

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Project Appraisal: CMS 1799 Test Lane, Nursling/Southampton.

Contact name: Jakub Styszynski

Tel: 01962 845396

Email: jakub.styszynski@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the CMS 1799 Test Lane, Nursling/Southampton, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme, at a total estimated cost of £247k, to be funded from developer contributions (£168k) and Southampton Transforming City Funds (£79k).
- 1.3. That authority is given for the conversion of footways to shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to this report.

2. Reason(s) for the decision:

- 2.1. The proposed scheme is to provide a continuous cycle link between Southampton City Council boundary and Andes Road, linking Southampton's network of cycle routes with the Nursling industrial estates, will substantially improve sustainable travel facilities for local people, for employees of local businesses, for commuters travelling between Southampton and Romsey, and for leisure cyclists.
- 2.2. Cycle facilities have been implemented on Test Lane from the county boundary to Redbridge by Southampton City Council as an element of its strategy to turn Southampton into a true cycling city. A range of pedestrian and cycling facilities have been implemented at the junction of Test Lane and Andes Road, and on Brownhill Road by Hampshire County Council. The Test Valley BC Cycle Strategy proposes a link between Romsey and Nursling as part of a series of safe and convenient routes to provide a comprehensive network which offers an attractive alternative to the car.

2.3. The project is part of the Tranche 1 of the Southampton Transforming City Funds programme of works.

3. Other options considered and rejected:

- 3.1. Initially three options were investigated during the preliminary stage.
- 3.2. Option A: Shared footway/cycleway Andes Road to Maritime Transport Depot.
- 3.3. Option B: Shared footway/cycleway Andes Road to the existing footway at Test Valley Business Centre entirely on the western side of Test Lane.
- 3.4. Option C: Shared footway/cycleway Andes Road to the existing footway at Test Valley Business Centre starting on the western side of Test Lane and crossing to the east side at the Maritime Transport Depot

Option C was not taken forward as estimated costs substantially exceed available funding. Option A has been discounted due to the availability of further funds. Therefore, it was recommended that Option B was to be progressed to preliminary design. However, due to technical and funding constraints, the original proposal of the retaining wall has now been omitted and the footpath is proposed on the east side of the road which eliminates the need for it. Further to this, the chosen option now allows the two existing cycle routes to be joined up with a shared cycleway.

3.5. Conflicts of interest:

3.6. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: none

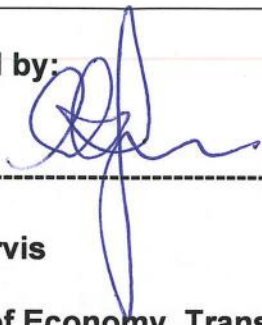
4. Dispensation granted by the Head of Paid Service:

4.1. none

5. Supporting Information:

5.1. none

Approved by:



Date:

6th March 2019

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	

Contact name: Jakub Styszynski

Tel: 01962 845396 **Email:** Jakub.styszynski@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this report is to seek the Director for Economy, Transport and Environment's approval for the implementation of the Test Lane improvement scheme in Nursling/Southampton.
- 1.2 The project is part of the Tranche 1 of the Southampton Transforming City Funds programme of works.
- 1.3 Initially three options were investigated during the preliminary stage:
 - Option A: Shared footway/cycleway Andes Road to Maritime Transport Depot.
 - Option B: Shared footway/cycleway Andes Road to the existing footway at Test Valley Business Centre entirely on the western side of Test Lane.
 - Option C: Shared footway/cycleway Andes Road to the existing footway at Test Valley Business Centre starting on the western side of Test Lane and crossing to the east side at the Maritime Transport Depot.

Option C was not taken forward as estimated costs substantially exceed available funding. Option A has been discounted due to the availability of further funds. Therefore, it was recommended that Option B was to be progressed to preliminary design. However, due to technical and funding constraints, the original proposal of the retaining wall has now been omitted and the footpath is proposed on the east side of the road which eliminates the need for it. Further to this, the chosen option now allows the two existing cycle routes to be joined up with a shared cycleway.

2. Background

- 2.1 Test Lane is a single carriageway providing a link between Nursling Industrial Estate and the residential area of Redbridge to the south, which lies within the boundary of Southampton City Council. There are a number of large commercial and industrial units accessed from the east side of the lane. At its northern end, the lane joins the roundabout junction with Andes

Road, Franconia Drive, an access to Nursling Industrial Estate (B&Q) and Brownhill Way. The Redbridge to Romsey railway line bounds the western side of the lane, beyond which is the River Test, its tributaries and floodplain.

- 2.2 Pedestrians and cyclists are able to use Test Lane to access the many adjacent employment sites and, due to relatively light traffic flows, this route is popular with cyclists commuting between Romsey and Southampton. Improved cycling facilities on Test Lane will better link the NCN (National Cycle Network) - Route 24 (Salisbury to Bath) and 236 (Southampton to Lyndhurst).
- 2.3 Cycle facilities have been implemented on Test Lane from the county boundary to Redbridge by Southampton City Council as an element of its strategy to turn Southampton into a true cycling city. A range of pedestrian and cycling facilities have been implemented at the junction of Test Lane and Andes Road, and on Brownhill Road. The Test Valley BC Cycle Strategy proposes a link between Romsey and Nursling as part of a series of safe and convenient routes to provide a comprehensive network which offers an attractive alternative to the car.
- 2.4 The proposed scheme is to provide a continuous cycle link between Southampton City Council boundary and Andes Road, linking Southampton's network of cycle routes with the Nursling industrial estates, will substantially improve sustainable travel facilities for local people, for employees of local businesses, for commuters travelling between Southampton and Romsey, and for leisure cyclists.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	29	12	Developer contributions	168
	Client Fee	12	5	Southampton TCF	79
	Supervision	12	5		
	Construction	194	78		
	Land	0	0		
	Total	<u>247</u>	<u>100</u>	Total	<u>247</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.5	0.001%

Capital Charges 24 0.015%
 (Depreciation and
 notional interest
 charges)

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	10.19	1.20	3.20	4.21

5. Scheme Details

5.1 The proposed scheme is to provide a continuous cycle link between Southampton City Council boundary and Andes Road, linking Southampton's network of cycle routes with the Nursling industrial estates. It consists of construction of a 3m wide shared use cycleway.

In more detail, it includes the following:

- Clearance and realignment of ditch at the mid-section of the works.
- Widening of the top section embankment to allow for the cycle path construction.
- Clearance of the ditch in the top section.
- Excavation of verge.
- Kerbing and edging works.
- Footpath construction (type 1 at 100mm, 45mm of DBM binder course, 20mm of 6mm DBM wearing course).
- Extension of drainage pipes to allow discharge into the ditch in the middle section.
- Installation of cycle way signs.
- Installation of post and rail fence on radius.
- Minor kerbing and repair works by the entrances to the industrial estates.

6. Departures from Standards

6.1 None.

7 Community Engagement

7.1 The project is part of the Tranche 1 of the Southampton Transforming City Funds programme of works.

The scheme is supported by Test Valley Borough Council who are the planning authority and author of the cycle strategy of 2015. In addition, the scheme forms part of the Southampton City Region successful bid to DfT (tranche 1), for which funding was successfully secured for 3 cycle routes, totalling £1.7 million. This route and the others have political support of both Southampton City and HCC. It has political support by Cllr Rayment from SCC and Cllr Humby from HCC.

7.2 The local member (Cllr Perry) has been informed of the scheme and no objections have been voiced at this point.

7.3 Test Valley Borough Council have included this particular route as part of their Cycle Strategy covering Southern Test Valley. This is detailed in the Cycle Strategy and Network Supplementary Document. This Supplementary Planning Document was the subject of public consultation for a period of eight weeks running from 17th October to 12th December 2014. It was adopted by Test Valley Borough Council on 11th November 2015. Test Lane has links to the Southampton Cycle Network serving both, Adanac Park, the hospital campus and Redbridge. This is part of SCN1 linking to the city centre and is a key strategic commuter route. The Southampton Cycle Network is a part of Southampton's Local Transport Plan connecting Southampton and was consulted in 2018

7.4 Local businesses will be consulted of the works closer to the time of construction but the work will be managed not to interfere with the access and egress to their premises. Only localised traffic management will be used across the exit and entry points to the businesses.

7.5 Letter distribution to local residents and businesses will be carried out 2 weeks before construction as per usual procedures.

8. Statutory Procedures

8.1 A TTRO will not be required as the works will be carried out under lane closures with traffic lights.

8.2 That authority is given for the conversion of footways to shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to this report

9. Land Requirements

- 9.1 The scheme falls within highways boundary so no external land is required.

10. Maintenance Implications

- 10.1 Asset management have been consulted on the scheme and have approved the proposals
- 10.2 The improvements will have a minor impact on future year's maintenance budgets and this is expected to be approximately £1,500 per annum. The Asset Management team has been consulted on the proposals and has agreed to the standard highway materials being used

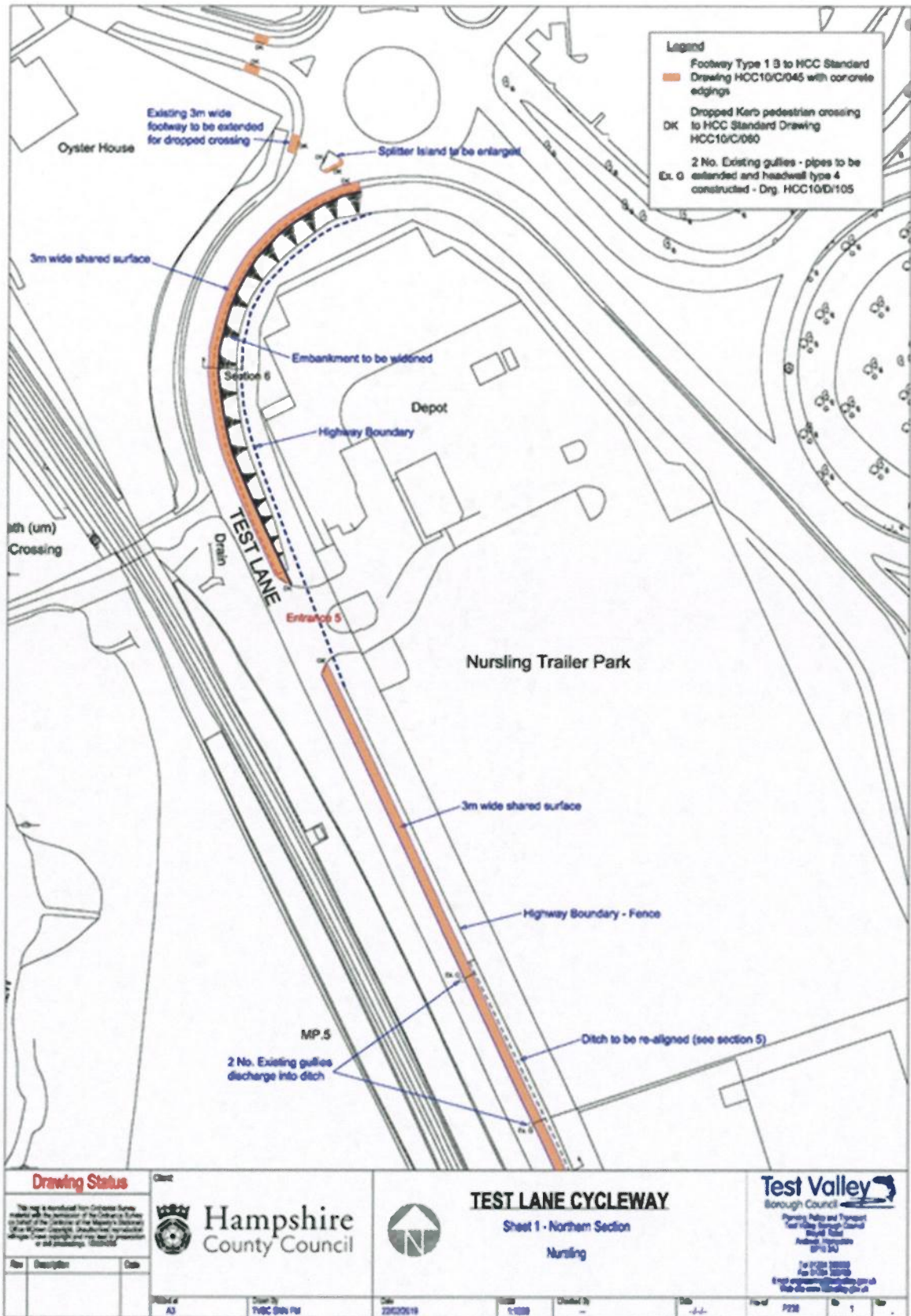
11. Ecology

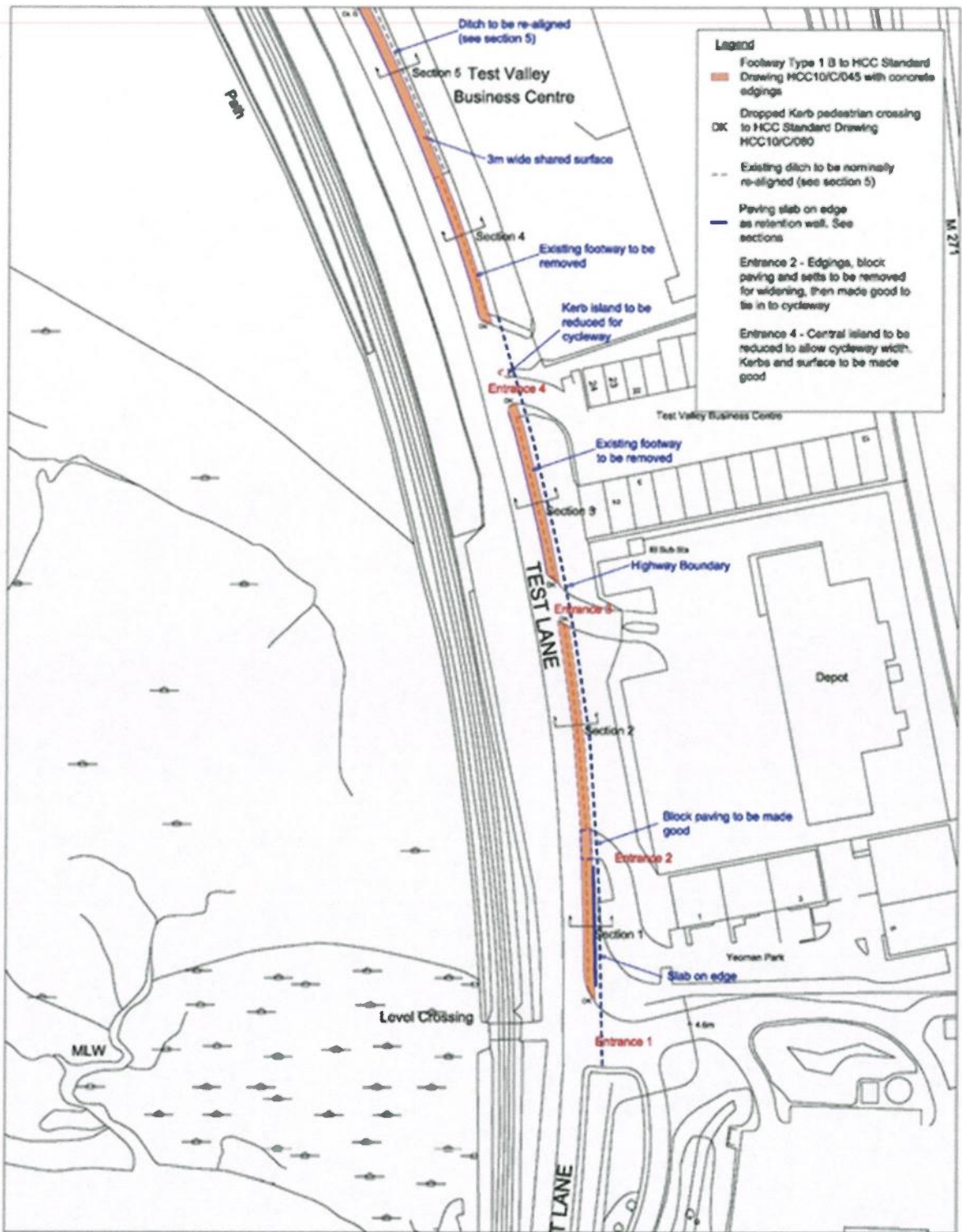
- 11.1 Ecology assessment (preliminary EIA) has been carried out for the project. As a result of this, translocation has been instructed in order to address the issue of reptiles. This is being carried out in October/November to ensure completion before the start of construction.
- 11.2 An Arboricultural survey is taking place in end of October to assess if there are any issues with vegetation clearance.

12. Recommendation(s)

- 12.1 That the Director approves the details of the CMS 1799 Test Lane, Nursling/Southampton, as set out in this paper.
- 12.2 That the Director gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme, at a total estimated cost of £247k, to be funded from developer contributions (£181k) and Southampton Transforming City Funds (£66k).

Location and layout shown below:





Drawing Status <small>This map is produced for Hampshire County Council by the Hampshire County Council. It is the property of Hampshire County Council. It is not to be used for any other purpose without the written consent of Hampshire County Council. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Hampshire County Council.</small>		TEST LANE CYCLEWAY Sheet 2 - Southern Section Nursing	
	Client: Hampshire County Council Date: 15/08/2019 Scale: 1:1000 Drawing No: P220 No: 2		Planning Policy and Transport Hampshire County Council Road Team Address: Test Valley Tel: 01753 828282 Fax: 01753 828282 Email: planning@hampshire.gov.uk Web: www.hampshire.gov.uk

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:	yes

OR

This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:

NB: Only complete this section if you have not completed any of the Strategic Plan tick boxes above. If it is not applicable, please delete.

NB: If the 'Other significant links' section below is not applicable, please delete it.

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.)

Document

Location

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:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-Impact-Assessments.aspx?web=1>

The intended effect of the scheme, is the expansion of the existing bicycle routes. This should lead to encouraging more people to use their bikes as a form of transport and also to improve air quality. This could lead to improved air quality which will have a positive impact for older and younger people, and also for pregnancy and maternity, as evidence suggests that these groups are disproportionately impacted by existing poor air quality.