

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Project Appraisal: East Woodhay Transport and Accessibility Measures

Contact name: James Laver

Tel: 0370 779 3370

Email: James.Laver@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the Project Appraisal for the East Woodhay Transport and Accessibility Measures, 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 £340,000, to be funded from S106 Developer 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 East Woodhay Transport and Accessibility Measures scheme to be implemented.

2. Reason(s) for the decision:

- 2.1 To improve the safety of highway users on Trade Street through provision of improved road infrastructure, which will also reduce long-term highway maintenance spend in this location. New pedestrian facilities on Tile Barn Row will improve links between a new housing development and the surrounding area, thereby enabling the use of active travel for local journeys.

3. Other options considered and rejected:

- 3.1. An alternative option, 'to do nothing' was rejected as this would fail to deliver the highway safety and accessibility improvements. The scheme is funded from Developer Contributions that were secured to address these issues and the matter is a priority for the local County Council Member and East Woodhay Parish Council.

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:

16/08/2022

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
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Contact name: James Laver

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1. Executive Summary

- 1.1 The purpose of this paper is to provide details of the East Woodhay Transport and Accessibility Measures project and seek approval for the implementation of two scheme elements, which will provide new pedestrian facilities on Tile Barn Row, and highway and parking improvements on Trade Street, both located in Woolton Hill in the Parish of East Woodhay.
- 1.2 Developer transport contributions have been secured from a local residential development, for the purpose of resolving various specified highways and transport issues in the area. The Parish Council and local County Member have confirmed which of these issues are their priorities and these form the two scheme elements that are subject to this decision report.
- 1.3 Specifically, this scheme will provide:
 - New pedestrian facilities on Tile Barn Row in the form of a footway link (approx. 140m) from the pedestrian entrance to Harwood Paddock (next to Paddock End) to the vehicular entrance to Harwood Paddock.
 - Highway safety and parking improvements in Trade Street (around the Woolton Hill doctors' surgery), to widen the carriageway in front of the surgery and create a parking layby, complete carriageway haunch repairs along the south side of the road where vehicle overrun has caused damage, and new kerbing along this same extent to prevent future overrun and to retain the edge of carriageway adjacent to the drainage ditch.
- 1.4 This scheme will provide benefits in terms of road safety for road users on Trade Street, and it will improve the existing highway infrastructure and reduce long-term maintenance costs. The improved pedestrian facilities on Tile Barn Row will improve accessibility to local areas of residential development and enable more people to use active travel modes for local journeys.

2. Background

- 2.1 Transport contributions have been secured from a nearby residential development at Harwood Paddock, Woolton Hill in the Parish of East Woodhay. The County Council discussed the various highway and transport issues for which the contributions could be used with East Woodhay Parish Council and the local County Council Member and agreed a priority order. The two highest priority issues form the scheme elements that are subject to this report.
- 2.2 East Woodhay Parish Council have raised concerns relating to the parking situation at Woolton Hill doctors' surgery on Trade Street (Issue 1). Parking demand for those accessing the surgery typically exceeds available parking space in the private car park of the surgery, therefore parking on-street nearby is common during opening hours. The presence of parked vehicles, usually against the north-west side footway, confines traffic to a single lane on the south-east side, however at this location the carriageway is of insufficient width to accommodate wider vehicles, such as buses. This results in over-run of the edge of the carriageway near the existing drainage ditch which runs adjacent to the road, resulting in risk to highway users and an ongoing maintenance concern as the over-run is causing damage to the edge of highway.
- 2.3 On Tile Barn Row, there was a local aspiration for a new pedestrian footway along the south side of the road, in connection with the construction of the new residential development at Harwood Paddock (Issue 2). This pedestrian facility was not constructed as part of the developer works, so pedestrians currently walk within the carriageway or on the highway verge in this area.
- 2.4 To address these issues, solutions have been developed to provide:
 - Additional on-street parking capacity adjacent to the Woolton Hill Surgery to meet increasing demand. Carriageway repairs will be completed to address existing damage and new kerbing will be installed on the south side to prevent further over-run and to retain the edge of carriageway. Associated drainage works will be completed in and around the existing drainage ditch to the south of the carriageway.
 - Pedestrian facilities on Tile Barn Row between the vehicular access to Harwood Paddock, and the pedestrian access to Harwood Paddock, improving the accessibility and safety for pedestrians. The works to construct the new footway will include associated drainage works around the existing drainage ditch on the south side of the road.
- 2.5 This scheme will address the LTP priorities, mainly the 'Safe and Resilient' criteria as this scheme will enhance the safety for all road users on Trade Street, and it will improve the existing infrastructure minimising the cost of maintaining the highway in the longer term. Also, this scheme will encourage more local people to travel using active mode (walking) provide a better pedestrian facility along Tile Barn Row.

2.6 General arrangement plans for the works at Tile Barn Row and Trade Street can be found in the Appendix.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design & Supervision Fee	91.3	27	Developer contributions	340.0
	Client Fee	19.7	6		
	Construction	229.0	67		
	Land	0			
	Total	<u>340.0</u>	<u>100</u>	Total	<u>340.0</u>

3.2 The original design commission for this project sought to develop solutions for additional car parking area for the surgery in areas of land adjacent to the surgery site. During preliminary design stage, it became apparent that implementation of an off-highway solution would likely exceed available budget, due to various site constraints. The scope of the project was subsequently reduced, and an on-highway solution was progressed; one that would deliver on the key project objectives within available budget.

3.3	<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)	33	0.019%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	August 2022	November 2022	February 2023	February 2024

5. Scheme Details

5.1 The scheme element to deliver highway safety and parking improvements in Trade Street around the Woolton Hill doctors' surgery will include:

- Carriageway widening in front of the surgery to create a new parking layby with area of hardstanding behind, over a length of approximately 40m. This will provide on-highway parking capacity for approximately 6 cars.
- Carriageway haunch repairs over a length of approximately 130m, to remediate existing carriageway defects caused by over-run of edge of carriageway, with a new kerblineline constructed to prevent further overrun and to retain the edge of carriageway.
- Associated drainage works, including the culverting of the existing drainage ditch into a 300mm diameter pipe.

5.2 The scheme element to deliver new pedestrian facilities on Tile Barn Row will include:

- A new pedestrian footway on the south-east side of Tile barn Row, over a length of approximately 140m, from existing footway at the pedestrian entrance to Harwood Paddock (next to Paddock End) to the vehicular entrance to Harwood Paddock, at which point it will tie in with the pedestrian facilities within the development.
- 65m of carriageway patching/haunch repairs along the south-east side of the road adjacent to the new footway kerblineline.
- New gullies and connections into the existing drainage ditch on the south-east side of the road, including headwalls and ditch clearance, along with works to re-enforce the side slope of the drainage ditch, to support the new footway.

5.3 The works at Trade Street include the removal of an ash tree that has been identified as diseased from arboricultural inspection. The works at Tile Barn Row require the removal of two highway trees of low arboricultural value to facilitate the construction of the new footway. Mitigation planting for those trees lost is in the form of 3 new native tree species in the area of open space to the south of Trade Street, owned by East Woodhay Parish Council. Crown lifting of two existing highway trees will be undertaken adjacent to the new parking area on Trade Street, and general tree/vegetation cut back is required on Tile Barn Row.

6. Departures from Standards

6.1 None

7 Community Engagement

- 7.1 The local Hampshire County Council Member, Councillor Tom Thacker, has been updated on progress during the development of the design and is in support of the scheme.
- 7.2 East Woodhay Parish Council has been involved in the development of the design and is in support of the scheme.
- 7.3 The Woolton Hill Doctors Surgery will be affected by the traffic management for the works. Liaison with the surgery management will be ongoing during the works period and provision to maintain access to the surgery premises will be made within the construction contract.
- 7.4 Local residents and key stakeholders will be contacted with advance information prior to commencement of works.

8 Statutory Procedures

- 8.1 The works at Tile Barn Row and also Trade Street require modification of drainage ditches adjacent to the road. At Trade Street, the watercourse will run beneath the new carriageway layby area within a culvert, whilst the ditch on Tile Barn Row will receive more runoff from the additional impermeable area of the footway and will also require works to strengthen the embankment to support the new footway. Ordinary Watercourse Land Drainage Consent applications have been made in respect of these works.
- 8.2 All necessary Streetworks Permits and Temporary Traffic Regulation Orders will be arranged prior to start of construction works.

9 Land Requirements

- 9.1 All construction works are within the publicly maintainable highway.
- 9.2 Mitigation planting for trees removed during the works is planned within an area of open space opposite the surgery site on Trade Street. This land is owned by East Woodhay Parish Council. The Parish Council has approved the replanting proposals and confirmed that it shall assume the long-term maintenance responsibility for these three trees.

10 Maintenance Implications

- 10.1 The County Council's Highway 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 £1,200 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 and are inherent within the existing highway network at these locations; the scheme does not significantly alter the level of risk so no specific adaptations have been made. This scheme element at Tile Barn Row in particular, aims to enable active travel by linking areas of new residential development to the existing pedestrian infrastructure, thereby having a positive impact on climate change.

Carbon Mitigation

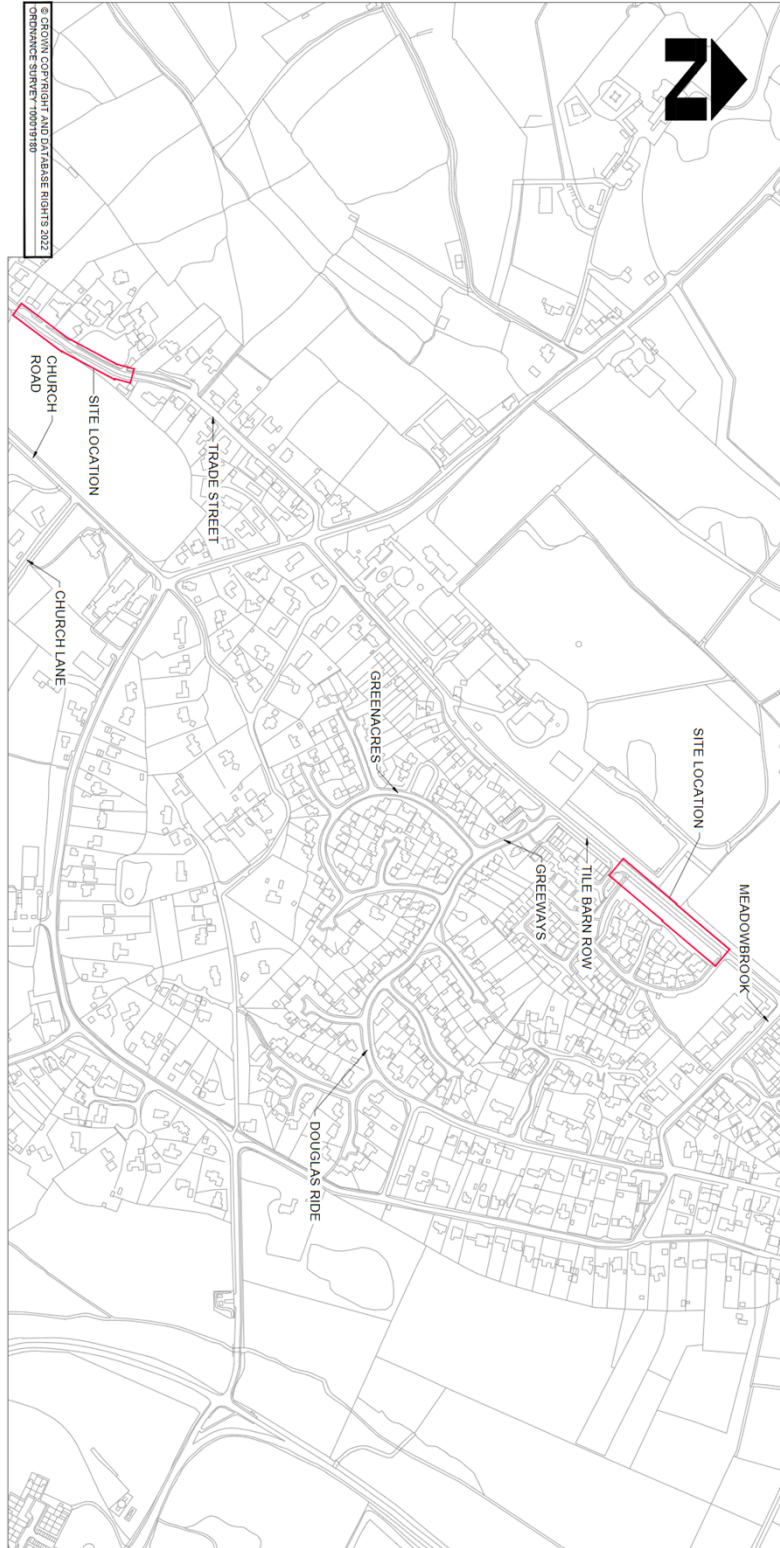
- 11.3 Carbon emissions stem from the materials employed for use and operations required with highway construction. Carbon emissions will be mitigated by specifying recycled footway base materials, that do not need to be hot during the construction. The materials specified are also recyclable. This scheme aligns with County Council strategic priorities by encouraging active travel, improving safety on the existing network, and improving connectivity to local and facilities within Hampshire.

12 Recommendations

- 12.1 That the Director approves the Project Appraisal for the East Woodhay Transport and Accessibility Measures, as set out in this paper.
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Appendix

Location Plan



Links to Climate Change Tools

<https://hants->

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LTP3 Priorities and Policy Objectives

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

X

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 **X**

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)

X

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 **X**

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>	<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	Positive
Disability	Positive
Sexual Orientation	Neutral
Race	Neutral
Religion and belief	Neutral
Gender Reassignment	Neutral
Sex	Neutral
Marriage and civil partnership	Neutral
Pregnancy and maternity	Neutral
Other policy considerations	
Poverty	Neutral
Rurality	Neutral
Other factors	Neutral
Geographical impact	East Woodhay, Basingstoke and Deane

The scheme will deliver improved highway infrastructure and accessibility for patients and staff at Woolton Hill, and a section of new footway for better connectivity to a new area of residential development within the local area. These changes will be beneficial for the whole community, with a particular positive impact when considering age and disability of road users.