

COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill Bordon Outer Villages: Kingsley Traffic Calming Measures

Contact name: Allen Harris

Tel: 07834 123434

Email: allen.harris2@hants.gov.uk

1. The decision:

- 1.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Whitehill Bordon Outer Villages: Kingsley Traffic Calming Measures' ("the Scheme") as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into contractual arrangements for the implementation of the Scheme at a total estimated cost of £110k, to be funded from Section 106 funding.

2. Reason(s) for the decision:

- 2.1. Whitehill & Bordon is being transformed into a prosperous "green and healthy town" with a new town centre of 3,350 new homes and a resultant increase in traffic in the town and some surrounding villages. The present agreed Outer Villages Package proposes to provide traffic measures to encourage traffic effectively and safely through classified roads affected through villages.

The package proposed to deliver this is;-

- 1) Kingsley Traffic Management Measures.

3. Other options considered and rejected:

- 3.1. None.

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.

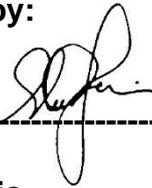
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Date:

14/09/2021

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill Bordon Outer Villages: Kingsley Traffic Calming Measures

Contact name: Allen Harris

Tel: 07834 123434

Email: allen.harris2@hants.gov.uk

1. Executive Summary

1.1. This Scheme is part of measures at locations identified in a report dated February 2013 titled, 'Whitehill & Bordon Eco-town Traffic Management Strategy'. This report was prepared as a response to the likely growth in local traffic on classified routes due to development in Whitehill and Bordon and the potential impact on affected villages.

1.2. This scheme has been developed in response to likely growth in traffic in the neighbouring village of Kingsley and can be funded from Section 106 Developer Contributions provided for this purpose – traffic management measures in villages surrounding the site, specifically the 'B3004 to Alton' corridor.

1.3. This package consists of scheme:

1. Kingsley Traffic Calming Measures.

1.4. Alternative Options Considered and Rejected: None.

1.5. Measures of Success; Monitoring will be undertaken through accident figures and comments raised by the public and local representatives.

2. Background

- 2.1. This Scheme is part of measures at locations identified in a report dated February 2013 titled, 'Whitehill & Bordon Eco-town Traffic Management Strategy'. This report was prepared as a response to the likely growth in local traffic on classified routes due to development in Whitehill and Bordon and the potential impact on affected villages.
- 2.2. HCC Traffic Management team has collaborated with the local elected members and Kingsley Parish Council to determine appropriate measures to improve safety for villagers to compensate for a potential increase in traffic.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	8	7	Section 106	110
	Client Fee	2	2		
	Supervision	12	11		
	Construction	80	73		
	Land	0	0		
	Contingency	8	7		
	Total	<u>110</u>	<u>100</u>	Total	<u>110</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.1	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 (30/20)	August 2021	September 2021	November 2021	November 2022

5. Scheme Details

- 5.1. The scheme consists of traffic measures on B3004 Forge Road to include improved pedestrian crossings and side-road junction tightening to provide safer pedestrian facilities.
- 5.2. Traffic signing in the form of replacement village gateway signs with 30mph speed limits, 30mph repeater signs, chevron signs at bends and pedestrians crossing warning signs will improve the conspicuousness of potential hazards in the village. Destination signing will provide greater clarity for driver decision making.
- 5.3. Roadmarkings to supplement the gateway and speed limit repeaters will be provided in the form of dragons teeth and 30mph roundels. In addition, centre hatching is to be provided and existing roadmarkings will be refreshed and altered at junctions and throughout the village to reduce visible lane widths.
- 5.4. The specification for this work is per HCC standard for highway construction.
- 5.5. The scheme is to be delivered via the Hampshire Highways Service Contract.
- 5.6. A stage 2 Road Safety Audit has been carried out with recommendations addressed.

6. Departures from Standards

- 6.1 None.

7. Community Engagement

- 7.1. The local County Councillor, Mark Kemp-Gee supports the scheme.
- 7.2. Kingsley Parish Council have been consulted of the scheme and support it.
- 7.3. Exhibition material (see Appendix) was made available for local residents and businesses to comment on the scheme which received general support with

the proposal for alterations to the bus lay-bys removed following the exhibition.

- 7.4. Local residents and businesses will also be informed of works prior to commencement.

8. Statutory Procedures

- 8.1. There are no alterations to existing Traffic Regulation Orders proposed.
- 8.2. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

9. Land Requirements

- 9.1. All works are to be carried out within public highway.

10. Maintenance Implications

- 10.1. HCC Highways Asset Management has been consulted regarding the proposed works. It was requested that the provision of reflective footway crossing bollards only be used where considered necessary for safety reasons. This has been taken into consideration by the design team.
- 10.2. There are minor asset management implications impacting HCC Highways Asset Management and the future maintenance of the asset. These include small areas of additional hardstanding and additional / replacement traffic signs and roadmarkings.

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. Results from the screening tool suggest that vulnerability to climate change is considered to be low. This is particularly the case regards flood events where the design does not impact existing drainage infrastructure. Extreme

heat events may impact the new footway construction which would impact on pedestrian routes. Extreme storm events may have the potential to blow down traffic signs, but foundation and sign connections will be designed to take into account high winds.

- 11.3. This scheme will have a positive effect on the corporate strategic priorities and wider benefits. This will particularly benefit villagers in living safe, healthy and independent lives and enjoying being part of strong, inclusive communities by providing improved connections to local community buildings.

Carbon Mitigation

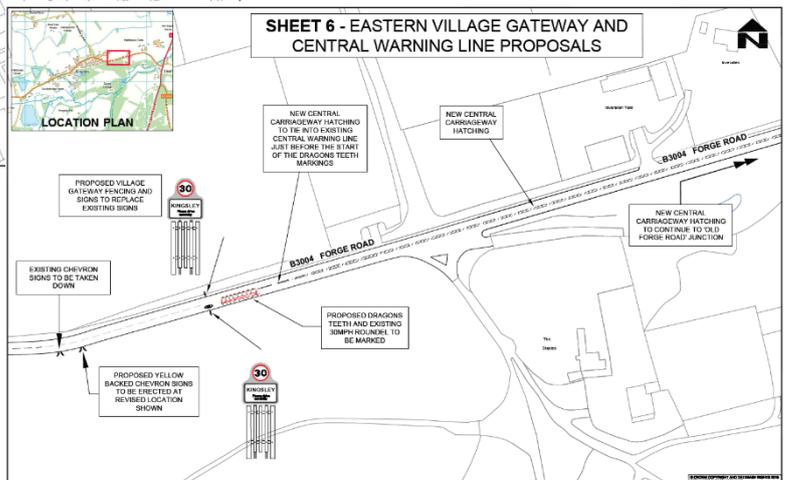
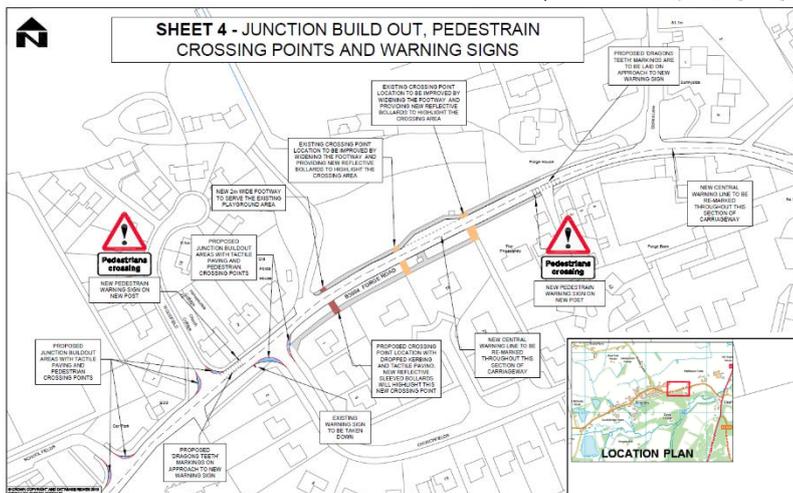
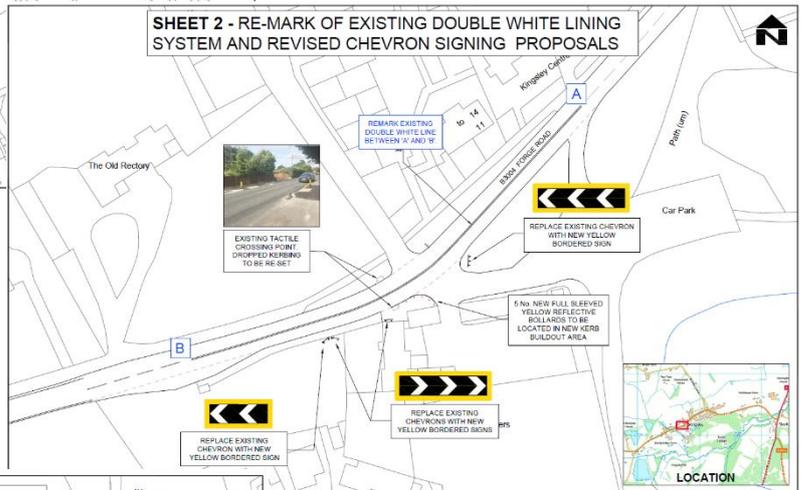
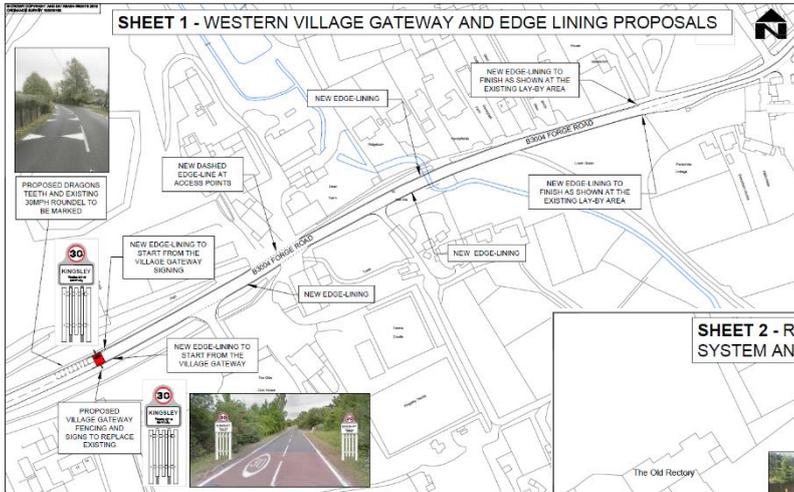
- 11.4. Carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen based materials will be used for the footways with concrete kerbing. Traffic signs materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials is to industry standard.
- 11.5. Transporting materials and resources to site will generate CO2 emissions as will the operation of plant during the works.
- 11.6. Carbon emissions have been/will be mitigated by focusing the Contractor to use recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods. The contractor will be requested to use direct routes and to turn off vehicles, plant and equipment when not in use.
- 11.7. There will be no further CO2 emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.

12. Recommendations

- 12.1. That the Director approves the details of the Whitehill Bordon Outer Villages: Kingsley Traffic Calming Measures ("the Scheme") as set out in this paper.
- 12.2. That the Director gives approval to procure, spend and enter into contractual arrangements for the implementation of the Scheme at a total estimated cost of £110k, to be funded from Section 106 funding.

APPENDIX B – GENERAL ARRANGEMENT

Kingsley Traffic Management Measures – General Arrangements



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:	yes
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	None
Geographical impact	None

2. **Impact on Crime and Disorder: None**

3. **Climate Change:**

Opportunity to ensure villagers remain connected to other parts of the village by active travel.