

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Universal Services
Title:	C19 Tranche 2 A27 Corridor Continuous Footways
Contact Name:	Lucy Whittington
Email:	Lucy.Whittington@hants.gov.uk

1. The decision:

- 1.1. That the Director of Universal Services approves the Project Appraisal for C19 Tranche 2 A27 Corridor Continuous Footways, as set out in this report.
- 1.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Assistant Director for Legal Services and Monitoring Officer, to implement this scheme, at a total estimated cost of £195,000 to be funded through the Active Travel Fund from the Department of Transport.
- 1.3. That the Director of Universal Services approves C19 Tranche 2 A27 Corridor Continuous Footways at a value of £195,000.
- 1.4. That the Director of Universal Services and the Assistant Director for Legal Services and Monitoring Officer progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken.

2. Reason(s) for the decision:

- 2.1. To improve walking and cycling routes along the A27 side roads in Portchester and to encourage more sustainable modes of transportation when travelling locally which will help to reduce car dependency and emissions.

3. Other options considered and rejected:

- 3.1. To do nothing was considered but rejected. The County Council has bid and won funding from the DfT to deliver this scheme. If the scheme is not delivered, then this would be a reputation risk for the County Council relating to scheme delivery capability. The County Council has a policy to improve accessibility. This will provide alternative and sustainable modes of transport in order to reduce car dependency and improve air quality. It will also promote healthier lifestyle choices such as cycling and walking.

3.2. The scheme originally consisted of six crossings. Four locations were rejected due to suitability: Bridge Road/ Addison Way, Bridge Road/ Allotment Road, A27/Beaulieu Avenue, A27/Birdwood Grove.

4. Conflicts of interest:

4.1. None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None.

Approved by:  -----	Date: 23/05/2023 -----
Patrick Blogg Director of Universal Services	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Universal Services
Title:	C19 Tranche 2 A27 Corridor Continuous Footways
Contact Name:	Lucy Whittington
Email:	Lucy.Whittington@hants.gov.uk

1. Executive Summary

1.1. This scheme will deliver a series of continuous footways along the A27 corridor at locations identified within the local cycling and walking infrastructure plan. These will be suitable for giving priority to pedestrians and cyclists over motorised traffic. The continuous footways will extend existing footways and shared use paths across the minor arm of the identified junctions along the A27 in Portchester at a total estimated cost of £195,000 to be funded by The Active Travel Fund. The programme of works are due to be completed Autumn 2023. A risk to this scheme is the funding deadline of The Active Travel Fund, Tranche 2. The deadline is set to April 2023, however the Department for Transport have approved an extension for this scheme and we will tender the scheme before the deadline, therefore committing the funds.

1.2. Since the EATF bid was submitted, the locations for the continuous footways have been revised as some of the junctions were not suitable for a raised table crossing. The preferred scheme will therefore include two continuous footways across the minor arm of two identified junctions along the A27, specifically at the following locations:

- A27/Nelson Avenue
- A27/Westlands Grove

1.3. The continuous footways will consist of a raised table arrangement on the minor arm to remove any level differences for pedestrians and cyclists travelling along the A27. The carriageway give way line would also be brought back behind the raised table so that vehicles give way to pedestrians and cyclists.

1.4. Alternative Options Considered and Rejected:

The scheme has been reduced from 6 crossings down to two crossings due to funding and suitability of some of the junctions. These changes are

supported by the DFT and have been included in progress updates via regular programme boards.

- 1.5. Bridge Road/ Addison Way and Bridge Road/ Allotment Road were rejected due to the locations being 7 miles from the Porchester locations and therefore would not create a linked cycling/ walking corridor. The two locations are also on opposite sides of the A27 and would not provide a continuous corridor. Lastly, only a small number of pedestrians and cyclists were observed in these locations and therefore it is believed the other locations would receive greater benefits by implementing the measures.
- 1.6. A27/Beaulieu Avenue was rejected as the visibility splay needed would encroach into third party land on either side of Beaulieu Avenue. Frequent queuing was also observed at this location therefore the crossing would likely need to be set back to avoid vehicles getting stuck on the crossing point and therefore reducing the benefits to cyclists and pedestrians.
- 1.7. Due to the requirement to descope the scheme, the A27/Birdwood Grove junction was removed. This was mainly due to the close proximity of one of the Portsmouth Transforming Cities schemes where road space had already been approved and this would have caused a delay in undertaking the A27/Birdwood Grove junction work.
- 1.8. Scheme success will be measured by undertaking post completion walking and cycling surveys to ascertain the level of use of the improvements.

2. Background

- 2.1. The A27 between Southampton and Portsmouth is a strategic transport corridor running adjacent to the M27 and connects communities to employment areas, town/district centres and public transport links. In addition, there will be additional pressure on this corridor due to planned new developments. The A27 is currently a very car dominated environment with relatively low levels of pedestrian and cycle accessibility.

Improvements to walking and cycling along the A27 are a long-term aspiration for the County Council and the corridor is identified as a primary route in the Fareham Local Cycling and Walking Infrastructure Plan (LCWIP).

In particular, the LCWIP has identified several junctions which would benefit from providing pedestrian and cyclist priority over motor vehicles, specifically by providing continuous footways on the minor arm. This would allow pedestrian and cycle (where cycle lanes or shared use paths exist) flows along the A27 to be unrestricted by crossing points at junctions.

- 2.2. The A27 itself contains several bus routes however none of these use the minor arms on which the continuous footways are proposed. Likewise, whilst

the A27 is a diversion route for the M27, the continuous footways would not be located on the A27 carriageway and therefore are not anticipated to have an adverse impact on this route.

2.3. A high-level feasibility review of the potential to provide additional cycle facilities at the same locations as the continuous footways has determined that, whilst there is likely to be sufficient highway to provide shared use paths, the costs of installing such facilities would be too prohibitive to be included within this scheme. In addition, the additional cycle facilities would only cover short sections of the A27 and it is considered beneficial to consider improvements to cycle facilities along the entire corridor before implementing such short sections as there may be opportunities to develop more continuous and user-friendly options for cyclists.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	20.5	EATF via DFT	195
	Client Fee	40	20.5		
	Supervision	10	5.2		
	Construction	105	53.8		
	Land	0			
	Total	<u>195</u>	<u>100%</u>	Total	<u>£195</u>

3.2	<u>Maintenance Implications</u>	<u>£000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	£2.5	0.002%
	Capital Charges (Depreciation and notional interest charges)	£19.0	0.011%

Client and Design fees are higher than we would usually expect as Continuous Footways are a first on Hampshire highways. Established design approaches were adjusted as part of the project to deliver the project brief. The design work will be used to help generate new standard details to apply to similar future schemes.

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/23	08/23	10/23	10/24

5. Scheme Details

- 5.1. A27/Nelson Avenue will see a raised table crossing of width 2.4m, with 1m ramp on each side and the give way line and sign will be set back behind the proposed crossing to indicate to cars where they need to stop.
- 5.2. A27/Westlands Grove footway will not include a raised table as it is on the priority one salt route and connects to a shared footway. The continuous footway will be constructed at road level and the existing give way line would be retained. The existing warning triangle marking will be relocated closer to the existing give way line to avoid any conflict with the proposed crossing construction. An additional give way marking will be implemented for the proposed raised table footway crossing. The proposed footway crossing has been relocated to the south of the existing crossing. Full depth footway construction will be required, and parts of existing footway will be excavated to form a verge area.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. Fareham Borough Council are aware of the scheme and County Councillor Rodger Price is in support of the scheme.
- 7.2. The police and emergency services have been consulted due to the raised table proposals and are happy it will not impact on an operational level. The sites are also not on any priority salting routes.
- 7.3. An engagement survey was completed in July 2021 and it indicated that 47% of people thought that the scheme would have a positive impact on the A27 and 46% of people said the scheme would encourage them to walk or cycle more often when using this route. It also indicated that 56% of people thought that measures to increase Active Travel would benefit the local area.

8. Statutory Procedures

- 8.1. Temporary Traffic Order (TTRO) will be required for road closures allowing working in the highway to complete the scheme.

8.2. Advertisement of the raised table under the Road Humps Regulations 1999 will be required. One comment was received regarding the raised table. 'In respect of the calming scheme proposal for Nelson Avenue, Portchester we think the raised table is not required.' The comment has been replied to and explained the scheme's aim is not traffic calming but to give pedestrians right of way over vehicles and implement a continuous footway. No further correspondence has been received on the matter.

9. Land Requirements

9.1. None required, as all works are within the extent of the public Highway.

10. Maintenance Implications

10.1. There will be a minor impact on the maintenance budget due to the raised table and transverse kerbs in the carriageway and this is estimated to be approximately £2500 annually.

10.2. Asset management have also been consulted on the proposals and are supportive of proposals.

11. Climate Change Impact Assessments

11.1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

12. Carbon Impact RAG Status

Colour	Criteria	Place an X in the relevant box
GREEN (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council's climate change strategy.	X
AMBER (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	
RED	Scheme may contain elements that would increase	

(above zero)	carbon emissions.	
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Brief Explanation of Carbon RAG

Overall, the proposed scheme aims to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Climate Change Adaptation

13. The Adaptation Project Screening Tool has assessed the schemes presented within this report and the following findings have been identified:

- Hampshire maintains strong and sustainable economic growth and prosperity: improving Hampshire’s connectivity and planning and delivering appropriate development and infrastructure. The A27 Continuous Footways scheme seeks to improve pedestrian routes increasing the flow and potentially speed of journeys by the addition of continuous footways allowing pedestrians right of way over vehicles.
- People in Hampshire live safe, healthy, and independent lives: contributing to keeping you safer. The A27 continuous Footways will encourage active travel through walking by providing pedestrians right of way over vehicles, in turn allowing those crossing to be safer.
- People in Hampshire enjoy a rich and diverse environment: Enabling people to live healthy lifestyles. The A27 Continuous Footways will encourage residents to use active travel options when traveling locally by providing pedestrians safe crossing points with right of way over vehicles.
- Results from the screening tool suggest vulnerability to climate change is low. The two locations are located in low-risk areas to flooding relating to sea level rise through coastal flooding and heavy rainfall through surface flooding. There is no street furniture in this scheme that can be affected by extreme weathers such as heat or wind events.
- Overall, this project is adaptable to climate change and this scheme was not considered vulnerable to climate variables.

14. Carbon Mitigation

14.1. The carbon mitigation tool found that the carbon impact of this scheme would be 3724tCO₂e, from construction materials. Carbon emissions will be mitigated by sourcing construction materials locally wherever possible and prioritising the use of recycled materials where practical. On completion, the scheme will encourage a modal shift toward active travel for journeys,

bringing benefits by reducing local congestion and associated air quality produced by vehicles.

- 14.2. In the longer-term use, the schemes enable sustainable travel, thereby encouraging reductions in emissions with increased use, particularly where other carbon polluting travel modes are replaced. In the short-term during construction, carbon emissions from this project arise from the use of highway materials to construct the scheme e.g. tarmac.

15. Recommendations

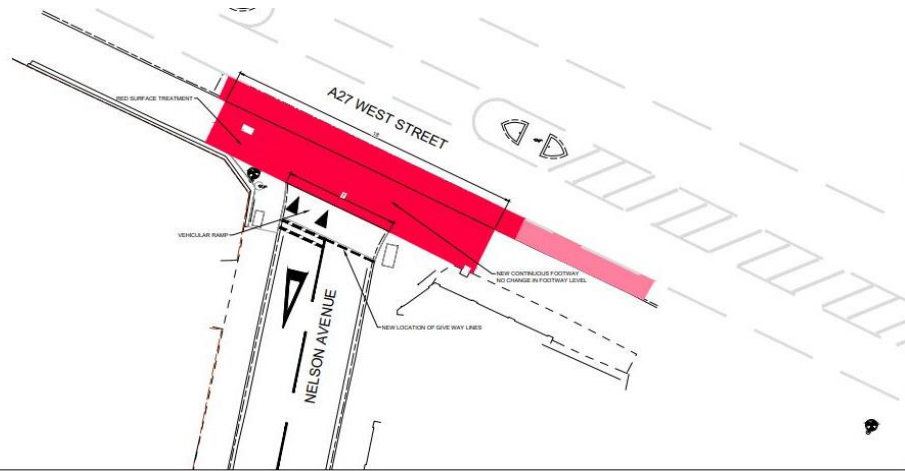
- 15.1. That the Director of Universal Services approves the details of C19 Tranche 2 A27 Corridor Continuous Footways, as set out in this paper.
- 15.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Assistant Director for Legal Services and Monitoring Officer, to implement this scheme, at a total estimated cost of £195,000 which is to be funded through EATF from the DFT.
- 15.3. That the Director of Universal Services approves C19 Tranche 2 A27 Corridor Continuous Footways at a value of £195,000.
- 15.4. That the Director of Universal Services and the Assistant Director for Legal Services and Monitoring Officer progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken.

16. Designs for A27 Continuous Footways

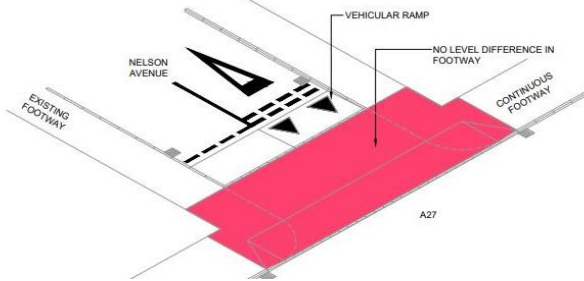
Location Plan



Nelson Avenue



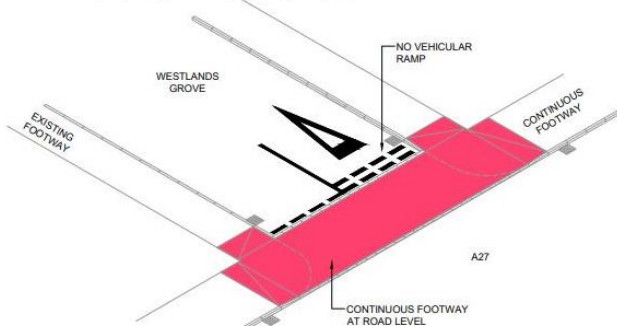
FOR
INFORMATION
ONLY



Westlands Grove



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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

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

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

The proposed implementation of A27 Continuous Footway has a positive impact to those within protected characteristics of age, disability, pregnancy, and maternity. It will make the roads safer for those to cross by giving pedestrians right of way over vehicles.