

# **BRAMLEY VILLAGE IMPROVEMENTS**

## **Background, Aims and Objectives**

Bramley village, located to the north-east of Basingstoke, has recently received significant levels of housing growth. This has resulted in substantial section 106 contributions to mitigate the impact of additional vehicles and people using the village infrastructure.

Severance caused by the railway line is the biggest issue faced by the village, with the barrier down for a significant period in every hour. The Parish Council and elected members have expressed a desire for a footbridge, to allow people to cross during these periods when the level crossing is unavailable, but this will require extensive engagement with Network Rail and will potentially cost more than is available in Bramley. However, this local desire will continue to be investigated.

Other problems in the village relate to difficulties for pedestrians in crossing the Sheffield Road and gaining direct access to local services and amenities. There are problems also in accessing the rail station and village primary school.

The scheme commenced following the receipt of the signed Section 106 agreement. Following a meeting involving County Councillor Chapman, Borough Councillors Jayawardena and Vaughan, the Parish Council, a Borough Council Traffic Management officer and the local Hampshire County Council Highways Engineer, a number of issues were identified to be advanced.

The main focus were a number of accessibility and traffic issues which have been advanced in this scheme. The other strands were access across the railway line at the level crossing and minor items to control parking and better manage traffic flow and speeds. These will be examined within this study.

## Location plans

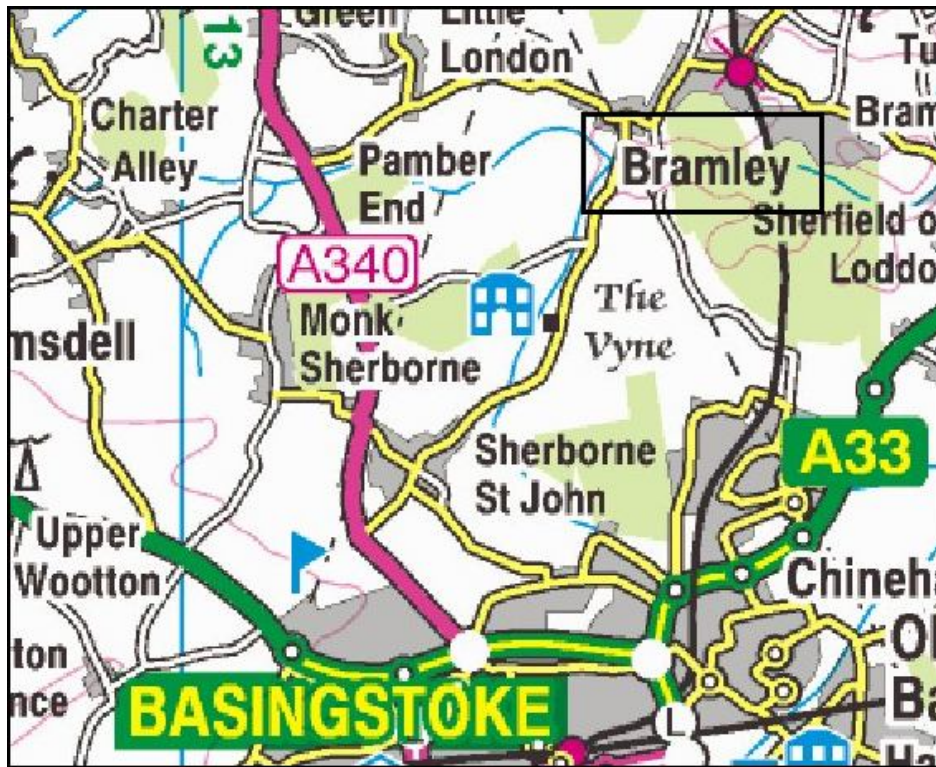


Figure 1: Bramley village location

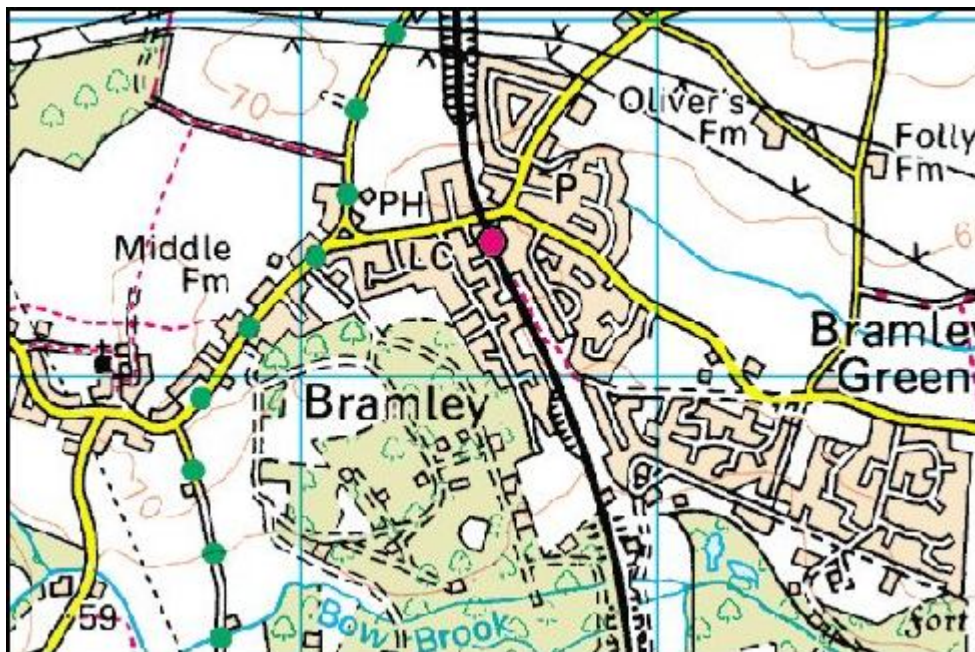


Figure 2: Bramley village detailed street layout with rail line and station

# **G3**

## **PROJECT APPRAISAL 3**

### **1.0 Executive Summary**

#### **1.1 Scheme Outline**

The proposed scheme is the third phase of the improvements to be delivered in the Bramley Village Improvements programme. These works on Bramley Lane will deliver a variety of improvements for pedestrians and drivers in and around Moat Close and the adjacent section of Bramley Lane to the north of the village. Accessibility to the local school will also be improved.

The scheme will provide a lay-by along a section of the existing large grassed island adjacent to Bramley Lane /Moat Close. A new footway will also be created to provide a safe pedestrian route between the layby and the school.

The scheme, if approved, is currently programmed to be implemented during the latter part of the school summer holiday period when there will be less pedestrian/vehicle activity in the area thereby minimising disruption in this part of the village. Furthermore these works are being combined with Operation Resilience works on roads within Bramley Village and will be let as one contract which will deliver efficiency savings. It will also minimise disruption to village life as road closures will be required to allow the works to be undertaken.

#### **1.2 Alternative Options**

The only alternative option investigated involved a different location for the lay-by within the large central grassed island between Bramley Lane and Moat Close.. It was considered that the preferred position of the lay-bys offers the safest and best location in terms of its operation.

#### **1.3 Measures of Success**

The success of the scheme will be measured through qualitative feedback from the local public via the Parish Council and County Councillor, Keith Chapman.

### **2.0 Finance**

This Project Appraisal is for the third tranche of works to be delivered within the Bramley Village Improvements programme. The precise content of this overall improvement package is yet to be fully determined, as it will be delivered through a series of smaller components in the next eighteen months, but it will be entirely funded by developer contributions available in the village. In the case of this phase of the overall programme of works in Bramley funding from Operation Resilience has been obtained and all the works will be combined and let under one contract which will lead to efficiency savings.

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	80	13.8	External funding	345
	Client Fee	6	1.0	Op Resilience funding	195
	Supervision	14	2.4		
	Construction	477	82.7		
	Land	0	0		
	<b>Total</b>	<u>577</u>	<u>100</u>	<b>Total</b>	<u>540</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	49	0.044
	Capital Charge	49	0.037
	<b>Total Expenditure</b>	<u>98</u>	<u>0.081</u>

### 3.0 Programme

	<b>Gateway Stage</b>			
	<b>3 - Project Appraisal</b>	<b>Start on site</b>	<b>End on site</b>	<b>4 - Review</b>
<b>Date (mm/yy)</b>	<b>07/12</b>	<b>08/12</b>	<b>10/12</b>	<b>10/13</b>

The road space has been booked and a Section 58 notice applied for to protect any footway and carriageway resurfacing.

The above items and the traffic management required, will all be monitored and controlled via the Basingstoke street works co-ordinator.

These works have been programmed to coincide with the works which form part of 'Operation Resilience' in Bramley to minimise disruption to the local community.

### 4.0 Scheme Details

A location plan is in the background section and a detailed plan will be displayed at the meeting.

The scheme will provide a variety of improvements for pedestrians, and drivers in and around Moat Close and the adjacent section of Bramley Lane to the north of the village. Accessibility to the local school will also be improved.

The scheme will provide a section of new lay-by along the Moat Close side of the island. A new footway will also be created that will provide a safe route between the lay-by and the school for the able and the mobility impaired.

## **5.0 Departures from Standards**

There are no departures from standards for this scheme.

## **6.0 Community Engagement**

The local member, Councillor Keith Chapman, has given his support to the proposed improvements in Bramley and the sequence in which they are delivered. Borough Councillors Jayawardena and Tomblin are also in support of the scheme and the proposed programme of improvements in the village, as are the Parish Council who have played a significant part in the scheme's development.

A full public consultation was held in March 2010, resulting in the majority of attendees giving their support for this scheme. The feedback that was received at this event and over time through other channels has been considered and incorporated into what is being delivered.

Further consultation via a letter drop to the residents of Moat Close, whose properties front onto the area of land where the improvements will be implemented, was undertaken in November 2011. The outcome of this consultation showed that 82% of the residents supported the planned improvements. A presentation on the progress of the scheme and planned order of implementation, along with a question-and-answer session, was held with the Parish Council and members of the public on 6 February 2012.

A press release, local letter drops and publicity material released through the Parish newsletter will all occur ahead of the start of works.

## **7.0 Statutory Procedures**

There are no statutory procedures associated with this scheme.

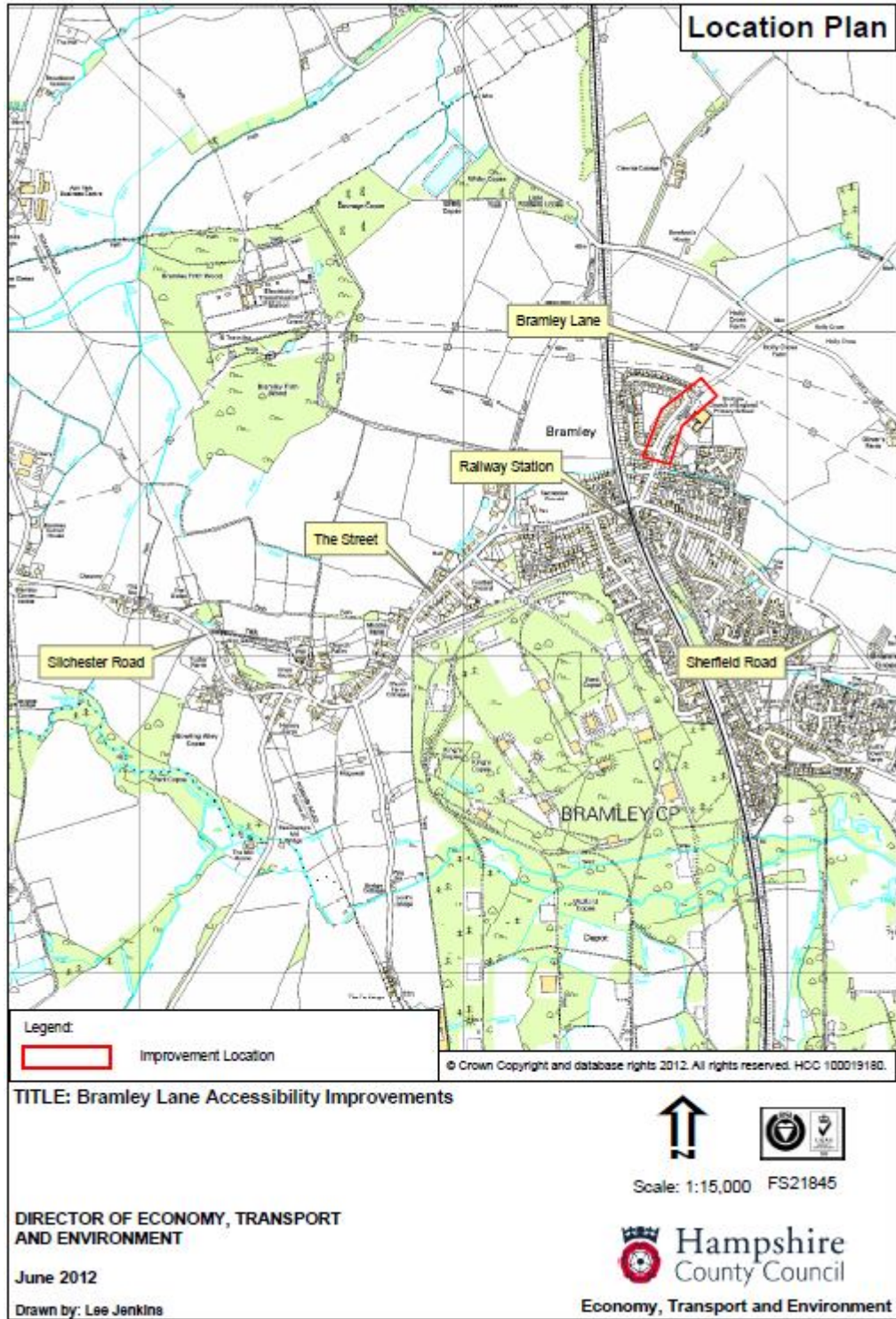
## **8.0 Land Requirements**

All works are contained within the existing highway boundary.

## **9.0 Maintenance Implications**

The future maintenance implications of this scheme will be minimal due to the replacement of ageing infrastructure with far more durable modern materials. This will reduce the County's maintenance expenditure.

A Section 58 order to protect the carriageway resurfacing has been applied for.



## CORPORATE AND LEGAL INFORMATION

### Links to the Corporate Strategy

<b><i>Hampshire safer and more secure for all:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Maximising well-being:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Enhancing our quality of place:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	

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<b>Section 100 D - Local Government Act 1972 - background documents</b>				
<p>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.)</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"><u>Document</u></th> <th style="text-align: left; border-bottom: 1px solid black;"><u>Location</u></th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Working files</td> <td style="padding: 5px;">Environment Dept</td> </tr> </tbody> </table>	<u>Document</u>	<u>Location</u>	Working files	Environment Dept
<u>Document</u>	<u>Location</u>			
Working files	Environment Dept			

## **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. An assessment of the impacts in this service area can be found at [EQIA](#)

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

- 2.1 The scheme will have no impact upon rates of crime or disorder.

### **3. Climate Change:**

- 3.1 The scheme will encourage more people to walk in Bramley village by improving accessibility to and around the local school on Bramley Lane. This will mean a reduction in energy use and in vehicle emissions that cause climate change.

## Appendix A – 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

## Appendix B – Risk Register

Item	Description of potential risk	Date added	Effect of risk occurring	Initial risk			Existing controls	Current risk			Date reviewed	Proposed Controls	Residual risk		
				S	P	R		S	P	R			S	P	R
1	Loss of funding	22/08/11	Scheme cancelled/ delayed until other funding found	5	2	10	Obtain early confirmation of scheme funding source and constraints at Gateway 0 stage	5	1	5	22/08/11	Establish funding and funding constraints early in scheme process	5	1	5
2	Preferred option costs more than available budget	22/08/11	Funding may not be sufficient to undertake scheme	4	2	8	Establish funding and project cost constraints early in the scheme process and notify scheme client before and when scheme costs exceed the project budget	4	1	4	22/08/11	Seek additional funding, or reduce the scope of the works	4	1	4
3	Failure of Contractor to mobilise properly	22/08/11	Delays and/or additional cost	4	2	8	Pre-tender internal consultation with EC Contract Services to find out appropriate mobilisation period for scheme	4	1	4	22/08/11	Ensure time allowed in the programme to account for mobilisation period as advised	4	1	4

4	Inaccurate and/or untimely issue of statutory undertakers information to the contractor	22/08/11	Compensation events, delays, equipment strikes. Additional cost	4	2	8	Early consultation with statutory utility companies to establish constraints and special requirements, highlighting of any special requirements in the scheme pre-construction information and handing over of statutory undertaker plans to the contractor at the pre-contract meeting	4	1	4	22/08/11	Ensure utility information available at tender stage. Request underground infrastructure survey mapping and trial holes to locate stats and handing over of statutory undertaker plans at the pre-contract meeting and highlighting of any special requirements in the scheme pre-construction information	4	1	4
5	Increased traffic congestion for works local to schools	22/08/11	Increased conflict risk of vehicular/pedestrian	3	3	9	Early consultation with school	3	2	6	22/08/11	Programme construction outside of school term times. Liaise at an early stage to accommodate needs of school	3	2	6
6	Works involve alteration to village streetscape	22/08/11	Adverse PR due to perceived "urbanisation"	5	3	15	Early consultation with residents, parish council and local member	5	2	10	22/08/11	Involve HCC Landscape at an early stage. Early consultation with residents, parish council and local member	5	2	10
7	That unknown problems relating to Statutory Undertakers equipment complicate design.	22/08/11	Delay programme and cost.	5	3	15	C2 notification	5	2	10	22/08/11	C2 notification to be sent to obtain statutory information at feasibility stage	5	2	10

8	That Geotech surveys identify unknown issues.	22/08/11	Delay programme and cost.	3	2	6	Visual desktop survey	3	2	6	22/08/11	Undertake appropriate survey at feasibility stage in the design process and undertake appropriate re-design	3	2	6
9	Mitigation of contaminated land causes unknown problems.	22/08/11	Delay programme and cost.	2	2	4	Early geotechnical investigation	2	1	2	22/08/11	Undertake appropriate surveys and early consultations to establish early land remediation requirements at feasibility study or undertake appropriate re-design	2	1	2
10	Safety Audit issues necessitate redesign.	22/08/11	Delay programme and cost.	1	1	1	Design to current standards	1	1	1	22/08/11	Design to current standards, undertake early consult non-motorised user audit team or undertake appropriate re-design	1	1	1
11	Changes to Environmental Legislation impose constraints on evaluation processes	22/08/11	Delay programme and cost.	3	2	6	Design to current environmental legislation	3	1	3	22/08/11	Maintain up to date on legislative process or undertake appropriate re-design	3	1	3
12	Air quality management objectives not met	22/08/11	Delay Programme	3	2	6	Design to current air quality management objectives	3	1	3	22/08/11	Ensure clear understanding of local air quality objectives in managing mitigation at feasibility stage and throughout design process or undertake appropriate re-design	3	1	3

13	Unforeseen constraints by occurrence of protected species,	22/08/11	Delay and stop Programme	3	2	6	Early consultation with Ecology section	3	1	6	22/08/11	Undertake ecological surveys at feasibility stage at appropriate seasonal time	3	1	6
14	Disease Outbreak e.g. bird flu/foot and mouth	22/08/11	Delay programme and cost.	5	2	10	Early contingency planning with Contractor	5	2	10	22/08/11	Maintain up to date on Government guidance	5	2	10
15	The political risk of the scheme may prove being unacceptable in political terms	22/08/11	Delay and stop programme	5	2	10	Early consultation with local Member	5	1	5	22/08/11	Undertake early consultation of local member at early stage in scheme process to obtain early support for proposals	5	1	5
16	Proposed works are on bus routes and adjacent to bus stops	22/08/11	Delay/inconvenience to bus operators	3	3	9	Early consultation with HCC Passenger Transport	3	2	6	22/08/11	Liaise at an early stage to inform and accommodate needs of bus operators	3	2	6
17	Private land owners fail to agree access arrangements for surveys and general site access	22/08/11	Delay or stop scheme.	5	3	15	Early consultation with land owner	5	3	15	22/08/11	Consultation at feasibility stage in the design process to engage and work with land owners	4	2	8
18	Failed approval from private land owner for the arboriculture works in land adjacent to the proposed pedestrian refuge island by The Smithy/Sherfield Road junction	22/08/11	Delay programme and cost.	5	3	15	Early consultation and accommodation works agreement with land owner	5	3	15	22/08/11	Undertake early consultation at the feasibility stage and obtain approval for accommodation works with the land owners.	4	2	8

Environment Department Gateway Process  
Scheme Name: Bramley Village Improvements (Phase One)  
Reference: 950717