers were on hand to discuss the proposals with members of the public.
- 7.2. The HCC County Member Lance Quantrill has been consulted on the proposals and is fully supportive of them.

8. Statutory Procedures

- 8.1. The HCC ITS team undertook a formal public advertisement of the proposed Puffin crossing between 23rd November 2018 and 19th December 2018. The affected businesses and residents were also written to informing them of the proposed Puffin controlled crossing and the possible loss of two car parking spaces to the layby on the east side of Elm Grove. As a result of the public advertisement, three representations were made, and these are detailed in the appendix of this report.

9. Land Requirements

- 9.1. The existing surfaced section of ROW Footpath 101 within Legion Field (44m in length and 1.1m in width) requires widening to 2.5m and as this forms part of a right of way that falls within private land, will require Havant Borough Council/Church of England to dedicate the additional rights for public use by pedestrians and cyclists. This is currently being negotiated by Havant Borough Council and should the land dedication not be approved by the land owner (Church of England), this section of footpath will not be widened and will be retained in its current state (1.1m wide) which is already maintained by HCC.
- 9.2. The remainder of the proposed shared use footpath/cyclepath within Legion Field will be constructed on private land which is leased by Havant Borough Council and owned by the Church of England. Therefore, the proposed areas within the private land will be maintained by Havant Borough Council for the duration of their lease, after which, the maintenance will revert back to the landowner (Church of England). Havant Borough Council have ascertained the necessary consents from the landowner to progress with the proposed improvements.

10. Maintenance Implications

The improvements will have a modest impact on future year's maintenance budgets and this is expected to be approximately £2,000 per annum. This increase can be accommodated within maintenance programmes. The Asset Management team has been consulted on the proposals and has agreed to the materials being used.

- 10.1 The proposed footpath improvements within Legion Field (excluding the existing right of way footpath 101 which is 44m in length and will be widened from 1.1m to 2.5m) will be maintained by Havant Borough Council under consent from the Church of England under tenure of their long term lease of Legion Field. Should this lease not be extended beyond its current expiration (2026), the landowner (Church of England), has agreed they will assume maintenance of the footpath/Cycleway that falls within the extent of their land.

11. Recommendation(s)

- 11.1 That the Director approves the details of the Hayling Island Pedestrian and Accessibility Improvements, as set out in this paper.
- 11.2 That the Director gives approval to procure, spend and enter into necessary contractual, legal and dedication arrangements to implement this scheme, at a total estimated cost of £196,000, to be funded from developer contributions.

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**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</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:

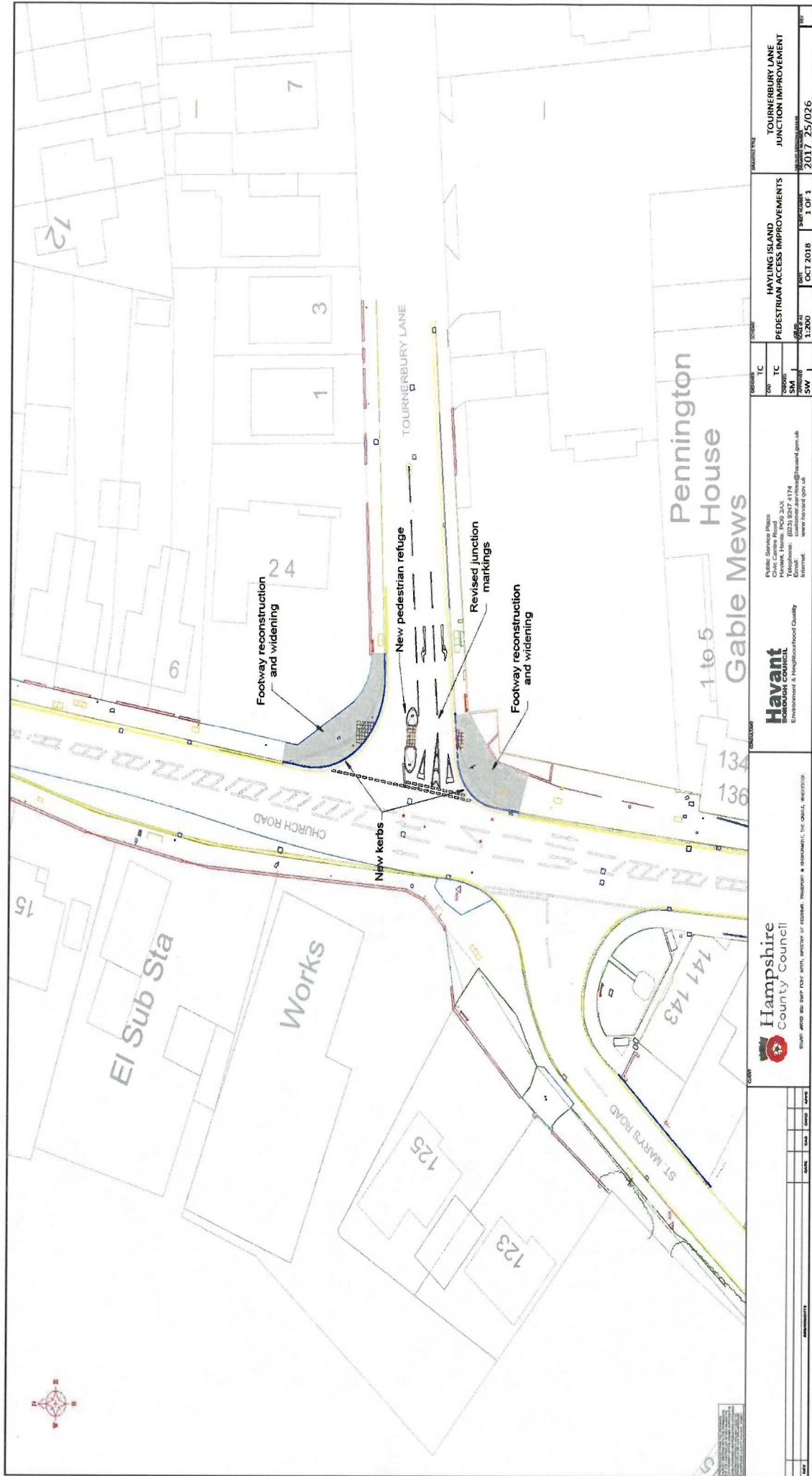
Impact	
Age	High
Disability	High
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Havant

The proposed pedestrian access improvements including the Puffin crossing will have a positive impact on the more vulnerable road users including disabled persons, the elderly and school children. The improvements will assist those pedestrians identified above, in walking and crossing busy roads within the Haying Island area.

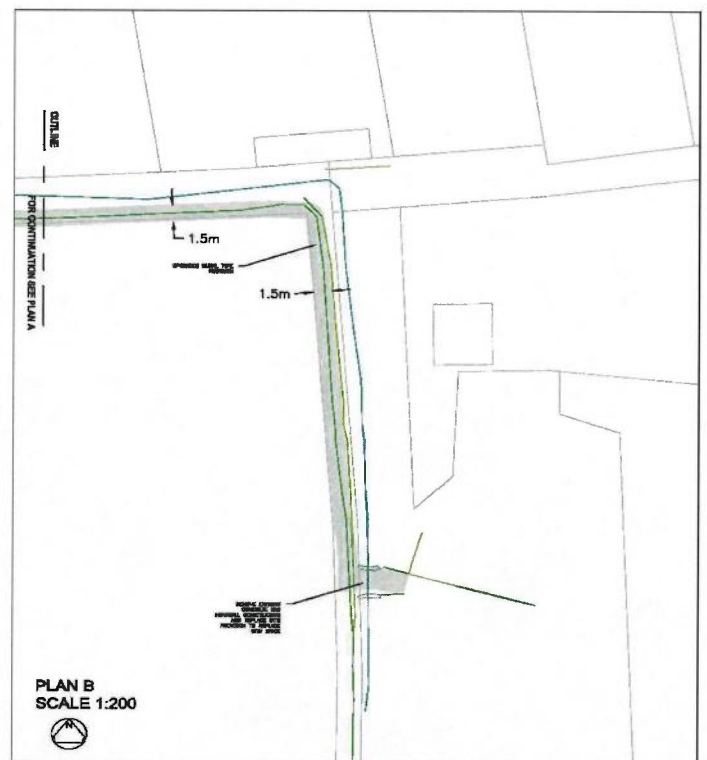
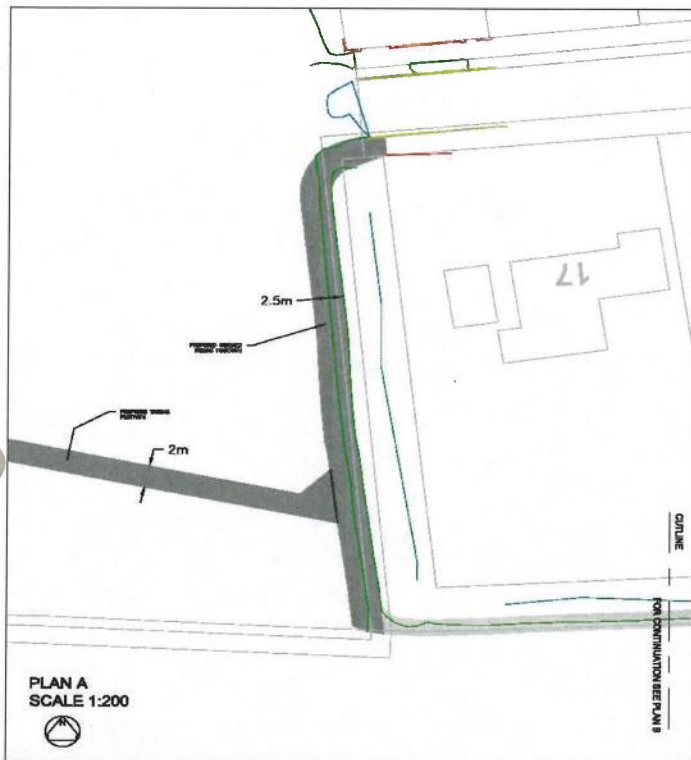
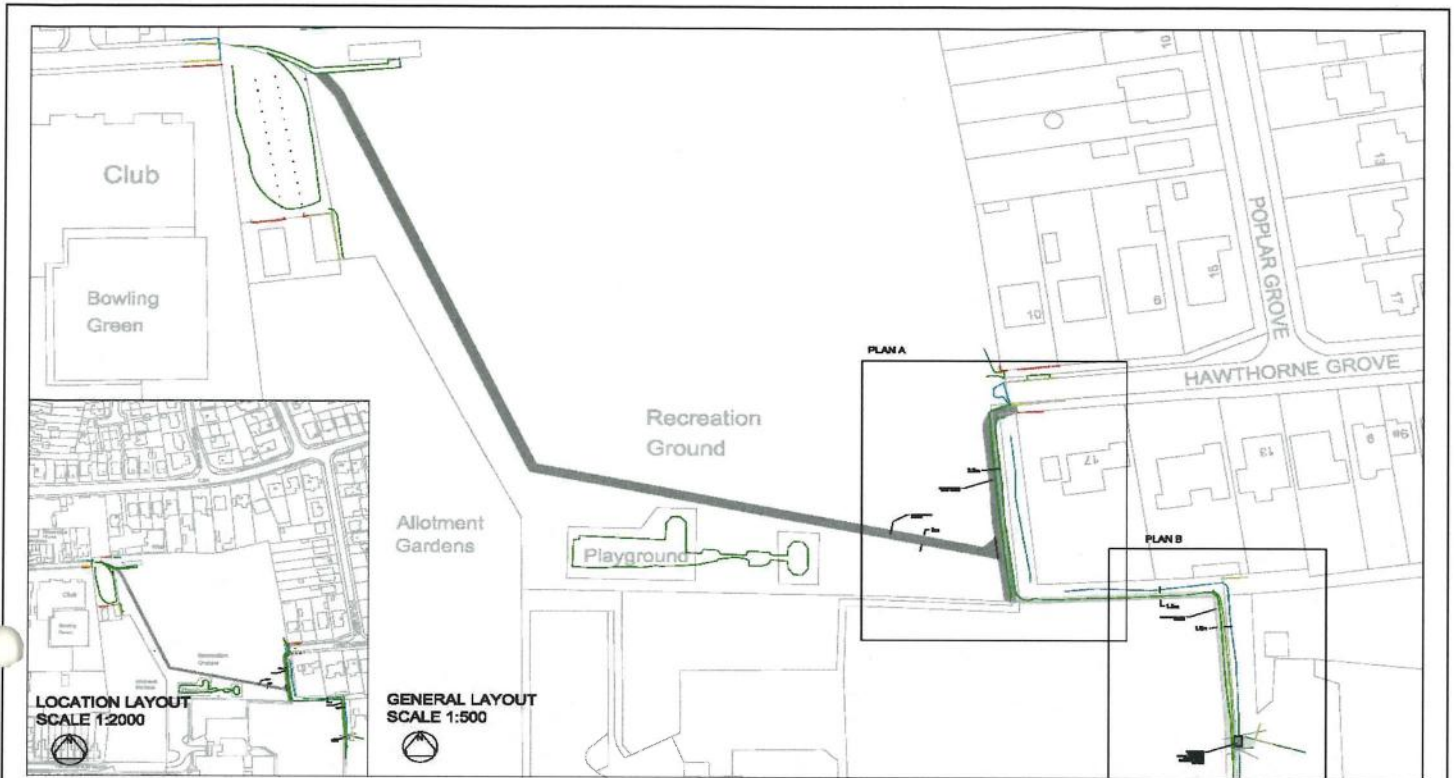
2. Impact on Crime and Disorder: None

3. Climate Change:

3.1 The proposed improvements outlined within this report will improve accessibility for pedestrians which will promote walking and alternative modes of transport. This will help to reduce the dependency on car journeys for short distances.



<p>Hampshire County Council <small>Working with you for the best, better for everyone. Working in partnership with you, we'll make a difference.</small></p>		<p>Havant Borough Council <small>Environment & Neighbourhood Quality</small></p>		<p>Public Services Team Civic Centre Road Havant, Hants, PO9 2JX Telephone: 01329 4174 Email: customerservices@havant.gov.uk Internet: www.havant.gov.uk</p>		<p>PROJECT NO: 2017/25/026</p>	
<p>DATE: 2017/25/026</p>		<p>SCALE: 1:200</p>		<p>DATE: OCT 2018</p>		<p>NO. OF SHEETS: 1 OF 1</p>	
<p>PROJECT: TOURNEBURI LANE JUNCTION IMPROVEMENT</p>		<p>CLIENT: HAYLING ISLAND PEDESTRIAN ACCESS IMPROVEMENTS</p>		<p>DESIGNER: TC</p>		<p>DATE: 2017/25/026</p>	
<p>PROJECT: TOURNEBURI LANE JUNCTION IMPROVEMENT</p>		<p>CLIENT: HAYLING ISLAND PEDESTRIAN ACCESS IMPROVEMENTS</p>		<p>DESIGNER: TC</p>		<p>DATE: 2017/25/026</p>	
<p>PROJECT: TOURNEBURI LANE JUNCTION IMPROVEMENT</p>		<p>CLIENT: HAYLING ISLAND PEDESTRIAN ACCESS IMPROVEMENTS</p>		<p>DESIGNER: SW</p>		<p>DATE: 2017/25/026</p>	
<p>PROJECT: TOURNEBURI LANE JUNCTION IMPROVEMENT</p>		<p>CLIENT: HAYLING ISLAND PEDESTRIAN ACCESS IMPROVEMENTS</p>		<p>DESIGNER: SW</p>		<p>DATE: 2017/25/026</p>	



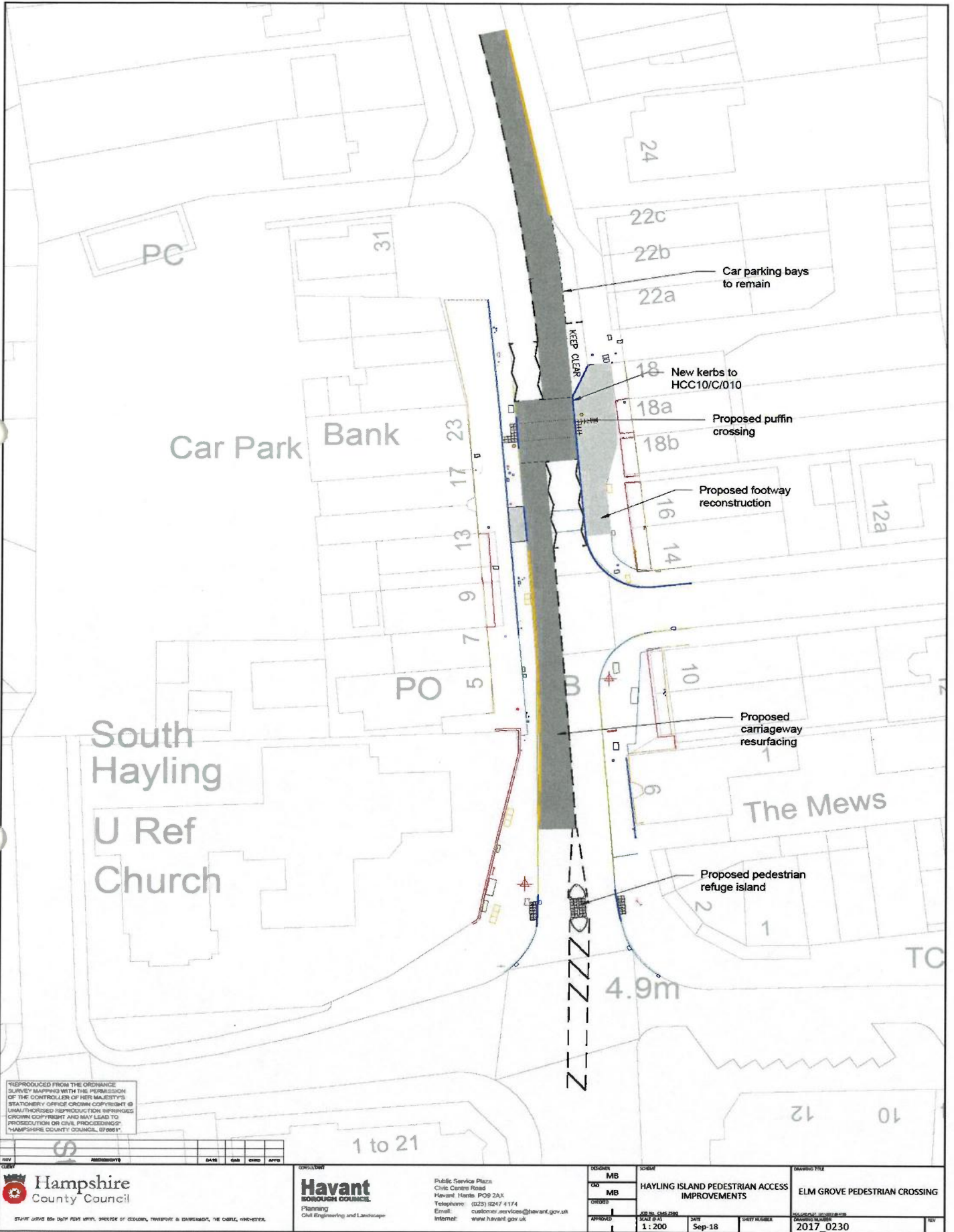
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DATE	DESCRIPTION	DATE	BY	DATE	BY



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DESIGNED BY	AH	SCALE	SCALE @ ALL	DATE	DATE	DATE	DATE
CHECKED BY	SM	PROJECT	SEED/DETAIL	Sep-18	DATE	DATE	DATE
APPROVED BY	SW	PROJECT TITLE	Hayling Island Cycling and Pedestrian Improvements	DATE	DATE	DATE	DATE
		LOCATION	Legion Field, Hayling Island	DATE	DATE	DATE	DATE



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REV	DATE	BY	CHKD	APPD

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DESIGNER	MB	SCHEME	HAYLING ISLAND PEDESTRIAN ACCESS IMPROVEMENTS	DRAWING TITLE	ELM GROVE PEDESTRIAN CROSSING
CHKD	MB	DATE	1:200	DATE	Sep-18
DRAWN		DATE		DATE	
APPROVED		DATE		DATE	

Below is list of representations received as a result of the advertisement for the proposed Puffin Crossing in Elm Grove: Two people objected the proposal and one was in support.

Name	Comments/Representation	Officer Comments
Ms Litchfield	Supports new Puffin crossing but is concerned about parking of vehicles on the west side of road.	Bollards will be installed near the crossing point to discourage
Mr Hornby	Feels proposed Puffin crossing is waste of money and would cause disruption when constructing it. Removal of 2 30minute parking bays would also be detrimental. Feels a lick of paint is all that is required at existing Zebra.	The Zebra crossing has been modified and improved over the years but there are still accidents occurring here, mainly due to confusion between drivers and pedestrians on the crossing. A controlled signalised Puffin would most likely resolve any confusion on priority. There are a number of free 30minute parking spaces to the rear of the fruit and veg shop in Elm Grove which are currently under subscribed and therefore can be used as alternative location to park.
Mr Griffiths	Would rather see a Puffin crossing installed further north outside the local library.	A Puffin crossing was already considered in the past by the Safety Engineering team however due to physical constraints and private vehicle accesses, it is not

		possible provide this. An existing school crossing patrol is located near the library to assist children and other vulnerable road users to cross Elm Grove during peak school times.