

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Long Lane Footway, Phase 2, Marchwood
Contact Name:	Nimish Vithani
Contact Tel:	03707794525
Email:	Nimish.vithani@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Long Lane Footway Improvements, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements in consultation with the Head of Legal Services to implement this scheme, at a total estimated cost of £115K from LTP funding.

2. Reason(s) for the decision:

- 2.1. The scheme is proposed to improve the safety for pedestrians in Long Lane by providing infrastructure which will encourage walking.
- 2.2. To improve the visibility at the location of the scheme by cutting back overgrowing and overhanging vegetation which will help improve safety.
- 2.3. To promote walking as a sustainable and environmental travel mode.

3. Other options considered and rejected:

- 3.1. Supporting measures to slow motor traffic speed along Long Lane were considered but rejected as it did not confirm to current policy and were beyond the level of funding available. The option of installing the footway on the southern side was also considered , however the southern side has a large ditch containing a watercourse classified as a river, which makes the construction unfeasible due to the associated cost and engineering complications to contain the river.

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:

11/12/2020

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

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1. Executive Summary

- 1.1. The purpose of the paper is to provide details of the proposed scheme to improve the safety of pedestrians along Long Lane by providing pedestrian infrastructure, encouraging walking in the area.
- 1.2. The proposed scheme will help to improve pedestrian accessibility and safety by providing the missing link of approximately 50m of new footway linking two existing footways in Long Lane.
- 1.3. Supporting measures to slow motor traffic speed along Long Lane were considered but rejected as it did not confirm to current policy and were beyond the level of funding available'.

2. Background

- 2.1. The need for a footway on Long Lane was identified during a public consultation event for New Forest District Council's Local Plan production in 2011.
- 2.2. Long Lane, Marchwood forms part of the main pedestrian route to / from Marchwood village centre and the schools, for those living in the Pookesgreen area.
- 2.3. The lane does not have a continuous footway and therefore requires pedestrians, including school children, to walk in the carriageway.
- 2.4. The provision of a footway is therefore required to improve pedestrian routes for those living in and around this area of Marchwood.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	38	33	Local Transport Plan	115
	Client Fee	2	2		
	Supervision	10	9		
	Construction	65	56		
	Land				
	Total	<u>115</u>	<u>100</u>	Total	<u>115</u>

3.2 This scheme has been developed over a number of years. During this period, the design has been through several iterations and changes in scope, which has resulted in a higher than average fee percentage.

3.3 Changes to the scope of the project involved additional detailed consultation with residents / councillors, particularly the residents immediately impacted by the project. The consultation and resulting changes to the design to take account of concerns raised have resulted in an increase in the overall design time and fees of the project.

3.6	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.000%
	Capital Charges (Depreciation and notional interest charges)	11.0	0.007%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	12/20	02/21	04/21	04/22

5. Scheme Details

- 5.1. The scheme has been proposed to improve pedestrian accessibility and safety and to promote more sustainable transport by providing a missing link (pedestrian footway) between two existing footways.
- 5.2. The scheme provides a new footway of approximately 50m on the north side which then comes to a new uncontrolled crossing point to take pedestrians across Long Lane and onto the other side of the road, hence achieving a continuous footway along this section of Long Lane.
- 5.3. The scheme includes new drainage infrastructure linking the new pedestrian footway to the existing footway. Cutting back and removal of overgrown vegetation is also included to improve sight lines for vehicles, cyclists and pedestrians.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. Letters about the scheme proposal were sent out to properties fronting the scheme in February 2019.
- 7.2. A wider consultation was carried out with the scheme proposals sent out to approximately 240 properties in August 2019 and the result of which showed that the residents in the vicinity of the proposals were in favour of the proposals.
- 7.3. Councillor Sue Bennison, Councillor David Harrison, Councillor Allison Hoare have confirmed that they are in favour of the proposals in April / May 2020.

8. Statutory Procedures

- 8.1. Hampshire County Council are carrying out these works as the Highway Authority and they have a responsibility under S66 of the Highways Act to provide a proper footway where it is necessary or desirable for the safety of pedestrians.

9. Land Requirements

- 9.1. None. All works will be within the Highway Boundary.

10. Maintenance Implications

- 10.1. The Economy, Transport and Environment department's Asset Management Team has been consulted as the proposals and has agreed to the highway

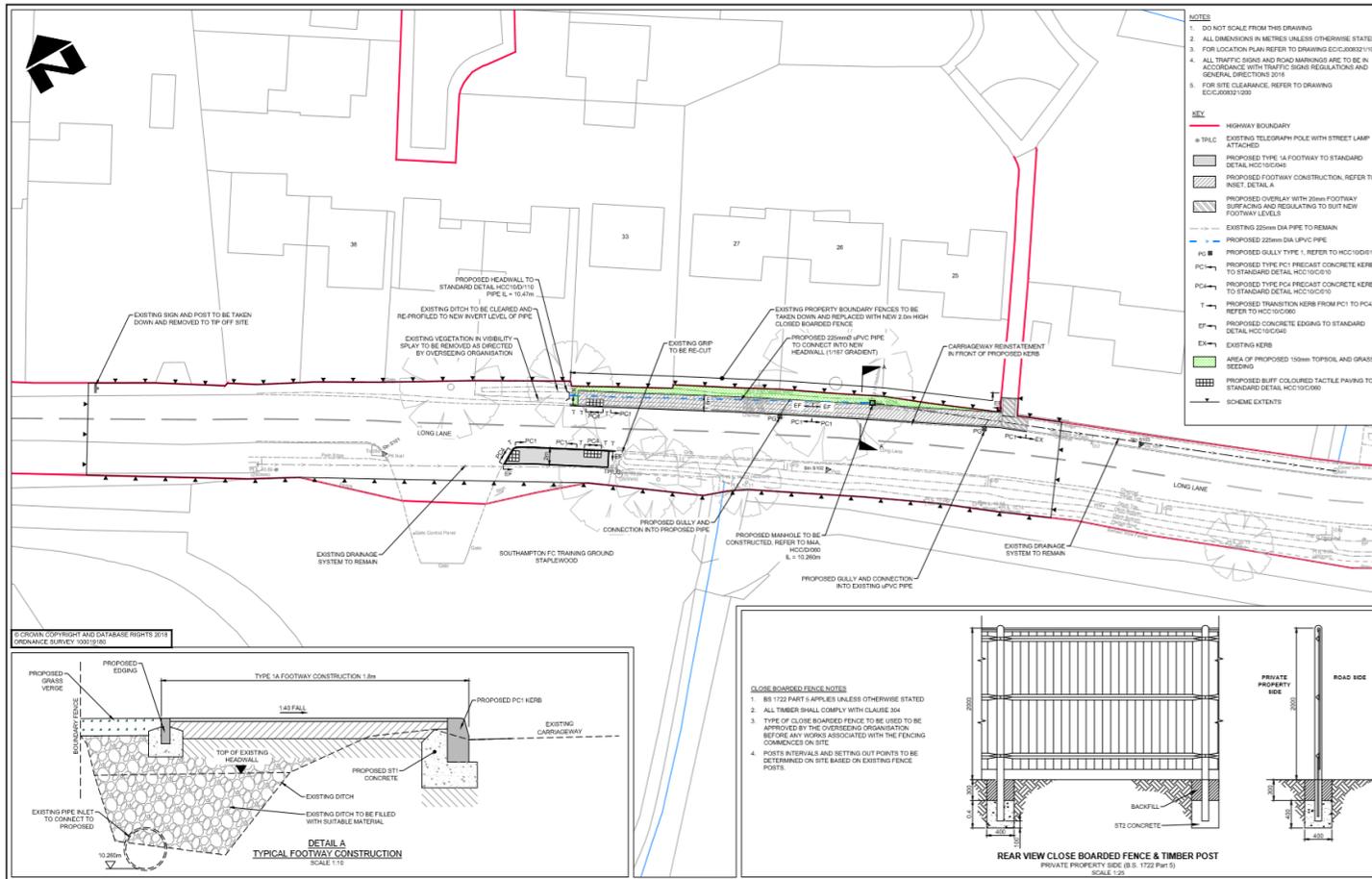
materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, this is expected to be approximately £500 per annum.

- 10.2. The proposals have been checked and agreed by Hampshire County Council's water course team.
- 10.3. All works will be within the Highway Boundary and Hampshire County Council officers have met with the residents directly impacted by the scheme and agreed that the new fence which will be implemented in line with the land registry plans for the properties. Any future maintenance requirements for the new fence will be the responsibility of the appropriate resident occupying the property.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Long Lane Footway Improvements, Phase 2, Marchwood as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements in consultation with the Head of Legal Services to implement this scheme, at a total estimated cost of £115K, to be funded from Local Transport Plan grant.

General Arrangement Plan



NO.	REVISION	DATE	BY	CHECKED
1	ISSUE FOR TENDER	11.06.2022	AS	AS
2	ISSUE FOR TENDER	20.08.2022	AS	AS
3	ISSUE FOR TENDER	17.09.2022	AS	AS
4	ISSUE FOR TENDER	27.10.2022	AS	AS
5	ISSUE FOR TENDER	11.02.2023	AS	AS
6	ISSUE FOR TENDER	16.06.2023	AS	AS
7	ISSUE FOR TENDER	01.08.2023	AS	AS

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

STUART BARRY BSc Dip/Tech MPhil, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Hampshire County Council

Engineering

DESIGNER	SCALE	DATE	DATE	DATE	DATE
DS	1:200	06.04.2018	06.04.2018	06.04.2018	06.04.2018
DS					
AS					
AS					
CM					
CM					

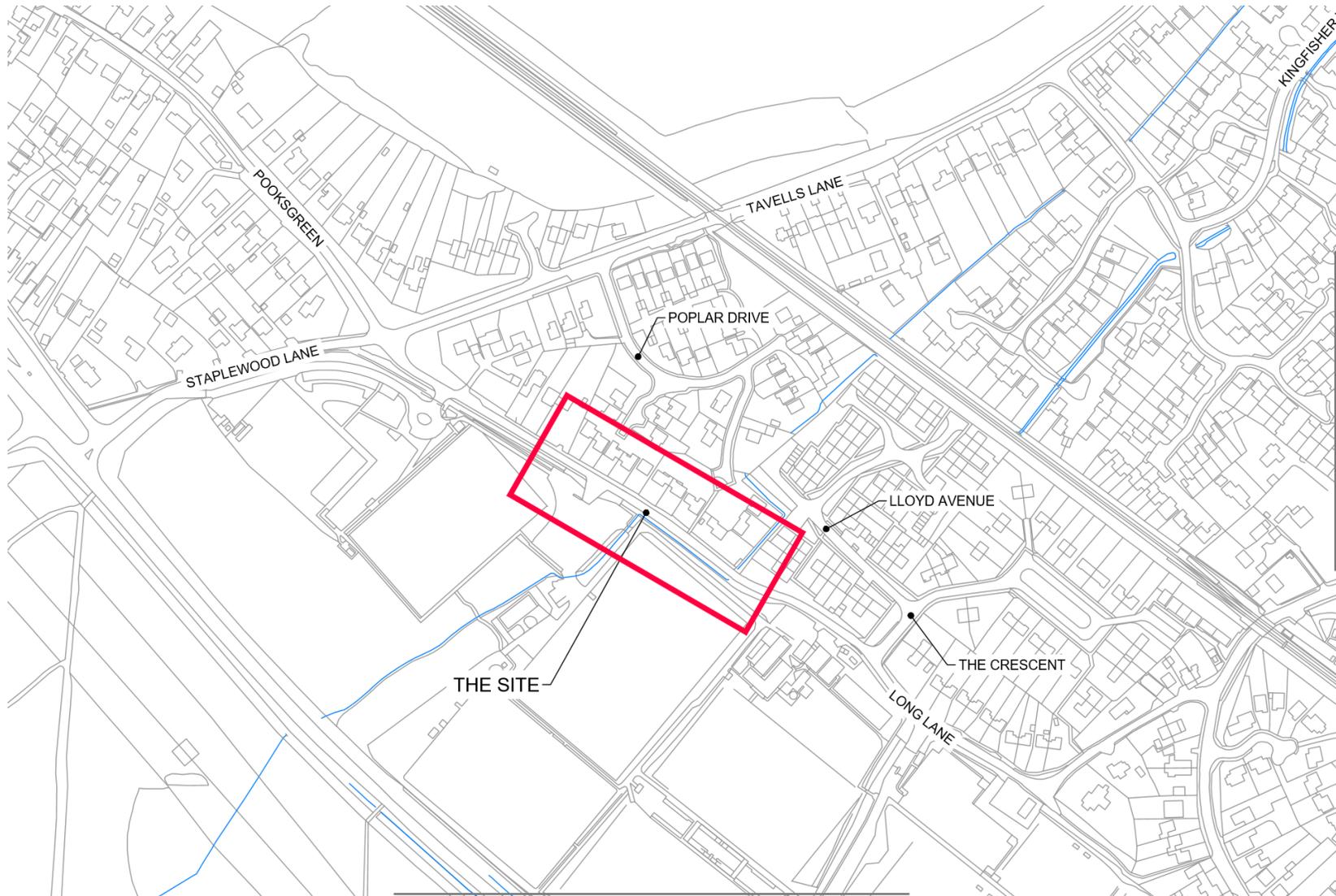
LONG LAHE, MARCHWOOD
PROPOSED FOOTWAY LINK

GENERAL ARRANGEMENT

1 OF 1

ECC/J00832/1/01

Location Plan Plan



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:	no
OR	

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	None
Geographical impact	Marchwood New Forest District Council

The overall intention is to improve road safety encouraging pedestrians to walk on the new footway which links to two existing footways. The scheme aims are:

- Improve road safety on Long Lane for pedestrians by providing better pedestrian facilities.
- Promote walking as a sustainable travel mode.

2. Impact on Crime and Disorder: None.

3. Climate Change:

The proposal of providing the new footway linking the two existing footways will help improvements to accessibility which would be important to those vulnerable groups such as the young, elderly and the less mobile and those without access to a car.

Improving access by providing infrastructure can provide choice in travel behaviour which will in turn promote and support sustainable travel (i.e. walking) and enhance and maintain vibrant, healthy communities and prosperous places to live and work by removing severance within the area and giving access to retail, areas, schools, shops, housing etc.