

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	27 January 2022
Title:	Project Appraisal: Petersfield Road NCN22 Cycle Improvements, Havant
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval and provide details for the proposed scheme to improve the existing cycling infrastructure on the Petersfield Road NCN22 Cycle route in Havant.

Recommendations

2. That the Executive Member for Highways Operations approves the Project Appraisal for the Petersfield Road NCN22 Cycle Improvements in Havant, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Petersfield Road NCN22 Cycle Improvements in Havant, as set out in the supporting report, at an estimated cost of £679,000 to be funded from Department for Transport (DfT) LCWIP (Local Cycling and Walking Infrastructure Plan) Development Pilot Programme funding.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. This proposal seeks to improve approximately 1km of the existing NCN22 cycle route (southern section) which does not meet the current cycle design standards set out in Local Transport Note 1/20.
6. After securing £679k of DfT funding, the DfT have indicated that the design and delivery of the scheme must be completed prior to the end of August

2022. The current programme indicates that the County Council will be able to meet the set timescales.

7. Access for pedestrians will be improved by widening the specified section of footpath in Leigh Road to two metres.
8. The scheme will seek to improve the overall continuity and access for cyclists along Eastern Road by enhanced road markings and priority build out islands.
9. A new zebra crossing point will be provided across Leigh Road at its junction with Elmleigh Road and Eastern Road to assist pedestrians and cyclist across the road.

Contextual Information

10. In 2020 the DfT launched a national Local Cycling and Walking Infrastructure Plan (LCWIP) Scheme Development Pilot programme. As part of this programme the DfT commissioned Sustrans to support local authorities develop their LCWIPs and to provide a design resource for scheme development. Discussions between the County Council and Sustrans identified a number of priority routes in Hampshire which would address existing deficiencies in the National Cycle Network and were also on the draft LCWIP networks. These routes would also need to comply with the very challenging DfT timescales for project design and delivery. These timescales were originally to have the delivery of the scheme completed on site prior to the end of March 2022 and this has subsequently been extended to be completed prior to the end of August 2022.
11. A route sifting process resulted in the selection of National Cycle Network route (NCN22) in north Havant for the Scheme Development programme and DfT funding was awarded to improve the existing route to comply with the Cycling Design Standards as set out in Local Transport Note 1/20.
12. The NCN22 route in north Havant is approx. 2.8km long and runs from Havant railway station northwards into Leigh Park (see fig 2). The majority of the route (approx. 1.8km) is an off-road shared use path along the eastern side of Petersfield Road with the southern section (approx. 1km), a signed only on-road route along Leigh Road, Eastern Road and New Lane. The existing cycle route and crossing points do not comply with the latest design standards.
13. An outline scheme design was prepared in summer 2021 where capital funding was approved to progress the outline scheme and detailed design with construction of some elements by March 2022.
14. In November 2021 the County Council received confirmation that DfT had approved the funding for design and delivery of the southern section of the route (Leigh Road and Eastern Road including the Elmleigh Road crossing). The funding for the detailed design of the Northern section of Petersfield Road was not approved and therefore is not being progressed. DfT also

confirmed an extension to the original expected completion of end of March 2022, and it has now been agreed that the works can be completed no later than August 2022.

15. In addition, the County Council is delivering a further cycle scheme within Elmleigh Road as part of the Portsmouth Transforming Cities fund (TCF) programme. Whilst the TCF cycle scheme and the Petersfield Road cycle improvements (covered in this report) are in close proximity there is a missing section between the two schemes. The latest County Council bid to the Active Travel Fund includes this missing section – the outcome of this bid is currently awaited. The bid will also seek funding for improvements to the existing footbridge that leads from Havant Rail Station to the Havant Borough Car Park in Elmleigh Road. It is anticipated that there will be future funding opportunities for walking and cycling schemes which means there is a good possibility that the whole scheme will receive capital funding for implementation over the next few years.
16. Ecology surveys were undertaken in October 2021 and the only observations that were identified were to ensure work to any areas of vegetation are undertaken outside of bird nesting season.

Finance

17.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	117	17	DFT LCWIP Grant	679
	Client Fee	22	3		
	Supervision	25	4		
	Construction Land	515	76		
	Total	<u>679</u>	<u>100</u>	Total	<u>679</u>

18.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.5	0.003
	Capital Charge	65	0.043

Programme

19.

Gateway Stage				
	G3- Project Appraisal	Start on Site	End on Site	G4- Review
Date (mm/yy)	01/22	04/22	08/22	08/23

Scheme Details

20. The centre line of Eastern Road will be removed just west of the junction with New Lane; on road cycle markings will be installed on the carriageway; and two priority build outs will be installed along Eastern Road just to the west of Centenary Gardens in order to encourage slower vehicle speeds in the road.
21. A new Zebra crossing will be provided in Leigh Road at its junction with Eastern Road and Elmleigh Road.
22. The junction of Eastern Road and Leigh Road will be narrowed in order to widen the footpaths on either side of the road, thus creating more space for pedestrians.
23. Sections of Leigh Road will see the footway on the west side widened between 0.5m and 1m in order to provide more space for pedestrians, and this will see the carriageway width reduced to 5.5m.
24. Three priority build outs will be installed in Leigh Road in order to further encourage lower vehicle speeds. Three new benches will be installed in specific locations along the route which is shown in the attached plans.
25. A new, raised-table, uncontrolled pedestrian/cycle crossing will be installed where Leigh Road terminates outside the Parkway Centre. This will reduce conflict between pedestrians and cyclist where pedestrians will have priority.

Departures from Standards

26. None

Consultation and Equalities

27. The local County Councillors Lulu Bowerman and Jackie Branson have been consulted on the proposals and both were in full support of the scheme. Havant Borough Council have also been informed and are in support of the

proposals. Local ward members have also provided comments on the proposals. Where possible, the comments were taken on board and incorporated within the proposals.

28. As the DfT has provided the scheme funding to Sustrans, it has been leading on the public engagements in liaison with Hampshire County Council. Sustrans were due to undertake two public information sessions (including officers from Hampshire County Council) in Havant on 13 December 2021. However, since changes to the Covid-19 restrictions, and in light of reducing the spread of the virus, it was felt that the public engagement event will be better conducted solely online. This was seen as an opportunity for the public to view the proposals covered by this report and comment on the future proposals for the northern section which are not currently part of the scheme. The information, including the online survey, was available online from 13 December 2021 until 10 January 2022. Early feedback from the online survey indicates that 90% of the 40 responses to the survey were in support of the current and future proposals. Comments received concerned the perceived issues of cycling vulnerability on non-segregated highway, and that the build-outs should not only be designed from a cycling perspective but should also accommodate wheelchair users and pedestrians. The current proposals have been designed to support all road users including pedestrians and wheelchair users.
29. The scheme has been assessed to have a neutral impact on groups with protected characteristics and a positive impact to disabled users as the pedestrian elements within the scheme will improve accessibility for all user groups. The scheme is designed to improve accessibility for pedestrians and cyclist accessing the NCN22 Cycle network route as well as accessibility to the local area which includes Havant Rail Station. The scheme will also help reduce congestion and improve air quality and provide people with sustainable modes of transport whilst promoting walking and cycling.

Climate Change Impact Assessments

30. 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.
31. The scheme encourages sustainable travel by walking and cycling modes and therefore will have a positive impact on climate change. The proposals also align with County Council climate targets and policies.

Climate Change Adaptation

32. The predominant vulnerabilities arise from heavy rainfall and surface flooding due to a main river that passes through some parts of the site. According to the UK Government Flood Maps, some parts of the site are within flood zone 3. This means that parts of the site have a 1 in 100 and other parts of the site have a 1 in 1000 annual probability of river flooding.
33. The scheme design takes the above risks into consideration and has been designed accordingly in order to minimise any negative impact.

Carbon Mitigation

34. A reduction in carbon emissions is more likely to be experienced as the scheme promotes active travel and discourages the use of cars.

Carbon emissions have been mitigated by the employment of environmentally friendly construction methods and materials, where possible.

35. The scheme meets Hampshire County Council's strategic priorities: 1. "Hampshire maintains strong and resilient economic growth and prosperity", as it improves connectivity within Hampshire by enhancing the existing cycle that runs from Havant railway station northwards into Leigh Park. Moreover, the scheme proposes and delivers appropriate cycling infrastructure; and 2. "People in Hampshire live safe, healthy and independent lives", as the scheme works to overcome inequalities by widening the footpath, thus making it more accessible to all users including some people with disabilities. Moreover, the scheme contributes to keeping cyclist and pedestrians safer through the enhancement of the NCN22 cycle route, which complies with the latest cycling design standards.

Statutory Procedures

36. The proposed Zebra crossing will require advertising for a 21-day period, and this will be undertaken in due course.

Land Requirements

37. None – All the proposed work will be undertaken within the public highway boundary.

Maintenance Implications

38. The improvements will have a modest impact on future years maintenance budgets, and this is expected to be approximately £3,500 per annum.
39. Asset Management has been consulted on the proposals and has approved the materials specified.

Environment

40. Ecology surveys were undertaken in the summer of 2021, and these indicated there were no obvious concerns which required mitigation. As there is no tree or vegetation removal proposed, there will not be any detrimental impact to a particular species or habitat.

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.

REQUIRED CORPORATE AND 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

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

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

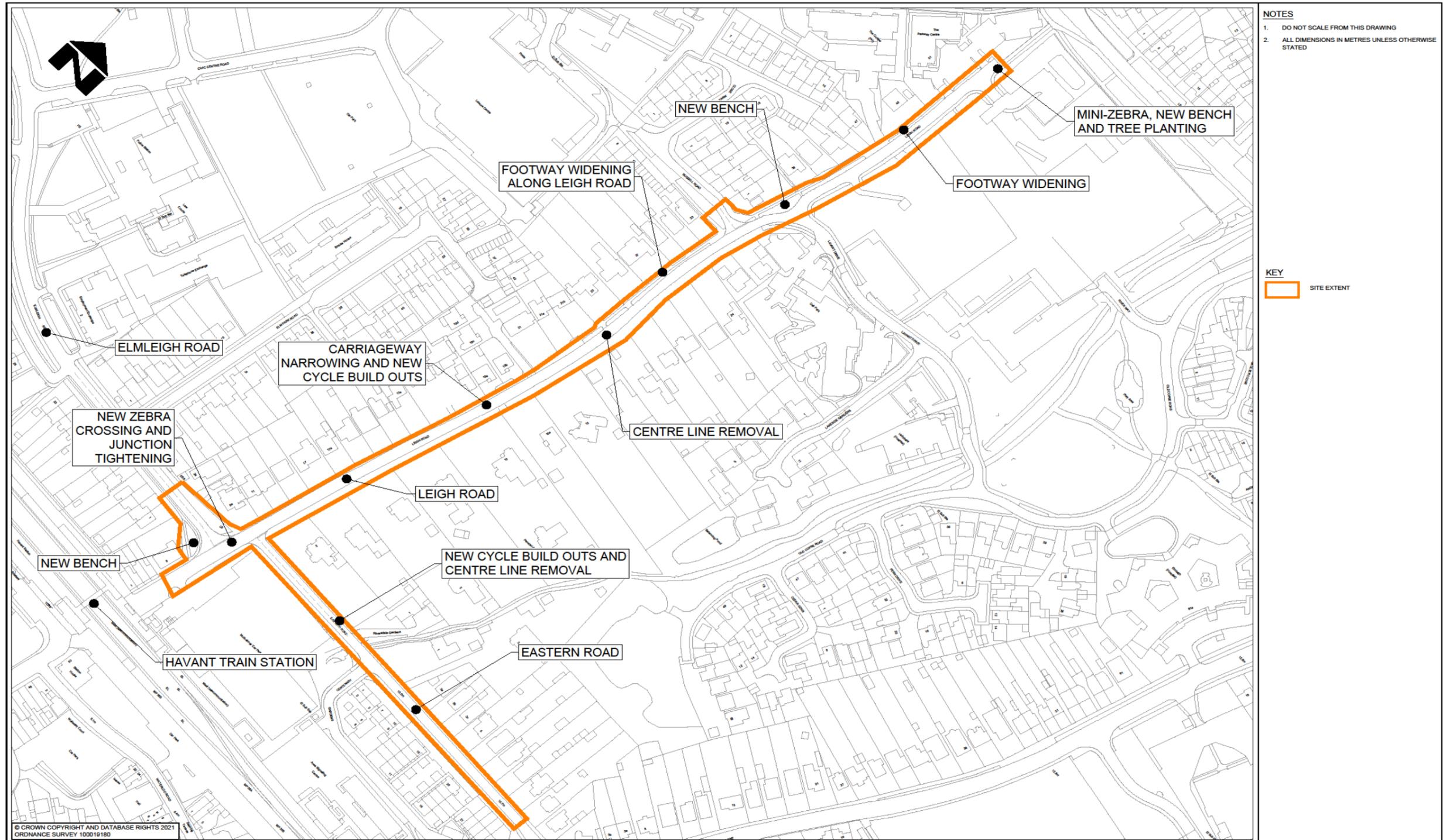
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The scheme has been assessed to have a neutral impact on groups with protected characteristics and a positive impact to disabled users as the pedestrian elements within the scheme will improve accessibility for all user groups. The scheme is designed to improve accessibility for pedestrians and cyclist accessing the NCN22 Cycle network route as well as accessibility to the local area which includes Havant Rail Station. The scheme will also help reduce congestion and improve air quality and provide people with sustainable modes of transport whilst promoting walking and cycling.



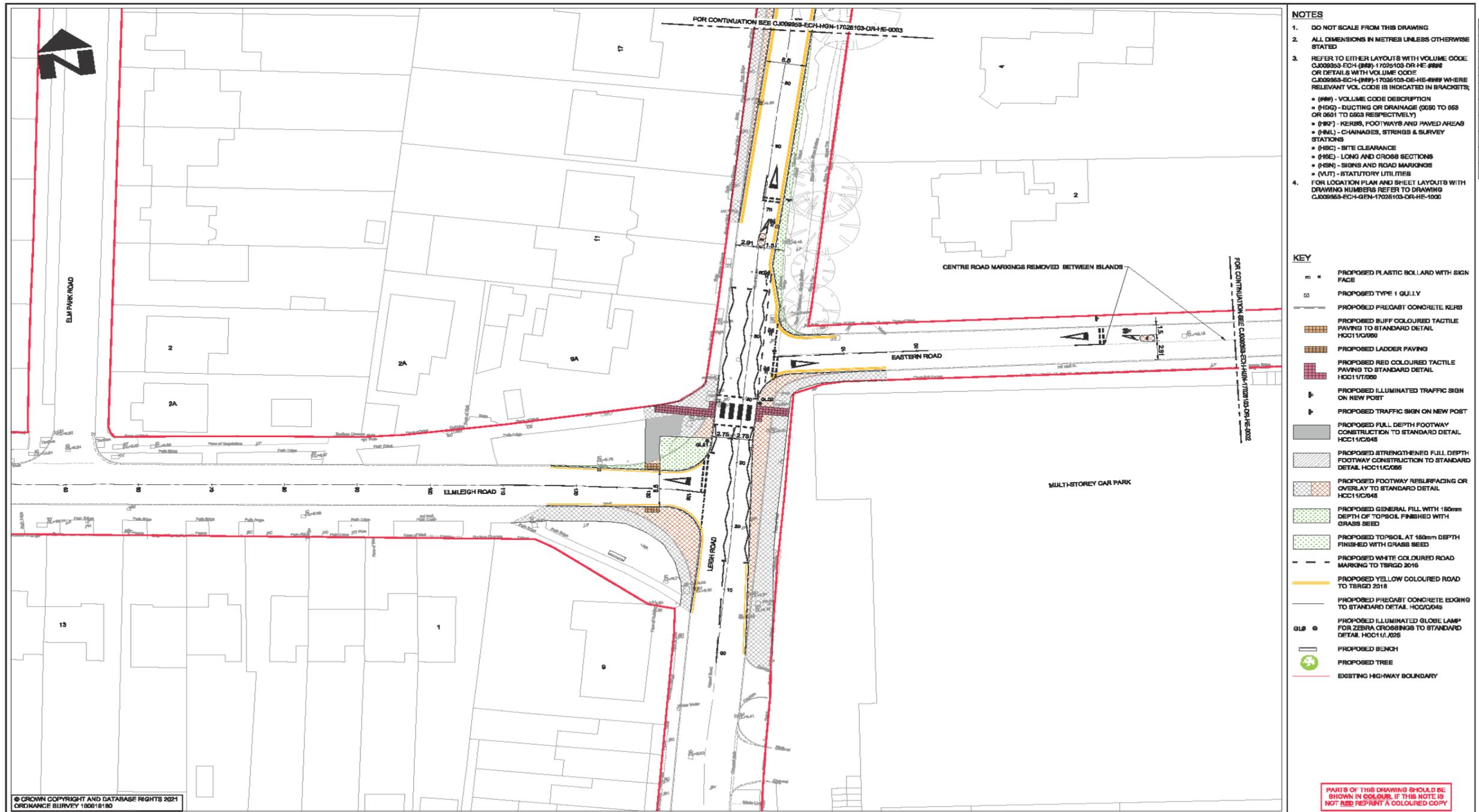
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KEY
 SITE EXTENT

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 - (H&S) - SIGNS AND ROAD MARKINGS
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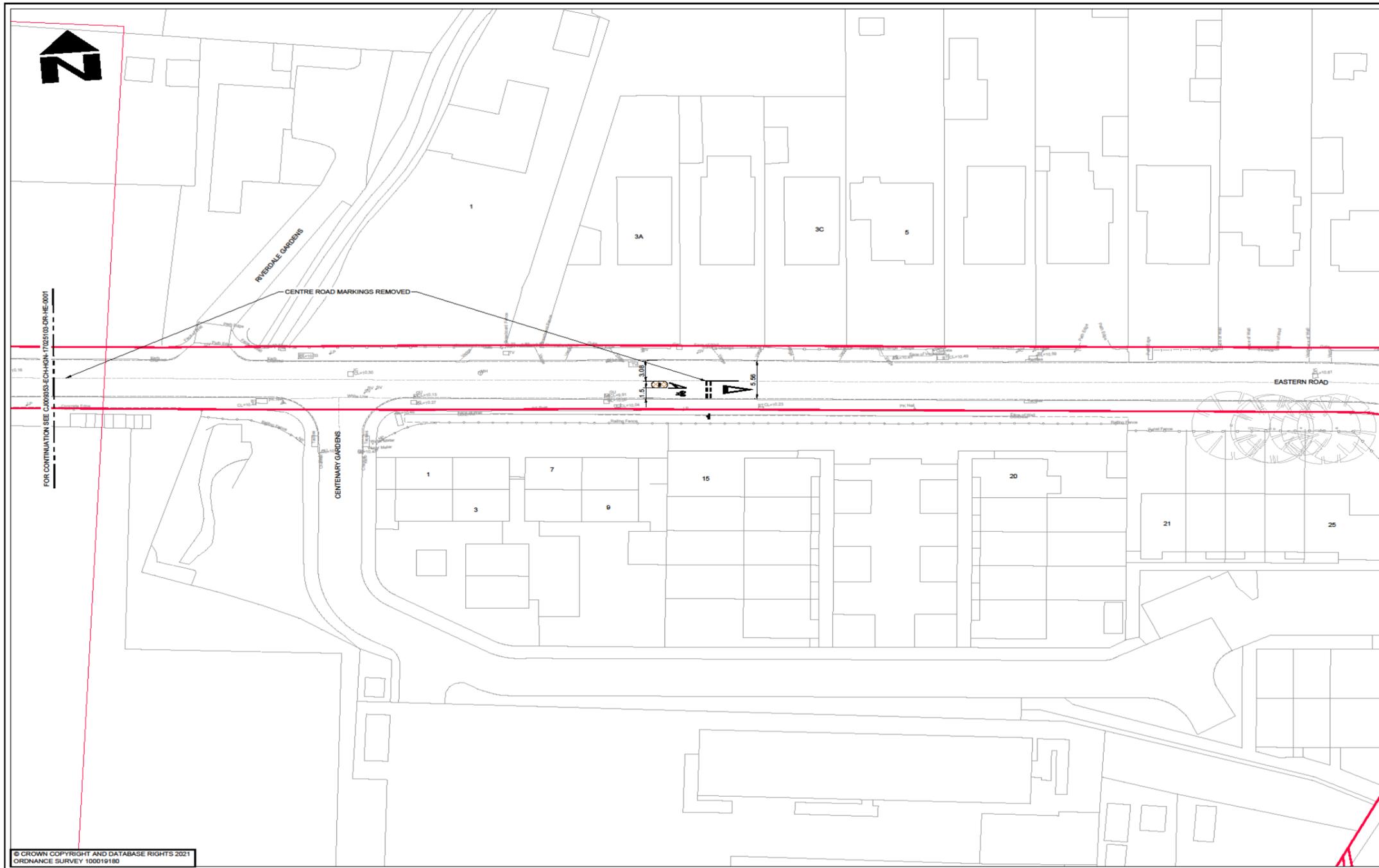
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 - PROPOSED BENCH
 - PROPOSED TREE
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03	01	AMENDMENTS				

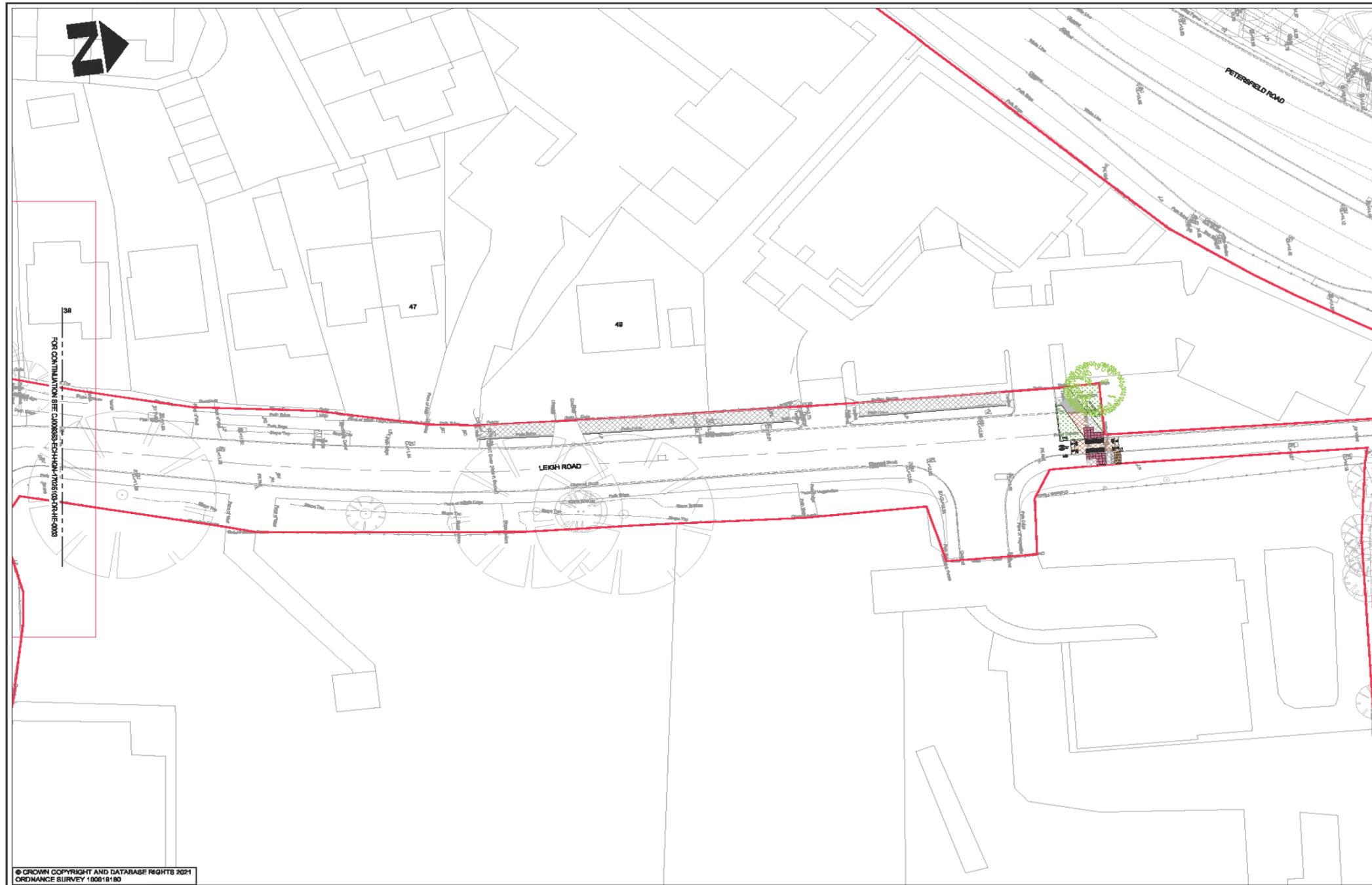
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STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council
Engineering CONSULTANT
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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DRAWING TITLE: GENERAL ARRANGEMENT LAYOUTS
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 - PROPOSED GENERAL FILL WITH 150mm DEPTH OF TOPSOIL FINISHED WITH GRASS SEED
 - PROPOSED TOPSOIL AT 150mm DEPTH FINISHED WITH GRASS SEED
 - PROPOSED WHITE COLOURED ROAD MARKING TO TBRGD 2016
 - PROPOSED YELLOW COLOURED ROAD TO TBRGD 2018
 - PROPOSED PRECAST CONCRETE EDGING TO STANDARD DETAIL HCC02/048
 - PROPOSED ILLUMINATED GLOBE LAMP FOR ZEBRA CROSSINGS TO STANDARD DETAIL HCC11/L026
 - PROPOSED BENCH
 - PROPOSED TREE
 - EXISTING HIGHWAY BOUNDARY

PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT NOTED, REFERR TO A COLOURED COPY

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ORDNANCE SURVEY 100018180

NO	REV	DATE	BY	CHKD	APPD	DESCRIPTION
02		10/11/2021		CLT		

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council Engineering CONSULTANTS
STUART JARVIS BSc DipTP FCIHT MIREPE DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: GC
DATE: 07.10.2021
SCALE @ A1: 1:250
CHECKED: JM, JM
SHEET NUMBER: 4 OF 4
APPROVED: CP, CP
DRAWING NUMBER: RJ508399-ECH-HGN-17025103-DR-HE-0004

SCHEME: NCN22 PETERSFIELD ROAD CYCLE ROUTE HAVANT
DRAWING TITLE: GENERAL ARRANGEMENT LAYOUTS
SHEET: S2 | P01

HCC CAD FILE: C:\000000\Projects\Havant\02_Petersfield Road Cycle Route_Havant\0201-17025103-DR-HE-0000-0000-DALAYOUTS_PHASE 1.dwg