

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Crookham Park to Gally Hill Road Cycle Route, Church Crookham

Contact name: Nimish Vithani

Tel: 01962 845005

Email: Nimish.Vithani@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Crookham Park to Gally Hill Road Cycle Route, 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 £140,000 to be funded from Developer Contribution.
- 1.3. That the Director gives approval to progress and secure any necessary consents, permissions, legal agreements, deeds of dedication, rights or easements or statutory procedures necessary to implement this scheme

2. Reason(s) for the decision:

- 2.1. To improve the cycling provision between the new residential site on the former Queen Elizabeth Barracks (QEB) referred to as Crookham Park in Church Crookham and Fleet Town Centre / Calthorpe Park School thereby improving safe passage for cycles, particularly between the school and the new housing development.
- 2.2. The decision supports the Hampshire County Council corporate strategy policies of "Maximising wellbeing" and "enhancing quality of place".
- 2.3. The scheme will be the first phase to help improve accessibility and cycling provision of the Crookham Park development to Calthorpe Park School.

3. Other options considered and rejected:

Following the submission of the initial options report, HCC consulted with local Councillors and concerns were raised that the proposed route section along Sandy Lane and Gally Hill Road was not suitable for primary users of the route (secondary school children to Calthorpe Park School). Hence, two alternative

routes via Gurkha Path, Aldershot Road and Gables Road or Zebon Copse / Jessett Drive were investigated.

3.1. The route alternative via Gables Road is the preferred option as:

- The route is the most direct between Crookham Park and Gally Hill Road;
- The route is more logical and will require less way finding signage;
- Cycle route facilities between Ewshot Lane and Gables Road is already in place following implementation of the Section 278 work for Crookham Park.
- The route follows Gables Road which has low traffic volumes, and is stopped up at its southern end;
- The route passes Crookham Infants School and may increase cycle patronage to the school;
- The route is the most cost effective.

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.

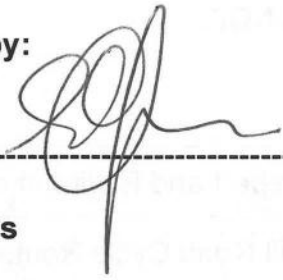
5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:



Date:

11/3/2020

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to improve cycling safety and accessibility for the first phase of cycling facilities between Gally Hill Road and Crookham Park development. The total estimated cost of the scheme will be £140,000 and we are looking to implement in the next financial year with completion in Summer 2020.
- 1.2. The proposed scheme will implement both on and off-road cycling facilities to provide the most direct route between Crookham Park and Gally Hill Road.
- 1.3. The cycleway is to connect the Crookham Park development to the PC 10 Cycle Route at Gally Hill Road. The route commences at the Gally Hill Road junction with Gables Road, then follows Gables Road (400m) as a 'signed on carriageway route' before crossing Aldershot Road, in between Gables Road and Ewshot Lane, as a shared used footway (300m) and before turning off the road along Gurkha Path (200m).
- 1.4. Before pedestrian and cycle counts have been commissioned and after counts will be undertaken after the scheme is implemented to demonstrate how successful the proposals have been.

2. Background

- 2.1. Contributions have been taken from the QEB development (on the old Queen Elizabeth Barracks site in Church Crookham) to provide transport improvements in the area, in particular the promotion of non-car modes of travel.
- 2.2. In 2015 Atkins were commissioned by Hampshire County Council to undertake a feasibility study for cycle routes between the new residential site on the former Queen Elizabeth Barracks (QEB) site on Church Crookham and Fleet Town Centre / Calthorpe Park School. The study formed part of the Town Action Plan (TAP) for Fleet as well as the wider network of cycle routes within Fleet and Church Crookham. The study's objectives were:

'To provide a continuous and desirable cycle route between the new development around Fleet with key facilities in order to encourage sustainable and active travel.'

This is the first phase for the route that links key residential areas with key education sites (Calthorpe Park Secondary School, All Saints Church of England Junior School and Crookham Church of England Infant School) as well as employment and interchange opportunities in the Town Centre.

2.3. Following on from the Atkins feasibility study, it was found that some of the recommendations of the report were not possible due to statutory or practicality reasons and were re-evaluated during the detail design stage incurring further fees. This included:

- The re-design of the War Memorial site at the junction of Gables Road and Gally Hill Road.
- The provision of a Toucan crossing at the junction of Gally Hill Road and Aldershot Road.
- Provision of raised tables at Humphrey Park and Ewshot Lane.
- Raised junction treatment at the junction of Aldershot Road and Ewshot Lane with a parallel crossing.

2.4. The QEB site, now known as Crookham Park, is currently under extensive redevelopment, with much of the site occupied including residential units (800 units in total across the site), a primary school and nursery and retail units. Whilst infant and junior aged school children have access to schools located within acceptable walking distances, secondary aged pupils will predominantly attend Calthorpe Park School, which is located 3.5 km from the development, not within acceptable walking distances but within acceptable cycling distances. At present there are no cycling facilities between Church Crookham and Calthorpe Park School. This scheme will be the first phase in developing this network.

2.5. The preferred option for this first phase is via Gables Road as:

- The route is the most direct between Crookham Park and Gally Hill Road;
- The route is the most logical and will require less way finding signage;
- Cycle route facilities between Ewshot Lane and Gables Road is already in place following implementation of the Section 278 works for Crookham Park;
- The route follows Gables Road which has low traffic volumes and is stopped up at its southern end;

- The route passes Crookham Infants School and may increase cycle patronage to the school;
- The route is the most cost effective.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	29	21	Developer contributions	140
	Client Fee	3	2		
	Supervision	5	4		
	Construction	103	73		
	Land	0	0		
	Total	<u>140</u>	<u>100</u>	Total	<u>140</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.001%
	Capital Charges (Depreciation and notional interest charges)	13.0	0.008%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	02/20	05/20	08/20	08/21

5. Scheme Details

5.1. The first phase of the scheme is to provide cycling facilities from Crookham Park to Gally Hill Road in order to develop cycling facilities to connect up to

existing facilities so as to provide a safe continuous and desirable cycle route between the new development around Fleet with key facilities to encourage sustainable and active travel to key residential and educational sites as well as employment and interchange opportunities.

5.2. A section of approximately 200m square of Gurkha Path has been dedicated by Taylor Wimpey PLC to Hampshire County Council via the Section 38 process and this has been agreed with the Lands Agreement Team and Hampshire CC Estates Team and Hampshire County Council Legal Team.

5.3. The Gurkha Path provides connectivity between Crookham Park and Ewshot Lane. The path currently comprises of a concrete pavement approximately 3.0m wide, that will provide an access into Crookham Park. This will provide a direct traffic free route into and out of Crookham Park that will require minimal constructional work to enable its use as a pedestrian and cycle route. The current path will be created to provide a shared use footway / cycle track (Appendix C, Gurkha Path land dedication drawing).

5.4. The cycleway is the first phase to connect the Crookham Park development to the PC 10 Cycle Route at Gally Hill Road. The route commences at the Gally Hill Road junction with Gables Road, then follows Gables Road for approximately 400m as a 'signed on carriageway route' before crossing Aldershot Road, in between Gables Road and Ewshot Lane, it acts as a shared use footway for approximately 300m before turning off the road into and along Gurkha Path for approximately 200m (Appendix D, the location plan).

The preferred option for this first phase is via Gables Road as:

- The route is the most direct between Crookham Park and Gally Hill Road;
- The route is the most logical and will require less way finding signage;
- Cycle route facilities between Ewshot Lane and Gables Road is already in place following implementation of the Section 278 works for Crookham Park;
- The route follows Gables Road which has low traffic volumes and is stopped up at its southern end;
- The route passes Crookham Infants School and may increase cycle patronage to the school;
- The route is the most cost effective.

6. Departures from Standards

6.1. None.

7. Community Engagement

7.1. County Councillor John Bennison is in favour of the scheme.

- 7.2. A letter drop will be carried out to properties in close proximity of the proposed works.
- 7.3. Phase 1 will, on delivery, link Crookham Park to Gally Hill Road and the Crookham C of E Aided Infants School. Later phases will take PC10 northwards to the secondary school and leisure centre.
- 7.4. The phased approach to the delivery of the cycle routes linking Crookham Park to existing destinations has been agreed with County Councillor John Bennison and is supported by the QEB Steering Group.

8. Statutory Procedures

- 8.1. Conversion of the Gurkha Path to a shared use footpath and part on road cycleway incorporated into the highway network will be required under Sections 65 & 66 of the Highways Act 1980.
- 8.2. There will be changes and additions to the double yellow lines and therefore statutory consultation will be required to advertise a Traffic Regulation Order as part of the TRO process.

9. Land Requirements

- 9.1. Taylor Wimpey PLC have dedicated approximately 200m square of the Gurkha Path via the Section 38 process to Hampshire County Council. (Appendix C, Gurkha Path land dedication drawing).

10. Maintenance Implications

- 10.1. The scheme has been consulted with our Asset Management Team who have undertaken a maintenance check for this scheme.
- 10.2. There will be maintenance implications as a result of the footway widening near the war memorial and the dedication of Gurkha Path from Taylor Wimpey PLC to Hampshire County Council.
- 10.3. There will be maintenance liability as a result of the deed of dedication approximately 200m square of Gurkha Path from Taylor Wimpey PLC to Hampshire County Council via the section 38 process.
- 10.4. There will be an impact to the future revenue budget of approximately £500 per annum.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Crookham Park to Gally Hill Road Cycle Route, as set out in this paper

11.2. 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 £140,000, to be funded from developer contributions.

11.3. That the Director gives approval to progress and secure any necessary consents, permissions, legal agreements, deeds of dedication, rights or easements or statutory procedures necessary to implement this scheme

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

Appendix A

CORPORATE OR 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:	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.)

Document

Location

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	None
Geographical impact	Crookham / Fleet

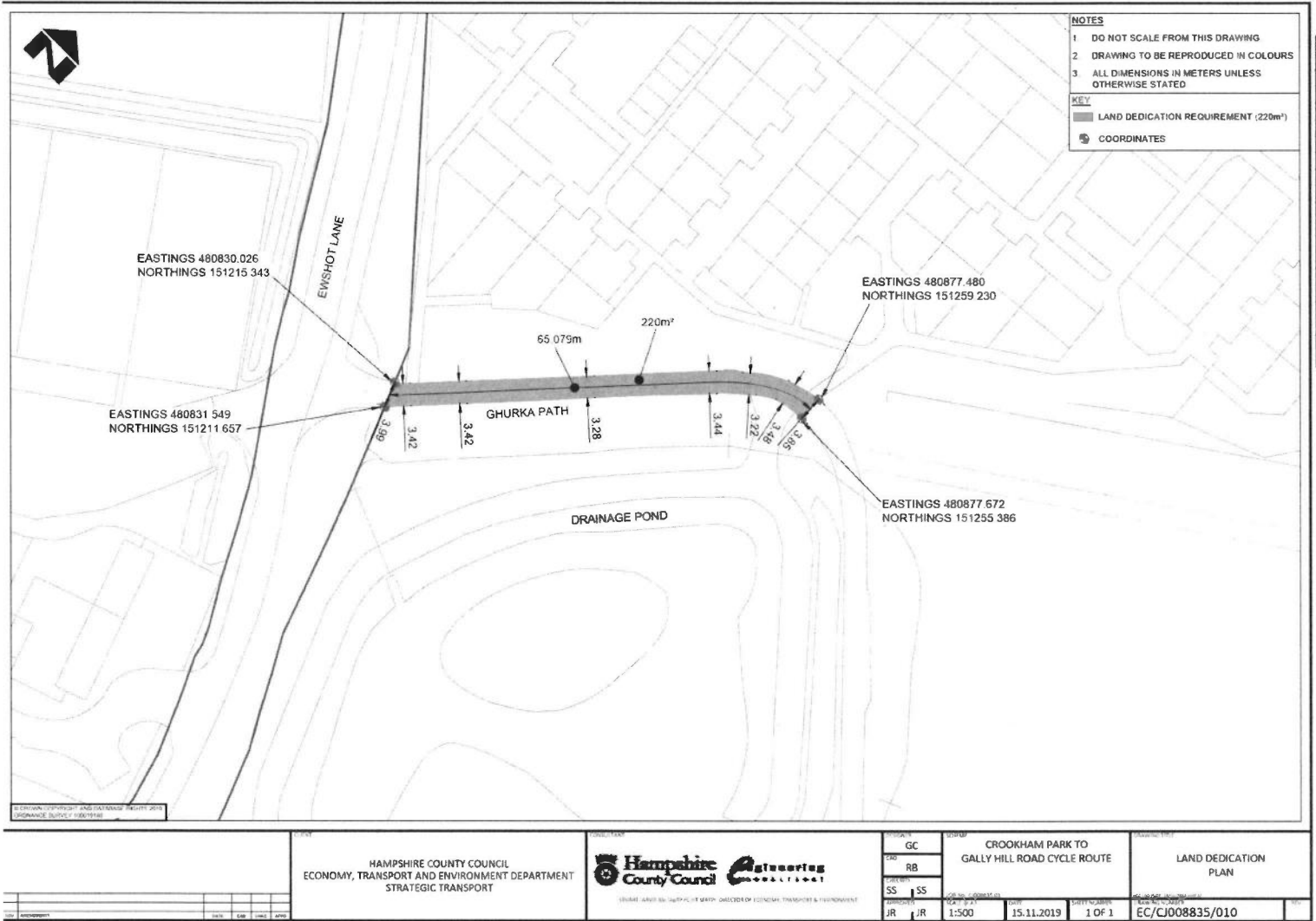
The proposed shared use path will provide a safe link for pedestrians and cyclists especially those who may not be as confident as others such as children and the elderly.

2. Impact on Crime and Disorder: None

3. Climate Change:

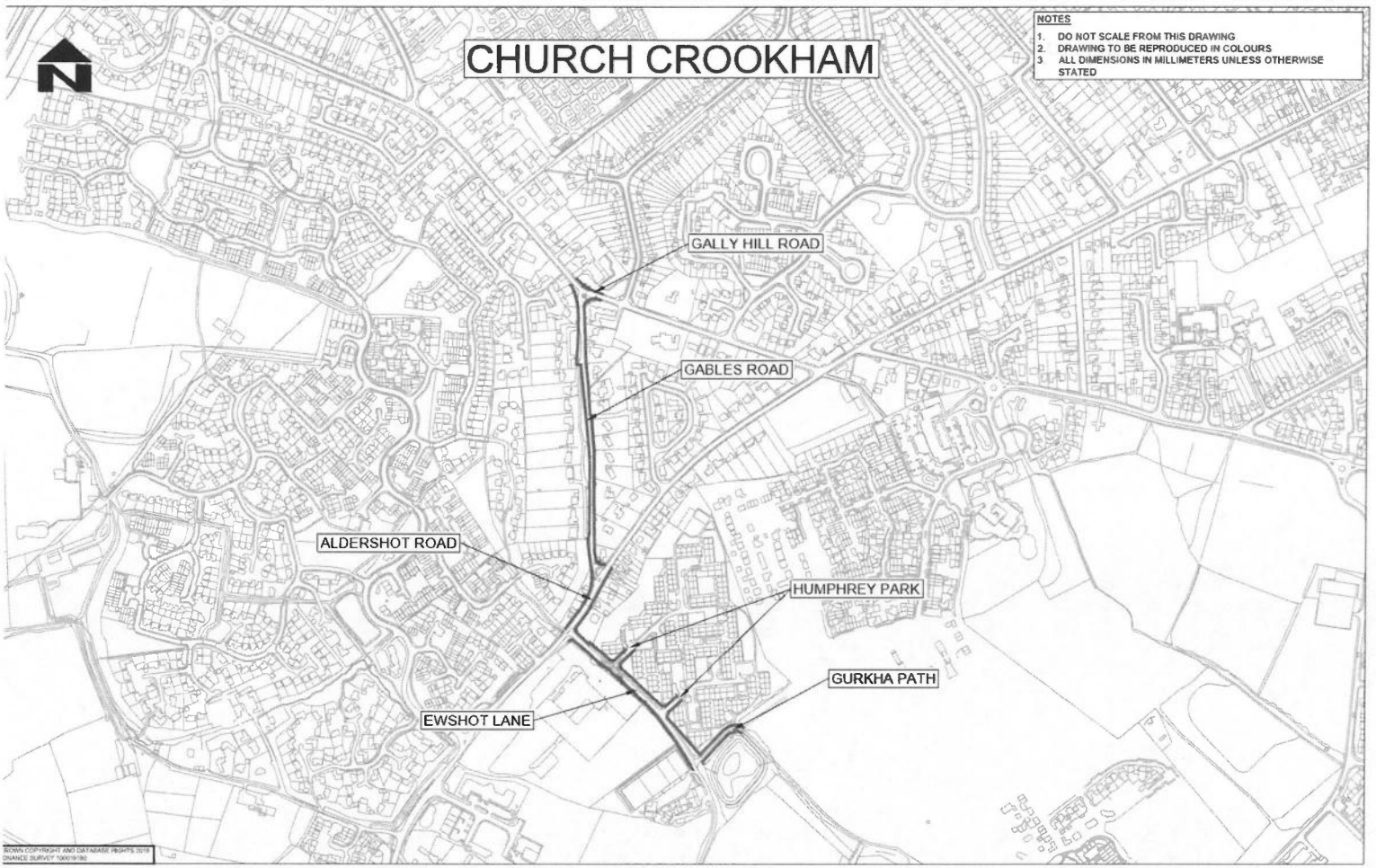
The proposed cycle route will provide a safe new link for pedestrians and cyclists, which may reduce short journeys made by vehicles. This will result in an improvement in air quality and the environment.

Appendix C – Land Dedication



<p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>				<p>PROJECT: GC CROOKHAM PARK TO GALLY HILL ROAD CYCLE ROUTE</p>		<p>LAND DEDICATION PLAN</p>	
<p>DATE: 15.11.2019</p>		<p>SCALE: 1:500</p>		<p>DATE: 15.11.2019</p>		<p>SCALE: 1 OF 1</p>	
<p>PROJECT: EC-CJ008835-01-010 - Land Dedication Plan - Aug</p>		<p>DATE: 15.11.2019</p>		<p>SCALE: 1:500</p>		<p>DATE: 15.11.2019</p>	

Appendix D – Location Plan



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Ordnance Survey 100019783

	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		MEMBER GC	TITLE CROOKHAM PARK TO GALLY HILL ROAD CYCLE ROUTE	DRAWING FILE SITE LOCATION
			PROJECT PJ SS	SCALE 1:5000	DATE 12.10.2018
APPROVED [Signature]			CHECKED JR JR		

ID FILE: K:\EnglRoads\Schemes\CJ008835.01 Crookham Park to Calthorpe Park\AssocAD\Detailed Design\EC-CJ008835 01-100.dwg

Appendix E – General Arrangement

[Crookham Park - TRO drawing updates.msg](#)

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