

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Vicarage Hill in Hartley Wintney

Contact name: Jakub Styszynski

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Email: jakub.styszynski@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Vicarage Hill in Hartley Wintney 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 £196 000, to be funded from Developer Contributions.
- 1.3. That the Director approves a variation to the Capital Programme to reflect the increase in scheme value from £170 000 to £196 000. There are some additional carriageway repair works identified at the design stage

Reason(s) for the decision:

To deter vehicles using Vicarage Hill as a through route and as alternative to the Church Lane and A323 Fleet Road junction.

Vicarage Hill is a narrow lane which provides access to eleven properties and the local allotments. It is, however, also regularly used as a cut through to avoid the Church Lane / Fleet Road junction for traffic travelling east.

The scheme proposes to permanently close Vicarage Hill at its northern end (Fleet Road A323), to prevent use by through traffic, which is also understood to include car transporters travelling to the Imperial Car supermarket to the south of the M3.

The concept was identified by Strategic Transport during a public consultation, as a measure to mitigate the impact of a housing development (Rifle Range) to the east of Vicarage Hill.

2. Other options considered and rejected:

The feasibility process assessed various options to restrict access along Vicarage Hill. These options have been discussed with the Parish Council and County Councillor (Cllr Simpson) and their opinions have been taken into consideration in the selection of a preferred option to progress to detailed design. Preliminary designs were prepared by EC to help gauge which option should be progressed.

2.1. Options rejected

- Gated entry at Fleet Road. Rejected due to operational reasons relating to the gated access.
- Restricted access to/from Fleet Road. Option not supported by Parish Council.

3. Conflicts of interest:

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

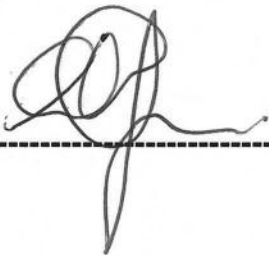
4. Dispensation granted by the Head of Paid Service:

4.1 None

5. Supporting Information:

5.1 None

Approved by:



Date:

18/10/18

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Vicarage Hill in Hartley Wintney

Contact name:

Tel: 01962 846735

Email: jakub.styszynski@hants.gov.uk

1. Executive Summary

- 1.1. This paper seeks the Director's approval for the implementation of the Vicarage Hill in Hartley Wintney scheme.
- 1.2. The scheme consists of closing off permanently the northern end (Fleet Road) of Vicarage Hill. It will involve a construction of a turnaround point for vehicles and some minor landscaping works.

2. Scheme Outline

2.1. Alternative Options Considered and Rejected

- Gated entry at Fleet Road. Rejected due to operational reasons relating to the gated access.
- Restricted access to/from Fleet Road. Option not supported by Parish Council.

2.2. Measures of Success

It is anticipated that the measures will result in a much reduced amount of local traffic on this particular road as it will not be a through route.

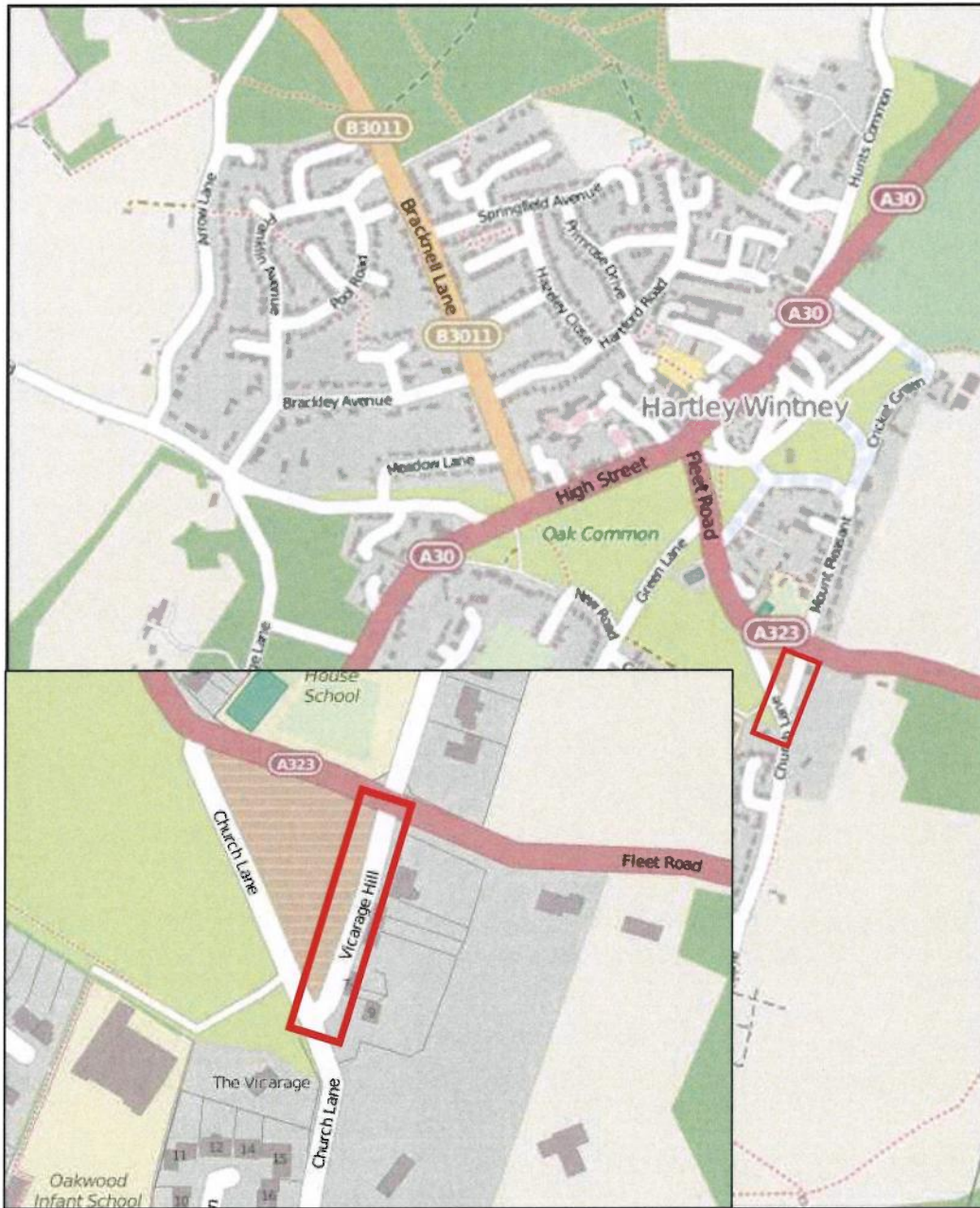
3. Background

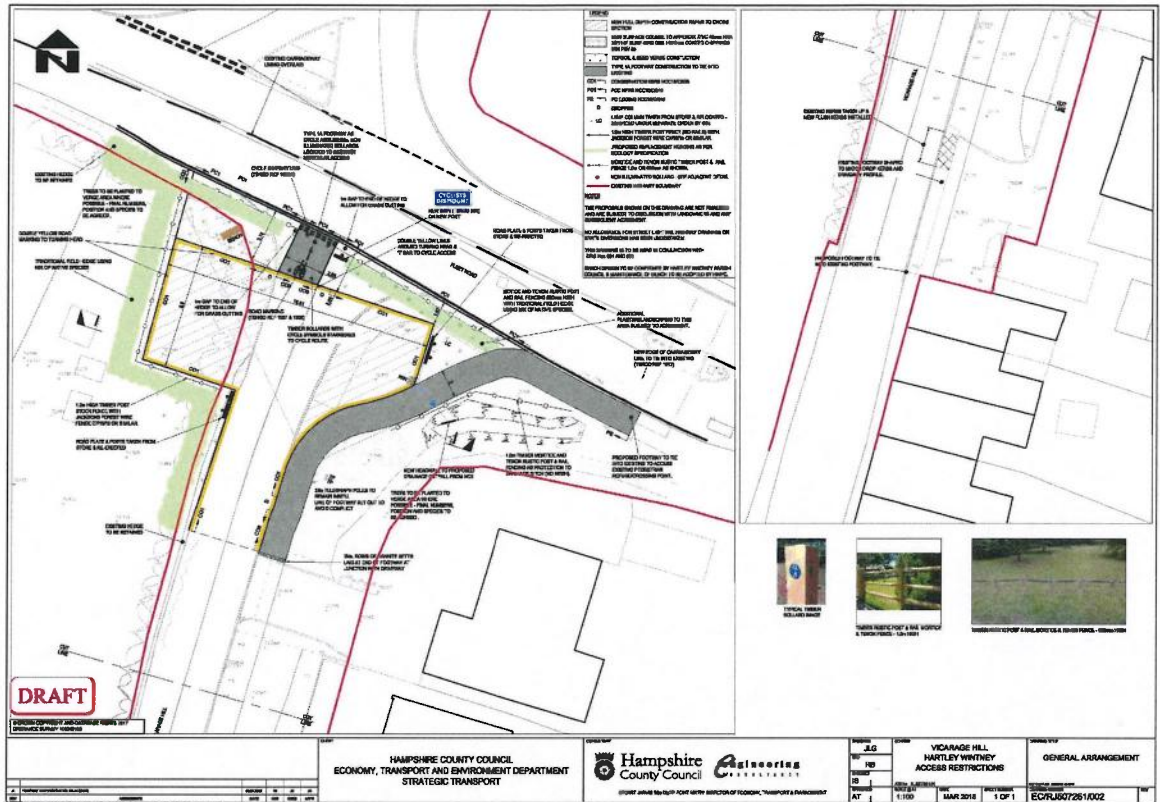
- 3.1. Vicarage Hill is a narrow lane which provides access to eleven properties and the local allotments. It is however also regularly used as a cut through to avoid the Church Lane / Fleet Road junction for traffic travelling east.

The scheme proposes to permanently close Vicarage Hill at its northern end (Fleet Road A323), to prevent use by through traffic, which is also understood to include car transporters travelling to the Imperial Car supermarket to the south of the M3.

The concept was identified by Strategic Transport during a public consultation, as a measure to mitigate the impact of a housing development (Rifle Range) to the east of Vicarage Hill.

3.2. Location plan





4. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	34	17	Developer contributions	196
Client Fee	12	6		
Supervision	12	6		
Construction	132	68		
Land	6	3		
Total	196	100	Total	196

<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000%
Capital Charges (Depreciation and notional interest)	10	0.006%

charges)

The improvements will have a minor impact on future years' maintenance budgets and this is expected to be approximately £200-£300 pa.

5. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	9/18	12/18 -1/18	2/19	2/20

6. Scheme Details

- 1) Excavation of existing carriageway and allotments area for construction of a turnaround area.
- 2) Installation of a new section of kerb (about 35m) along Fleet Road to "close off" Vicarage Hill
- 3) Installation of a manhole in the south east corner of the turnaround point
- 4) Construction of a new turnaround area (full recon)
- 5) Construction of a footpath section (about 40m)
- 6) Landscaping works (hedges, planting etc)
- 7) Other surfacing and kerbing works on Vicarage Hill.

7. Departures from Standards

7.1. None

8. Community Engagement

- 8.1. Consultation with local residents took place in Jan 2016 and was followed by further meetings with the Parish Council as the design options progressed.
- 8.2. Informative meeting was also held in June 2018 with an update for the local residents, Parish Council and Cllr David Simpson. The scheme is supported by all sides.
- 8.3. The local residents will be made aware of the construction works via a letter drop once the tender returns have been received.

9. Statutory Procedures

- 9.1. TRO for a permanent closure of Vicarage Hill is currently at the consultation stage and will be made valid from 14.11.18. As part of this process, the Police and other emergency services have been consulted and do not object.

TTRO for the period of construction works is in place and valid from 20.7.18 for 18 months.

10. Land Requirements

- 10.1. HCC (Estates Team) has engaged with Hartley Wintney Parish Council in relation to a deed of dedication needed to enable the proposed Vicarage Hill highway works.

A deed of dedication has now been completed.

11. Maintenance Implications

- 11.1. The Asset Management Team was consulted on the proposals and the design amended to reflect the comments received.
- 11.2. The scheme details outlined in paragraph 5 are supported by the Asset Management Team and the local Highways Manager.
- 11.3. The improvements will have a minor impact on future years' maintenance budgets and this is expected to be approximately £200-£300 pa.

12. Recommendation(s)

- 12.1. That the Director approves the details of the Vicarage Hill Road scheme 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 approximately £196,000, to be funded from Developer Contributions.
- 12.3. That the Director approves a variation to the Capital Programme to reflect the increase in scheme value from £170 000 to £196 000. There are some additional carriageway repair works identified at the design stage

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:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</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	Hartley Wintney

2. Impact on Crime and Disorder:

None

3. Climate Change:

The capital scheme includes carriageway resurfacing, making the highway more resilient to the effects of climate change.