

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2

Contact name: Mike Ellis

Tel: +44 370 779 1015 **Email:** Michael.Ellis@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2 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 £133k, to be funded from a developer S106 contributions.
- 1.3. That the Director gives approval, in consultation with the Head of Legal Services, to progress all appropriate orders, legal agreements, deeds of dedication, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2 scheme to be implemented.

2. Reason(s) for the decision:

- 2.1. To improve the safety, accessibility, and connectivity of pedestrians and cyclists along Popley Way and around Abbey Road and Tintern Close junctions. This scheme will also encourage active travel methods by improving connectivity between existing sections of shared use cycle routes.

3. Other options considered and rejected:

- 3.1. The alternative option, 'to do nothing' was rejected as this scheme will improve the connectivity within the Popley area for active travel modes, as well as improve the safety of pedestrians by providing new crossing points and footway links on desire lines to local amenities.

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

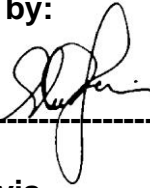
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

7 September 2021

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Decision Report

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Contact name: Mike Ellis

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1. Executive Summary

1.1. The purpose of this paper is to provide details of Phase 2 of the Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements. The project will deliver improvements in pedestrian connectivity and safety in the Popley area of Basingstoke, whilst also improving cycle connectivity by linking existing sections of shared-use cycle route, to encourage sustainable transport methods locally and further afield.

1.2. This scheme is a continuation of CMS1630 Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements (Phase 1). The scheme was split into phases due to insufficient S106 funding available at the time. Phase 1 consisted of 6 main elements:

- Construction of new sections of footway and widening of the existing footway on the south side of Popley Way and the east side of Shakespeare Road
- The construction of three pinch points along Shakespeare Road
- New construction/upgrade of eight uncontrolled pedestrian crossings on Shakespeare Road and adjacent roads
- Construction of new footway links to the pedestrian crossings
- Bus stop improvements at two locations
- Provision of a parking layby near Chineham Park Court to compensate for the loss of on-street parking and ensure adequate visibility at new pedestrian crossing

1.3. Phase 2 will build on Phase 1 and further improve the current pedestrian and cycle network by:

- widening the existing footway on Abbey Road joining Popley Way to make it a shared use footway/cycleway.
- installing a new pedestrian crossing with central refuge island on Popley Way on an existing desire line at the Abbey Road junction as well as upgrading an existing refuge island nearby
- widening the north side footway on Popley Way from the new crossing point at Abbey Road junction through to the existing shared use footway/cycleway which currently stops at the entrance to Popley Community Park.
- Providing a new footway link between Tintern Close and the existing bus stop on Popley Way.

A general arrangement plan for these works can be found in the appendix.

1.4. The alternative option, 'to do nothing' was rejected as this scheme will improve the connectivity within the Popley area for active travel modes, as well as improve the safety of pedestrians by providing new crossing points and footway links on desire lines to local amenities.

2. Background

2.1. Phase 2 is a continuation of Phase 1 of the Abbey Road/Shakespeare Road pedestrian and cycle improvements. Phase 1 was completed in 2019 and consisted of various works, primarily on Popley Way and Shakespeare Road, to provide new sections of footway on 'missing links', to improve connectivity on pedestrian desire lines between residential areas and local amenities. The works also included various improvements to pedestrian crossings in the area and improvements to bus stop facilities.

Phase 2 of the Abbey Road/Shakespeare Road pedestrian and cycle improvements scheme seeks to build on the previous scheme, to deliver works to increase the safety and improve connectivity throughout the Popley area of Basingstoke. The overall aims of the various phases of improvements are to:

- Link existing areas of shared use cycleways
- Improve accessibility throughout Popley and further afield
- Support better health by encouraging active travel
- Enable sustainable growth by promoting sustainable travel

2.2. Phase 2 in particular will focus on localised widening of the existing footway on Popley Way and Abbey Road to improve it to shared use footway/cycleway standard. There will also be a new footway link from Tintern Close to the bus stop located on Popley Way, improvements to an existing refuge island, and a new refuge island on Popley Way to improve safety and connectivity to the Apollo Hotel and Popley Community Park.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	22	Developer contributions	133
	Client Fee	6	5		
	Supervision	6	5		
	Construction	86	64		
	Land/Legal	5	4		
	Total	<u>133</u>	<u>100</u>	Total	<u>133</u>

3.2	<u>Maintenance 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)	13	0.008%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	08/21	11/21	01/22	01/23

5. Scheme Details

5.1. The scheme will provide a new 2m wide footway link of approximately 60m in length, between Tintern Close and the existing bus stop on Popley Way, following the kerb line of the existing carriageway. The new footway area will be within land owned by Basingstoke and Deane Borough Council (BDBC), which will be dedicated as highway by BDBC and adopted as publicly maintainable highway by HCC. A new tactile crossing will be installed on Tintern Close to improve accessibility for pedestrians in this area.

5.2 On the north side of Popley Way, the existing footway will be widened by 1m to form a shared use footway/cycleway, approximately 50m in length. This is an extension of the existing shared use footway/cycleway that was built along Popley Way as part of the Phase 1 works. The widening is into an area of land which is currently highway verge.

5.3 This shared use surface will terminate at the location on Popley Way where a new 2m wide pedestrian refuge island will be installed. There will be new transition kerbs, dropped kerbs and tactile crossing points installed either side of the new refuge island on Popley Way. There will be an area of localised carriageway widening to facilitate the refuge island. In addition to this new refuge island, an existing island nearby shall be reconstructed to form a 1.5m width island, with transition kerbs, dropped kerbs and tactile paving either side.

5.4 The existing footway on the north-east side of Abbey Road at its junction with Popley Way will be widened by 1m to form a shared use footway/cycleway of approximately 30m in length, running between the new pedestrian crossing on Popley Way and an existing dropped kerb facility on Abbey Road, where cyclists can re-join the carriageway on a low flow/low speed section of road. The land into which the footway is to be widened is owned by Basingstoke and Deane Borough Council and will be dedicated as highway by BDBC and adopted as publicly maintainable highway by HCC.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. During the development stages, the local Hampshire County Council Member at the time, Councillor Jane Frankum was in support of the Popley Way improvement schemes.

7.2. As of the 2021 election, the County Council Member is now Councillor Jacky Tustain, who has confirmed support for the scheme.

8. Statutory Procedures

8.1. Temporary traffic regulation orders for a temporary road closure of Popley Way and for the footway closures on Popley Way and Abbey Road will be required for the duration of the works. An application for temporary traffic signals for the construction works will also be required. These are currently being prepared and will be valid prior to commencement of the works.

8.2. The conversion of the existing highway footway into a shared-use pedestrian and cycle facility is to be implemented under Sections 65 and 66 of the Highways Act 1980.

9. Land Requirements

9.1. The works will include the creation of a new footway link within public open space adjacent to Tintern Close and widening of the existing highway footpath into the same public open space at Abbey Road/Popley Way junction. This public open space is within the ownership of Basingstoke and Deane Borough Council. A works licence is required to facilitate access and construction within the BDBC land; this will be prepared by HCC Legal Services and will be complete prior to commencement of construction. BDBC have been provided with proposals and responded with an agreement in principal for the works to commence.

9.2. The Tintern Close and Abbey Road works areas which are not already within the publicly maintainable highway will be dedicated as such. BDBC has

confirmed that it is willing to support the County Council in pursuing the appropriate legal mechanisms to dedicate these areas of the works as publicly maintainable highway. The dedication will be progressed by HCC Legal Services and the dedication will become effective upon issue of a Completion Certificate (or equivalent) under the HCC construction contract for these works.

10. Maintenance Implications

10.1. ETE Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £1000 per annum.

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.

Climate Change Adaptation

11.2. The following climate variables pose a vulnerability to the project, as identified by the adaptation tool. There is a slight risk of surface damage during extended periods of extreme heat, as well the potential for flooding during storm events. These risks are low however, and build upon the existing highway network, so no adaptations have been made. This scheme aims to enable active travel as well as encourage sustainable travel, by linking existing cycle routes and creating a new pedestrian link to a bus stop.

Carbon Mitigation

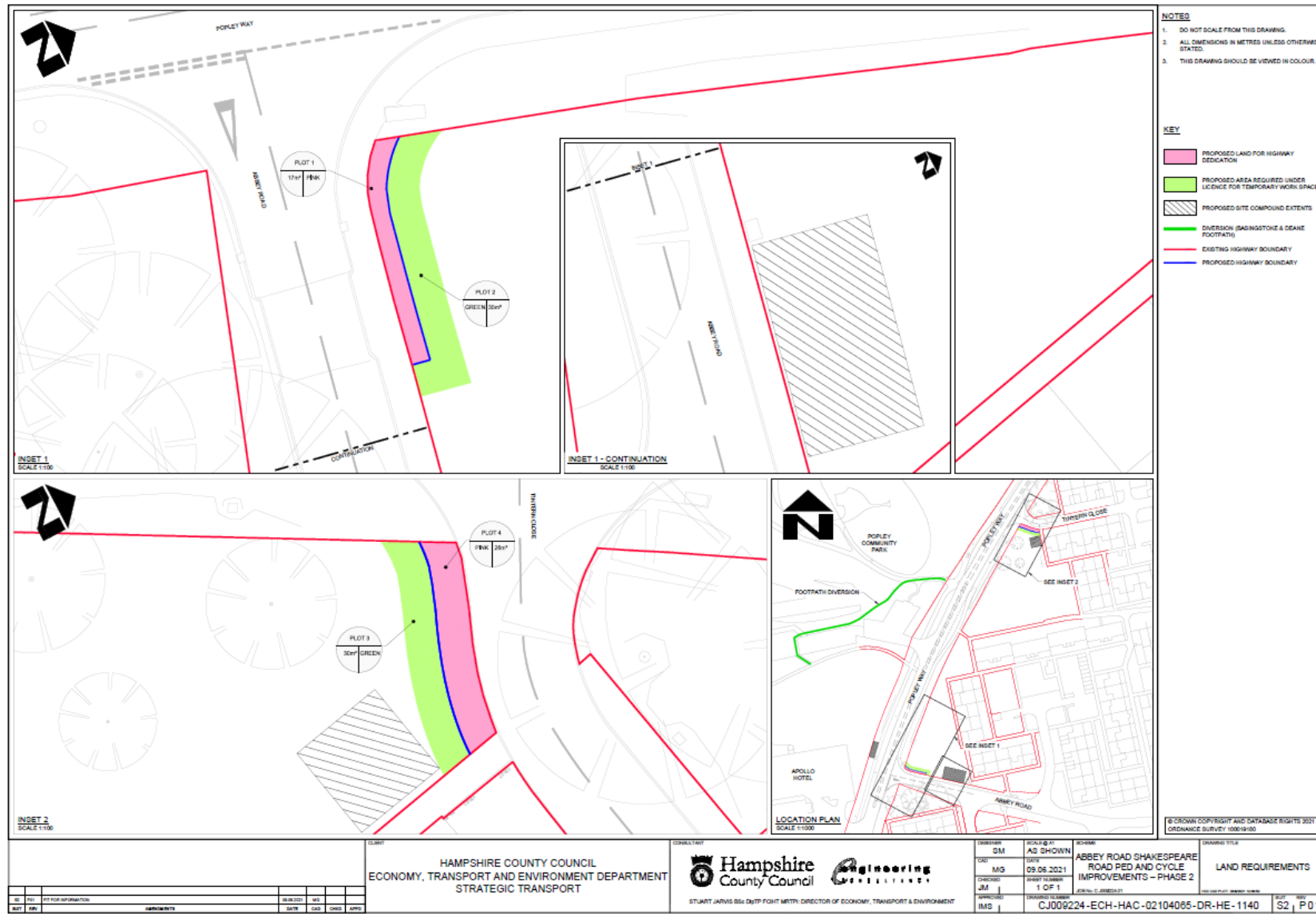
11.3. Carbon emissions from this project arise from the materials used and processes required with highway construction. Carbon emissions will be mitigated by specifying recycled footway base materials, that do not need to be hot during the construction. The materials specified are also recyclable so at the end of life can be reused. The signs on this project are also reflective and do not require illumination, reducing the overall energy consumption. This scheme will help to meet all four of the strategic priorities by encouraging active and sustainable travel, improving safety on the existing network, and improving connectivity to local businesses and amenities.

12. Recommendations

- 12.1. That the Director approves the details of the Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2, as set out in this paper.
- 12.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £133k, to be funded from developer S106 contributions.
- 12.3. That the Director gives approval, in consultation with the Head of Legal Services, to progress all appropriate orders, legal agreements, deeds of dedication, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2 scheme to be implemented.

Appendix

Abbey Road Shakespeare Road Pedestrian and Cycle Improvements Phase 2 - Land Requirement Drawing



Links to climate change tools:

[Climate Change Adaptation Screening](#)

[Carbon Mitigation Tool](#)

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**

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> Abbey Road/Shakespeare Road Improvements, Popley - Project Appraisal	<u>Date</u> 08/18
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.)

<u>Document</u>	<u>Location</u>
N/A	

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	High
Disability	High
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	Popley, Basingstoke

The proposed footway link and shared-use areas will have a positive impact on those road users considered to be more vulnerable, especially young children who require access to the swimming pool at the Apollo Hotel or the Popley Community Park and local schools. The proposed improvements will assist pedestrians above by providing additional footway links and pedestrian refuge islands, allowing safer travel across the Popley Distributor Road. The widened refuge islands will also benefit road users with a disability, particularly those with wheelchairs or mobility scooter usage, making their movements safer and more comfortable.