

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Abbey Road/Shakespeare Road Improvements, Popley

Contact name: Tobias Bauer

Tel: 01962 846735

Email: tobias.bauer@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Abbey Road/Shakespeare Road Improvements scheme, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme at a total estimated cost of £247k, to be funded from Developer Contributions.

2. Reason(s) for the decision:

2.1. To support Hampshire County Council's Strategic Plan policy of:

- People in Hampshire live safe, healthy and independent lives

2.2. To improve pedestrian facilities for all persons living, working and visiting the Shakespeare Road area of Basingstoke. By doing so, the scheme will improve pedestrian safety and connectivity both within the Popley neighbourhood and between Popley and Basingstoke town centre, providing improved pedestrian access to employment sites, shops, leisure facilities and educational establishments.

2.3 The scheme builds on and continues a series of local transport improvements that were implemented as part of an earlier scheme, the North Popley Accessibility Improvements.

3. Other options considered and rejected:

- Do-nothing scenario: Rejected due to strong demand for the improvements and support from local County and Borough Councillors.
- Provision of additional off-street car parking spaces near Burns Close: This has since been delivered by Basingstoke and Deane Borough Council.
- Upgrade of existing footway link near Browning Close: Rejected due to steep gradient and a more suitable alternative.

4. Conflicts of interest:

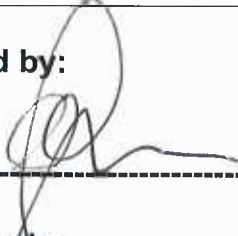
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:  -----	Date: <u>6/8/2018</u>
Stuart Jarvis	
Director of Economy, Transport and Environment	

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Decision Report

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1. Executive Summary

1.1. This paper seeks the Director's approval for the implementation of the Abbey Road/Shakespeare Road Improvements scheme.

The scheme aims to improve pedestrian safety and connectivity both within the Shakespeare Road neighbourhood in north Basingstoke (Popley) and between Popley and Basingstoke town centre, providing improved access to employment sites, shops, leisure facilities and educational establishments.

1.2. The scheme consists of six main elements:

1. Construction of new sections of footway and widening of the existing footway on the south side of Popley Road and the east side of Shakespeare Road. The latter section requires the construction of a retaining wall;
2. The construction of three pinch points along Shakespeare Road;
3. New construction or upgrade of eight uncontrolled pedestrian crossings on Shakespeare Road and adjacent roads;
4. Construction of new footway links to the pedestrian crossings;
5. Bus stop improvements in two locations; and
6. Provision of a parking layby near Chineham Park Court to compensate for the loss of on-street parking and ensure adequate visibility at the new pedestrian crossing; no Traffic Regulation Order is required for the creation of the parking spaces.

1.3. Alternative Options Considered and Rejected

- Do-nothing scenario: Rejected due to strong demand for the improvements and support from local County and Borough Councillors.
- Provision of additional off-street car parking spaces near Burns Close: This has since been delivered by Basingstoke and Deane Borough Council.
- Upgrade of existing footway link near Browning Close: Rejected due to steep gradient and a more suitable alternative.

1.4. Measures of Success

It is anticipated that the measures will result in an increasing number of people accessing local amenities and services on foot.

2. Background

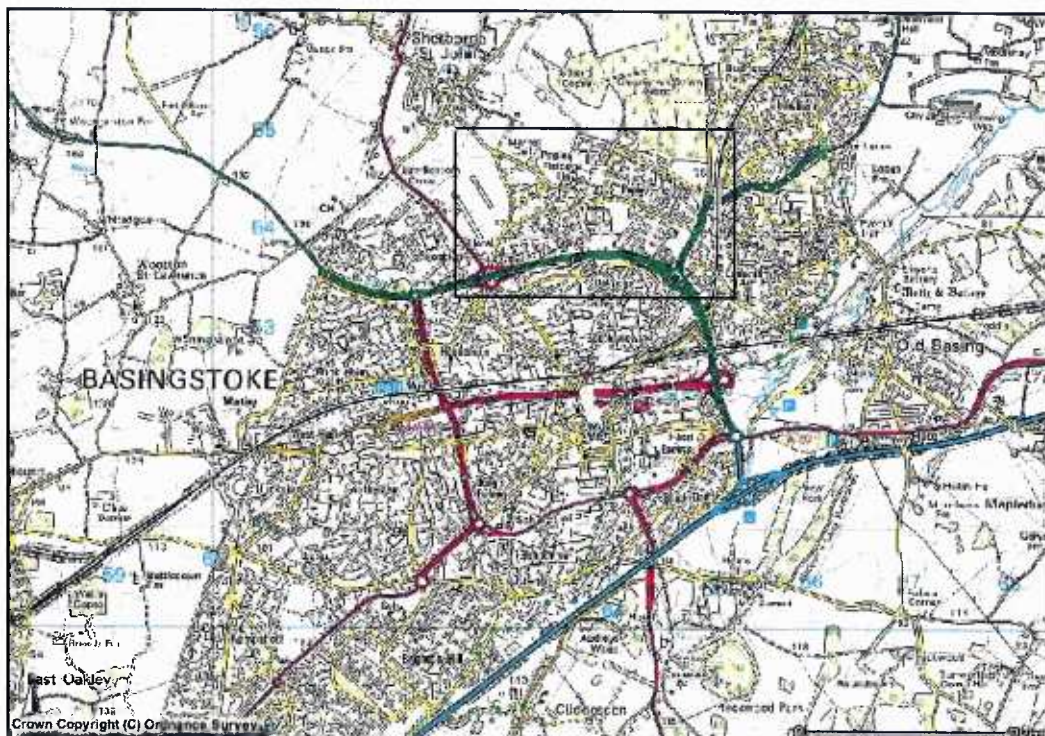
2.1 The Scheme Background, Aims and Objectives

The Popley area of Basingstoke was constructed in the new town era of the 1960s and 1970s, with the various transport, economic and social problems associated with urban planning at that time. Since then, a number of infrastructural concerns in the oldest parts of Popley have been addressed by the North Popley Accessibility Improvements scheme, which commenced in 2010/11.

However, at the time, further problems were identified in other areas of Popley. The Abbey Road/Shakespeare Road Improvements scheme has been developed to address some of these issues. The scheme aims to improve pedestrian safety and connectivity both within the Shakespeare Road neighbourhood and between Popley and Basingstoke town centre, providing improved access to employment sites, shops, leisure facilities and educational establishments.

The scheme builds on and continues a series of local transport improvements implemented as part of the North Popley Accessibility Improvements.

Location plan (Popley/Shakespeare Road location within Basingstoke)



3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	18	7	Developer contributions	247
	Client Fee	7	3		
	Supervision	16	7		
	Construction	206	83		
	Land	0	0		
	Total	<u>247</u>	<u>100</u>	Total	<u>247</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1	0.001%
	Capital Charges (Depreciation and notional interest charges)	24	0.015%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/18	09/18 (tbc)	01/19 (tbc)	01/20

5. Scheme Details (see Appendix C for overview plans)

5.1. Popley Way to Chineham Park Court:

- 1) Construction of an approximately 100m-long section of footway on the south side of Popley Road to provide a missing link between existing footways; includes an uncontrolled pedestrian crossing on Shakespeare Road.
- 2) Construction of an approximately 130m-long section of footway on the east side of Shakespeare Road to link the new Popley Road footway with the existing footway starting opposite Byron Close.
- 3) Widening of the existing footway between Byron Close and Chineham Park Court to 2m; requires the construction of a 57m-long and approximately 1m-high (between 800mm and 1.2m) retaining wall.
- 4) Improvements to the existing bus stop and erection of a 3-bay bus shelter. Basingstoke and Deane Borough Council has agreed to take on the ownership and maintenance of the shelter.
- 5) Construction of one pinch-point north of Chineham Park Court incorporating an uncontrolled pedestrian crossing.
- 6) Construction of two additional uncontrolled pedestrian crossings and associated footway links across Shakespeare Road and Chineham Park Court.
- 7) Construction of a parking lay-by for 4 cars

5.2. Burns Close to Wardsworth Close:

- 1) Construction of a pinch-point north of Marlowe Close
- 2) Relocation of existing bus stop and construction of two uncontrolled pedestrian crossings and associated footway links

5.3. Browning Close to the One-Stop/Shakespeare House Health Centre car park

- 1) Construction of a pinch-point, incorporating an uncontrolled pedestrian crossing
- 2) Construction of a new section of footway linking the pedestrian crossing and Browning Close

5.4. One-Stop/Shakespeare House Health Centre to Dryden Close

- 1) Upgrade of existing uncontrolled pedestrian crossing

6. Departures from Standards

- 6.1. The new retaining structure north of Chineham Park Court (see para 5.1) is a location specific design comprising a reinforced concrete precast retaining wall with brick facing.
- 6.2. The soakaway arrangement has been designed using the Building Research Establishment (BRE) Digest 365.
- 6.3. Both elements have been approved by the Asset Management Team and the local Highways Manager.

7. Community Engagement

- 7.1. The local members, Cllr Frankum (HCC) and Cllrs Westbrook and Potter (BDBC) have requested the improvements and are supportive of the scheme details.
- 7.2. Wider public consultation is not required as the Abbey Road and Shakespeare Road Improvements are a logical progression from the earlier North Popley Accessibility Improvements and the measures contained within it were discussed during the consultation on the earlier stages. This position has been confirmed by Cllr Frankum.
- 7.3. Affected local residents will be made aware of the construction works via a letter drop once the construction dates have been confirmed.

8. Statutory Procedures

- 8.1. None required

9. Land Requirements

- 9.1. Extra land is required for the construction of the footway and pedestrian crossing on the east side of Marlowe Close. The land in question is shown coloured green on Drawing will be adopted by HCC under a Deed of Dedication in due course. The land owner, Vivid Holmes, have confirmed that they are happy for the council to carry out works on their land if the construction of the footway needs to start before the adoption process is concluded.
- 9.2. A short section of footway near Marlowe Close will be built on private land. The landowner, Vivid Holmes, have confirmed that they are supportive of the proposals and will take on the maintenance of the footway once it has been constructed.
- 9.3. The delivery of the above elements is subject to the necessary dedications and licences being secured in advance of the start of construction. Vivid Homes have confirmed in writing that they are willing to a) dedicate the land required for the construction of the footway, pedestrian crossings and service area, b) grant the licences for HCC to carry out work on their land that will remain private and c) accept responsibility for the maintenance of the new

section of path on their land that will not be dedicated; no complications or delays are therefore expected. If the necessary licences or dedication cannot be secured, the remainder of the scheme can still be delivered as set out in paras

10. Maintenance Implications

- 10.1. The Asset Management Team was consulted on the proposals and the design and materials amended to reflect the comments received.
- 10.2. The scheme details outlined in paragraph 5 are supported by the local Highways Manager.
- 10.3. The improvements will have a minor impact on future years' maintenance budgets and this is expected to be approximately £1,042 pa.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Abbey Road/Shakespeare Road Improvements scheme as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of approximately £247,000, 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 Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</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	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	
Geographical impact	Basingstoke and Deane

2. Impact on Crime and Disorder:

None

3. Climate Change:

None

