

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Bramley Lane/Sherfield Road Junction Bramley
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide details of the Bramley Lane/Sherfield Road Junction improvement scheme and seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

Recommendations

- 1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Bramley Lane/Sherfield Road Junction Improvement in Bramley, as outlined in this report.
- 2 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 at the junction of Sherfield Road and Bramley Lane in Bramley, as set out in the supporting report, at an estimated cost of £482,000 to be part funded by a grant secured by Bramley Parish Council from Basingstoke and Deane Borough Council and the remainder from Section 106 developer contributions.
- 3 That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £456,000 to £482,000.
- 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.
- 5 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents,

licences, permissions, rights or easements necessary to enable the Bramley Lane/Sherfield Road Junction Improvement Scheme to be implemented.

Executive Summary

7. This report sets out the background to the project to improve the junction of Sherfield Road with Bramley Lane in Bramley, through provision of improved pedestrian facilities at the junction and increased capacity for left turning traffic exiting Bramley Lane onto Sherfield Road. This scheme will bring benefits to pedestrian safety around this key junction in the village centre, which is a busy walking route, whilst also bringing some improvement to the congestion issues for eastbound vehicles exiting Bramley Lane.
8. This scheme was initiated by Bramley Parish Council in response to local concerns. To support the delivery of the scheme, the Parish Council applied for grant funding from Basingstoke and Deane Borough Council, through the Borough Council Local Infrastructure Fund (LIF). The LIF supports infrastructure projects that improve existing, or establish new, facilities for community, sport, education or public amenity use. The funds for the scheme come from the Government New Homes Bonus funding. The Parish Council was successful in its LIF application and received £185,000 of grant funding from Basingstoke and Deane Borough Council. The Parish Council has made a payment to this value to Hampshire County Council as a contribution toward the cost of implementing the scheme. The remainder of the scheme cost will be funded by Section 106 developer contributions held by the County Council.

Contextual Information

9. Sherfield Road is the main east-west route through the village of Bramley and with much new housing development in the area, the traffic volume on this road has increased. The significant pressure point along the route is the railway crossing adjacent to Bramley Station, where drivers and pedestrians using Sherfield Road experience long delays as the level crossing has multiple down phases every hour. This results in significant queues forming on Sherfield Road.
10. The junction of Sherfield Road with Bramley Lane is immediately adjacent to the level crossing, as is an access to a well-used parking area for the local bakery/café and other businesses. The junction is a well-used walking route to the local school.
11. Queueing at the level crossing during down times blocks the junction of Bramley Lane/Sherfield Road. Vehicles have been observed travelling westbound on Sherfield Road on the wrong side of the carriageway, to overtake this queue and turn right into Bramley Lane. This puts all road users at risk, particularly oncoming traffic on Sherfield Road, other right-turning vehicles into Bramley Lane and pedestrians crossing at the junction.

12. A preliminary design was developed for a scheme to deliver the following:

- a. provide a pedestrian refuge island and improved crossing point on Sherfield Road east of the junction with Bramley Lane. The refuge island would provide improved safety for pedestrians including many school children who cross the road between queueing cars in this location who may fail to notice queue jumping drivers on the wrong side of Sherfield Road. It may also help to deter the number of queue-jumping drivers by way of a traffic regulation, as they would be acting illegally by passing on the opposite side of the refuge island against a regulatory “keep left” arrow;
- b. widen the carriageway by modifying the north eastern kerb line and adjacent footway at the junction of Bramley Lane/Sherfield Road, to provide a dedicated left turn lane which will assist vehicles exiting Bramley Lane wishing to turn left. This left-turn manoeuvre is currently restricted by those waiting to turn right when the level crossing is closed and this change should accommodate these vehicles more readily, relieving the frequency of queue-jumping behaviour; and
- c. provide a new pedestrian footpath on the desire line. Pedestrian desire lines for adults and children travelling northbound from Jibbs Meadow towards Bramley Primary School have worn a clear route within the northern grass verge between Sherfield Road and Bramley Lane. Formalising this route through the construction of approximately 45 metres of new footpath would provide benefits for local users.

13. A location plan and general arrangement plan are supplied in Appendices 1 and 2.

Finance

14. The Covid-19 virus brought a temporary halt to many of the County Council’s construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with ‘Covid-secure’ guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.

15. For schemes of more than £0.5m in value, if tenders / quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

16.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	52	11	S106 Developer Contributions	297
	Client Fee	12	2		
	HCC Supervision	17	4	LIF Funding from	185
	Network Rail Fees	20	4	Parish Council	

Construction	381	79		
Total	<u>482</u>	<u>100</u>	Total	<u>482</u>

17. The construction cost estimate above includes significant utilities diversion works at a total of £166,000, (including £136,000 for diversion of BT infrastructure). It is recognised that this cost is significant when compared to the overall cost of the scheme. However, the works will have long term value in terms of improved safety, as well as the health and air quality benefits of encouraging residents to make more trips on foot.

18.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	1.4	0.001%
	Capital Charge	46.0	0.029%

Programme

19.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date	July 2020	Sept/Oct 2020	Nov/Dec 2020	December 2021

Scheme Details

20. The proposed scheme will deliver highway improvements to provide a widened left-turn lane from Bramley Lane onto Sherfield Road and a new pedestrian crossing point with central refuge island on Sherfield Road. This will require realignment of the existing kerblines and footway on the north-east side of the junction into the existing highway verge, localised statutory undertaker diversions, carriageway resurfacing, and revised road markings and signage. A new pedestrian footpath (approximately 45 metres in length) will also be constructed on the existing desire line between Sherfield Road and Bramley Lane through the existing grassed area to the north-east of the junction (currently within the existing highway). The construction of this footpath will require the relocation of one highway tree that is currently within the verge area. The tree is approximately 5 years old so it can be relocated, however if there are difficulties with this, a replacement of similar type and size will be situated within the verge area under guidance from the County Council's Arboriculture team.

21. The works are near the railway level crossing, which has implications on traffic management arrangements, working time restrictions, and phasing of the works. Much of the initial phase of work is off-carriageway and can therefore be completed with minimal impact on the operation of the crossing. During carriageway surfacing works, traffic management arrangements will need to extend both sides of the crossing and be under manual control; this element of the work will be programmed for periods when traffic flows are lower to minimise congestion.
22. The scheme will be monitored through the installation of a new permanent traffic count site within the carriageway at the crossing point. This will record traffic volume, speeds and classifications for Sherfield Road and will also be able to detect instances of a vehicle passing the stationary queue at the level crossing on the wrong side of the new central refuge to turn right into Bramley Lane, should it occur. It is this manoeuvre which presents a significant risk to pedestrians, so this data will be useful for targeting enforcement to particular times of day or for supporting other communications within the community to raise awareness of the issue if required.

Departures from Standards

23. None applicable.

Consultation and Equalities

24. The scheme is well supported locally. Councillor Rhydian Vaughan, the local County Member, is supportive of the scheme and has continued to receive updates as design and delivery of the scheme has progressed.
25. The Parish Council has been central to the original development of the scheme and continues to receive updates as the project develops.
26. The proposed pedestrian crossing central island will be installed close to the two driveways of the properties directly to the east of the bakery/café. The residents were concerned that this would restrict access into/out of these driveways. A trial of the proposed arrangement was completed in November 2019, where Hampshire County Council marked up the locations of the proposed central island and realigned kerblines. The residents then had opportunity to test the proposed layout to demonstrate that access to properties would not be unreasonably restricted following completion of the scheme. The outcome of the trial was positive.
27. The scheme is in close proximity to the level crossing and consultation with Network Rail has been ongoing. The design has been developed to minimise the impact of the works on the railway crossing. Network Rail have prepared a Basic Asset Protection Agreement (BAPA) which will be completed following approval of the scheme. Any other consents,

agreements and supervision arrangements that Network Rail require will be in place prior to commencement of construction.

28. The scheme will benefit all residents and road users and has been assessed as having a neutral impact on groups with protected characteristics. The scheme will provide improvements to the existing pedestrian facilities and to pedestrian safety on a busy walking route to local facilities and the nearby Primary School. In turn, this will promote the use of active and sustainable transport modes as a healthy alternative to the car for short local journeys, encouraging an increase in the take-up of sustainable transport options. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending the nearby school.

Statutory Procedures

29. Temporary Traffic Regulation Orders for carriageway closures and temporary traffic control applications will be required for the construction works. These will be valid prior to commencement of works.

Land Requirements

30. The works are located fully within the boundary of the existing public highway, therefore there are no further land concerns relevant to the scheme. A highway boundary plan is included in Appendix 3.

Maintenance Implications

31. Hampshire County Council Asset Management Team has been consulted on the proposals and the design amended as necessary to address the comments received.
32. The proposed scheme is likely to have a small impact on the maintenance budget in future years, this is expected to be approximately £1,400 per annum.

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
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- 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:	no
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 will benefit all residents and road users and has been assessed as having a neutral impact on groups with protected characteristics.

The scheme will provide improvements to the existing pedestrian facilities and to pedestrian safety on a busy walking route to local facilities and the nearby Primary School. In turn, this will promote the use of active and sustainable transport modes as a healthy alternative to the car for short local journeys, encouraging an increase in the take-up of sustainable transport options. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending the nearby school.