

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Project Appraisal: Highway improvements and Toucan Crossing, and Cycle Improvements – Hambledon Road, Waterlooville
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling safety on Hambledon road just south of Milton Roundabout.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Hambledon Road Toucan crossing Waterlooville, as outlined in the supporting report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to provide Hambledon Road Toucan crossing, as set out in the supporting report, at an estimated cost of £452,000 to be funded from Local Transport Plan funding, Developer contribution and CIL.
4. 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.
5. That authority is given for the conversion of a footway to a shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to this report, in order to enable cyclists to access the new crossing.

Executive Summary

6. This report seeks to provide a safe crossing on the B2150 for cyclists and pedestrians to access the Brambles Business Park site which is currently being developed. The area is being developed with approximately 3,000 new dwellings, retail, office space, industrial and trade units, and a leisure centre. It is continuing to grow with a recently built McDonalds and a new Lidl's. All these are to be connected to Waterlooville town centre. The proposal entails a staggered toucan crossing just south of the roundabout to link existing cycle routes on the western footway of Hambledon Road, and the quiet signposted residential roads, including the Aston Road link, to Wellington Retail Park.

Contextual Information

7. Hambledon Road B2150 is the main road on the western edge of the Waterlooville area providing access to the Waterlooville major development and Waterlooville town centre. This section of the road is dual carriageway with a speed of 40mph.
8. Pedestrians and cyclists are crossing the dual carriageway in an unsafe location. A PV2 survey was undertaken at the site. This provides a numerical assessment of the need for a controlled crossing and evaluates the flow of traffic using the road and the number of pedestrians that cross it at a given location. This assessment is used to ensure requests for controlled crossings are assessed objectively and consistently. Factors are applied to vulnerable pedestrians (children, older people, and disabled pedestrians) and the speed limit, width of the road, and accident history are taken into account. From these counts and calculations, in accordance with the County Council's relevant Traffic Management Policy guidance document, the site has been shown to meet the requirements for a signal controlled crossing. The PV2 survey recorded 77 pedestrians, of which 40 were children crossing a four lane highway with speeds of 40mph.
9. At present, when crossing from the east side of the B2150, there is poor visibility for approaching vehicles, especially for vehicles exiting from Milton Rd which can approach at speed.

Scheme Details

10. The scheme consists of a staggered signalised Toucan crossing facility across the Hambledon Road (B2150) dual carriageway at a current desire line location, just south of the Milton Road roundabout. This entails the movement of the existing bus layby to the south, as well as traffic management for four lanes of traffic while the scheme is delivered.
11. The first option considered was to keep to the desire line of the informal crossing (consisting of drop kerbs and tactile paving), but this was too close

to the junction and would not be a good option due to visibility issues, with a risk that motorists could have limited time to brake for stationary vehicles at the lights. Although the second, preferred option entails the additional expense of relocating the existing bus layby further south, it is considered the safest and most viable means of delivery.

Finance

12. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	47	10	Developer	134
Client Fee	13	3		
Supervision	16	4	CIL	117
Construction	376	83	Local Transport Plan	201
Land				
Total	<u>452</u>	<u>100</u>	Total	<u>452</u>

13. <u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	4.1	0.004%
Capital Charge	43.0	0.027%

Programme

14. Gateway Stage

	3 project Appraisal	Start in site	End on site	4-review
date	12/11/19	3/20	4/20	4/21

Departures from Standards

15. None.

Consultation and Equalities

16. The local member, Councillor Ann Briggs, was briefed on the scheme and consulted. Cllr Briggs supported in principle the idea of improving safe provision of crossing at this location, but raised concerns about potential traffic delay arising from the proposal. It is acknowledged that there may be some minor traffic delay arising from the proposed scheme, but the Highway Authority has a duty to ensure that the safety of all road users is properly considered, and in this case it is recommended that the crossing should go ahead on this basis.
17. The proposals have undergone an equalities impact assessment, and it is considered that the scheme will have a positive impact on the safety of all residents and particularly pedestrians seeking to cross this road. No additional impacts have been identified for people with protected characteristics.

Statutory Procedures

18. A Traffic Regulation Order has been promoted for the installation of a signalised junction at the site, and the outcome of the consultation will be reported at the Executive Member for Environment and Transport Decision Day.
19. A cycle route conversion under Sections 65/66 of the Highways Act 1980 will be required in order to convert a footway into a shared use cycle/footway to provide safe access to the crossing for cyclists. In order to facilitate shared use the existing footway will be widened to a width of three metres.

Land Requirements

20. All work involved will take place within the Highway.

Maintenance Implications

21. The improvements will have little impact on future year's maintenance budgets, and this is expected to be £4,100.00 per annum.
22. The asset management team have been consulted on the proposals

Ecology

23. An ecology report was completed and it was established that there would be no impacts on protected species. However, it was determined that vegetation to be cleared as part of the works would be replaced and some small trees planted.

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
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- 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:	yes

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 proposals have undergone an equalities impact assessment, and it is considered that the scheme will have a positive impact on the safety of all residents and particularly pedestrians seeking to cross this road. No additional impacts have been identified for people with protected characteristics.