

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Active Travel Fund - Tranche 1 Enhancement Works

**Contact name:** Andrew Kettlewell

**Tel:** 07793758241

**Email:** Andrew.kettlewell@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Active Travel Fund - Tranche 1 Enhancement Works, 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 £198k, to be funded by ATF Tranche 2 revenue funding, supported by Developer Contributions where available.

### 2. Reason(s) for the decision:

- 2.1. The government expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians during the recovery stages of the Covid-19 pandemic and beyond. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel.
- 2.2. The Active Travel Fund (ATF) Tranche 1 (T1) Enhancement works provides improvements to current social distancing schemes to improve the:
  - Look and feel of the schemes, particularly in town centre high street environments; and
  - Reduce ongoing maintenance costs by using higher quality materials to enable reduced inspection frequencies.

### 3. Other options considered and rejected:

- 3.1. Do nothing and retain all ATF T1 temporary schemes in their current state. This option was considered but rejected due to the high maintenance costs associated with regular inspection of the schemes. Negative feedback relating to the look and feel of the materials used in the temporary schemes has also been received.
- 3.2. Remove all ATF T1 temporary schemes. This has been considered but rejected due to the continuing Covid-19 lockdown and requirement for

social distancing. When the ATF T1 funding was awarded the assumption was the temporary schemes would be in place until the end of 2020, but the need for social distancing on the public highway has continued.

**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.

<b>Approved by:</b>		<b>Date:</b>
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<b>Stuart Jarvis</b>		
<b>Director of Economy, Transport and Environment</b>		

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Active Travel Fund - Tranche 1 Enhancement Works

**Contact name:** Andrew Kettlewell

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### 1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the Active Travel Fund (ATF) Tranche 1 (T1) Enhancement works as set out in this paper at a total estimated cost of £198k, to be funded from ATF and Developer Contributions.
- 1.2. The ATF T1 Enhancement works propose to replace the current plastic 'Jersey' barriers and metal 'Mass' barriers, with timber planters and bollards with lane defender bases for 11 identified current T1 temporary schemes. The works aim to improve the:
  - Look and feel of the schemes, particularly in town centre high street environments; and
  - Reduce ongoing maintenance costs by using higher quality materials to enable reduced inspection frequencies.
- 1.3. The following alternative options have been considered and rejected:
  - Do nothing and retain all ATF T1 temporary schemes in their current state. This option was considered but rejected due to the high unfunded maintenance costs associated with regular inspection of the schemes. Negative feedback relating to the look and feel of the materials used in the temporary schemes has also been received.
  - Remove all ATF T1 temporary schemes. This has been considered but rejected due to the continuing Covid-19 lockdown and requirement for social distancing. When the ATF T1 funding was awarded the assumption was the temporary schemes would be in place until the end of 2020, but the need for social distancing on the public highway has continued.
- 1.4. The success of the ATF T1 Enhancement work will be measured by a reduction in maintenance costs associated with the ATF T1 schemes and associated feedback. With respect to feedback, public notices are currently in place for every scheme which include a Quick Response (QR) code link to on-line surveys.

## 2. Background

- 2.1. In May 2020 Hampshire County Council was awarded £863k ATF T1 funding to respond to the Covid-19 pandemic with targets to:
  - enable social distancing by giving people more space
  - reallocate road space to create safe environments for walking and cycling, to embed these habits
  - provide alternatives to public transport for key workers
- 2.2. A total of 42 temporary schemes were delivered by HCC and partners. In addition, supporting work included:
  - Social distancing messages at thousands of bus stops (posters/stencils/real time information).
  - More time given to pedestrians at 160 controlled pedestrian crossings.
  - VMS signs advertising social distancing measures.
  - Radio campaigns.
- 2.3. When the T1 temporary schemes were implemented, it was anticipated that they would be removed towards the end of 2020. As the need for social distancing has continued, the County Council has retained the T1 temporary schemes in response. The T1 temporary schemes all use 'Chapter 8' layouts and materials, similar to road works, so regular frequent maintenance inspections are required to ensure the schemes are kept safe.
- 2.4. The cost of regular inspections for the 'do nothing' option is approximately £200k to maintain the plastic barrier schemes over the next six months. This cost is currently unfunded. In addition, negative feedback regarding the appearance of the T1 temporary schemes has been received. In response, it is proposed to implement alternative materials to reduce inspection costs and enhance the look and feel of the temporary schemes.
- 2.5. All current T1 temporary schemes were considered for inclusion in the ATF T1 Enhancement works programme based on the following sifting criteria:
  - Hampshire County Council (HCC) maintained scheme. Schemes maintained by other authorities, such as District, Town and Parish Councils have not been considered as the aim is to reduce County Council maintenance costs. Note the County Council will continue to facilitate and support other authorities with temporary schemes where possible.
  - Not included in the ATF T2 programme. Current T1 temporary schemes associated with the ATF T2 programme will be enhanced as part of the T2 works and will be covered in future approval reports.
  - Town Centre location. The aim of the ATF T1 Enhancement works is to improve the look and feel of the T1 temporary schemes. This is particularly important in town centres and high streets to support businesses when they are permitted to reopen.
  - Appropriate Developer Contributions available. To support the ATF funding package.

- Maintenance costs. Where higher costs are known to be a significant issue for particular schemes, for example where measures are being regularly moved, they have been included aiming to provide enhanced materials to reduce the problem.

2.6. Based on this sifting criteria, the following T1 temporary schemes are proposed to be enhanced:

<b>Name / location</b>	<b>Type</b>
Don Allen Drive, Basingstoke	Carriageway to footway
Newbury Street, Whitchurch	Carriageway to footway
Top of Town, Basingstoke	Cycle signs & parking
Fishers Hill, Fareham	Modal filter
Portsdown Road, Portchester	Modal filter
West St & Quay St, Fareham Town Centre	Carriageway to footway
Stoke Road, Gosport	Carriageway to footway
Station Road, Aldershot	Carriageway to footway
Victoria Road, Aldershot	Carriageway to footway
Black Swan Yard	One way pedestrian signing
11 railway tunnels, countywide	Narrow footway signing

### 3. Finance

3.1.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
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Design Fee	16	8	Developer contributions	86
Client Fee	16	8	ATF T2	112
Supervision	0*			
Construction	166	84		
Land	0			
Total	<u>198</u>	<u>100</u>	Total	<u>198</u>

\* Supervision costs are included in construction costs as the work will be implemented through the Hampshire Highways Services Contract (HHSC).

- 3.2. The ATF T1 Enhancement works are proposed to be funded by ATF Tranche 2 revenue funding, supported by Developer Contributions where available. Additional funding has also been requested from the Department for Transport in response to the changing national situation with Covid19 restrictions.

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	February 2021	March 2021	March 2021	March 2021

#### 5. Scheme Details

- 5.1. The current materials used in the ATF T1 temporary schemes are water filled 'Jersey' barriers or solid 'Mass' barriers. It is proposed to replace these with a mix of timber planters and bolt down bollards with lane defenders.
- 5.2. The timber planters will be used at the ends of the scheme layouts. The planters are made of oak and have an expected life of at least ten years. They have been specified to be free standing and movable with a forklift.
- 5.3. The bolt down bollards will be used between the planters to separate live traffic from the enlarged footway areas. The bollards will include a lane defender base to provide an additional physical divider. It is proposed to leave a one metre gap between each two metre lane defender for drainage.
- 5.4. Two schemes (Fishers Hill, Fareham and Portsdown Road, Portchester) include measures to restrict motor vehicles while permitting access for

essential vehicles. Suitable types of removable bollards and / or gates to achieve this are being explored with Asset Management.

- 5.5. Rather than provide ramps between the existing footway and carriageway, it is proposed to include signage in the schemes to encourage able bodied persons to give way to less mobile on the existing footway. This approach has been supported by the Road Safety Audit team.
- 5.6. A layout for an example scheme is included in Appendix C. Details of the timber planters and bolt down lane defenders with delineators are shown in Appendix C.

## **6. Departures from Standards**

- 6.1. There are no departures from standards.

## **7. Community Engagement**

- 7.1. All County Councillors will be consulted and made aware of the works presented in this report before installation on site.
- 7.2. All businesses and dwellings directly affected by the works will be informed prior to installation on site.
- 7.3. Where appropriate, Parish Councils, Town Councils, District Councils and Business Improvement Districts (BIDs) will be informed prior to installations on site.
- 7.4. With respect to wider engagement, the ATF T1 pop-up schemes are temporary and have been a successful method in community engagement and generating feedback. Since the first pop-up schemes were implemented in June 2020 to support the opening of highstreets and businesses, feedback has been collected which has resulted schemes being amended and some removed. This engagement process is ongoing and will continue when the T1 enhancement works are completed.

## **8. Statutory Procedures**

- 8.1. The following schemes included in this report currently have a Temporary Traffic Regulation Order (TTRO)::
  - Fishers Hill, Fareham
  - Top of Town, Basingstoke. West St & Quay St, Fareham Town Centre
- 8.2. The following scheme included in this report have parking suspensions in place:
  - Newbury Street, Whitchurch
  - Stoke Road, Gosport
  - Top of Town, Basingstoke

- Station Road, Aldershot
  - Victoria Road, Aldershot
- 8.3. It is proposed to review the timescale for the TTROs and parking suspensions based on national government advice towards the end of March.

## **9. Land Requirements**

- 9.1. All schemes are within the highway boundary.

## **10. Maintenance Implications**

- 10.1. All materials proposed in the T1 Enhancement works have been reviewed and approved by the Asset Management team.
- 10.2. All maintenance costs associated with the T1 Enhancement schemes will be funded by the ATF budget. It is estimated that the works presented in this report will reduce ongoing maintenance costs, as the schemes will be less vulnerable to damage and being moved, and would therefore enable inspection frequencies to be reduced.

## **11. Recommendation**

- 11.1. That the Director approves the details of the Active Travel Fund - Tranche 1 Enhancement Works, 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 £198k, to be funded by ATF Tranche 2 revenue funding, supported by Developer Contributions where available.



## 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 Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<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	Low
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	Various, Countywide

Many of the scheme involve the conversion of carriageway with footway space. Rather than provide ramps between the existing footway and carriageway, it is proposed to include signage in the schemes to encourage able bodied persons to give way to less mobile on the existing footway. This approach has been supported by the Road Safety Audit team.

The schemes are temporary and adjustments can be made where there is specific need.

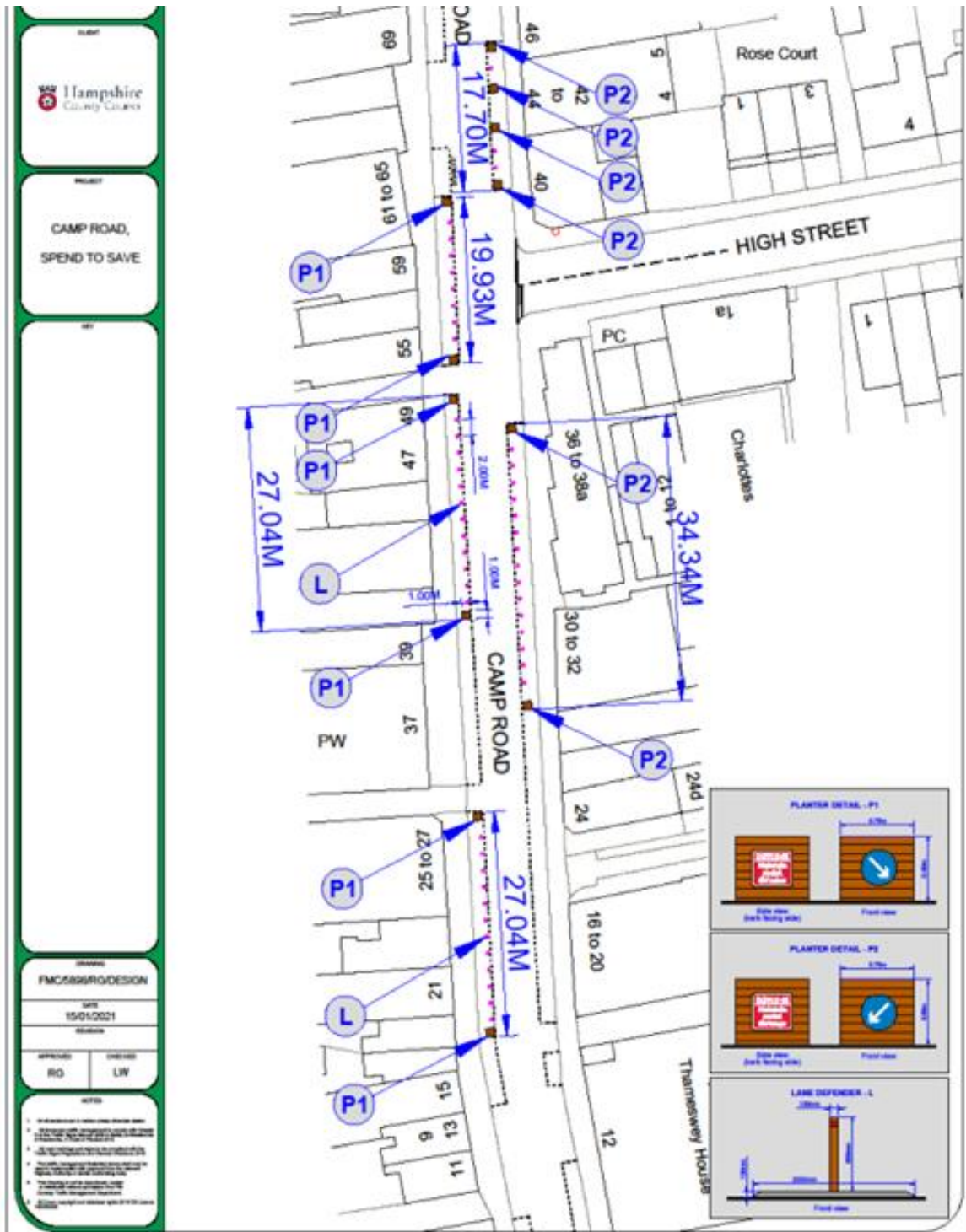
### 2. Impact on Crime and Disorder:

### 3. Climate Change:

The proposals will reduce the frequency of maintenance inspections and therefore vehicle miles.

Although the enhanced schemes are still considered temporary, the intention is for the layout to be better suited to accommodate maintenance activity and for the materials to be re-used as part of future proposals.

Layout Plan of an Example T1 Enhancement Scheme



Photographs of Timber Planters and bolt down Lane Defenders with Delineators



**Oak Sleeper Planters**

- : Free-Standing
- : Movable by Forklift
- : 750mm wide
- : 900mm high
- : 750mm long
- : Complete with full base and plinth section
- : All slats to be Oak sleepers 200mm x 100mm at lengths to suit design
- : 12 No angle bracket fixings 150mm x 150mm x 60mm
- : Stainless steel fixings
- : Includes for 2 No Red corner strip stair nosing 750mm x 55mm x 55mm fitted
- : Includes for 2 No White corner strip stair nosing 750mm x 55mm x 55mm fitted
- : Includes Semi Permeable Geotextile Liner fitted
- : Please note we have not included for any signage within our costs
- : Supplied Assembled

