

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Overton Traffic and Pedestrian Improvements (phase one)

**Contact name:** Tom Robison

**Tel:** 07808 393078

**Email:** Tom.Robison@hants.gov.uk

**1. The decision:**

- 1.1. That the Director approves the details of the Overton Traffic and Pedestrian Improvements (phase one), 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 £70,000, to be funded from developer contributions.

**2. Reasons for the decision:**

- 2.1. To help make Hampshire safer and more secure for all by helping pedestrians cross the road more safely and reducing uncertainty for drivers.
- 2.2. To enhance the quality of place through better traffic management, reducing uncertainty and promoting walking.

**3. Other options considered and rejected:**

- 3.1. Implement a full version of the trial junction improvement. This was rejected as the Parish Council wanted to see how the scheme operated for a year before making permanent changes to the junction.
- 3.2. Implement other improvements in the village. The items included have been prioritised by elected members, the Parish Council and the Primary School, representing the next stage of improvements in the programme to encourage sustainable travel in the village.

**4. Conflicts of interest:**

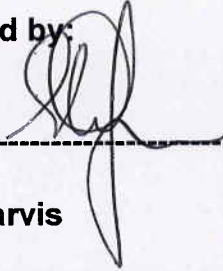
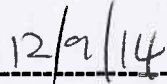
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

**5. Dispensation granted by the Head of Paid Service:**

- 5.1. None

**6. Supporting Information:**

6.1. None

<b>Approved by:</b>	<b>Date:</b>
 ----- <b>Stuart Jarvis</b>	 ----- <b>12/9/14</b>
<b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Overton Traffic and Pedestrian Improvements (phase one)

**Contact name:** Tom Robison

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### 1. Executive Summary

- 1.1. The purpose of this paper is to present the case for approval of the proposed Overton Traffic and Pedestrian Improvements (phase one), at a cost of £70,000 funded by developer contributions.
- 1.2. The proposed scheme will implement a package of improvements to encourage walking in Overton village, including overcoming the main barriers to walking from the two main residential areas to the school. Also included in this scheme is a trial junction improvement that will better manage traffic and aid pedestrians in a key area of the village centre.
- 1.3. The main alternative was to implement a full version of the trial junction improvement. This was rejected as the Parish Council wanted to see how the scheme operated for a year before making permanent changes to the junction. A permanent version will follow in a phase two if the trial is successful, for which there is funding available.
- 1.4. The other alternative was to implement alternative improvements in the village. This was rejected as the items included have been prioritised by elected members and the Parish Council, with support from the Primary School. They represent the next stage of improvements in an extended programme to encourage sustainable travel in the village.
- 1.5. The success of the scheme will be measured qualitatively by feedback from local stakeholders and qualitatively through the "hands up" survey at the Primary School noting how pupils get to school.

### 2. Background

- 2.1. Overton village has had a series of transport and environmental improvements over recent years. Earlier schemes have partially mitigated various concerns in the village, with these proposed improvements building on previous successes to better manage traffic flow along the High Street, aid

pedestrian crossing and generally improve the pedestrian environment. The proposed improvements in this scheme build on earlier successes.

- 2.2. The proposed scheme completes safer pedestrian routes from the two main residential areas to the primary school site. These are identified in the School Travel Plan and overcome the main barriers to more pupils walking, which are at comparatively low levels for such a relatively contained village.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	15	21	Developer Contributions	70
	Client Fee	2	3		
	Supervision	3	4		
	Construction	50	72		
	Land	0	0		
	<b>Total</b>	<u>70</u>	<u>100</u>	<b>Total</b>	<u>70</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0
	Capital Charges (Depreciation and notional interest charges)	7	0.004

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	09/14	10/14	11/14	11/15

### 5. Scheme Details

- 5.1. Upgrade Footpath no.5 from Kingsclere Road to Overton Primary School with more robust surfacing to ensure it is more resilient to wet weather. This has

been discussed and agreed with the Countryside section and will ensure this key route to the primary school is useable all year round.

- 5.2. Upgrade the junction of Glebe Meadow and Court Drove to reduce the width and aid pedestrian crossing. This will aid pedestrian access on the main route to the Primary School in combination with item 5.4.
- 5.3. Add cycle parking outside Overton Community Centre.
- 5.4. In parallel with 5.2, a trial version of improvements with signs and road markings to formalise the priority working at the junction of Bridge Street, High Street and Red Lion Lane will be undertaken. By narrowing the junction to a single lane with priority given to traffic flow coming from the village centre, this will better manage traffic flow and increase the safety and attractiveness of the route for pedestrians on the main access to the primary school. They will also make the area more resilient to localised flooding by improving the way that the highway drainage functions and removing locations where water currently ponds.
- 5.5. If the trial proposed in 5.4 is successful, then a Phase 2 of the scheme will be progressed to implement a permanent feature. There is sufficient local external funding for this.

## **6. Departures from Standards**

- 6.1. None

## **7. Community Engagement**

- 7.1. Councillor McNair Scott fully supports the proposed improvements and has been involved at every stage as the Overton village improvement programme has developed.
- 7.2. Borough Councillors Baker and Tilbury also support the proposals.
- 7.3. The Parish Council have fully supported the proposals and were the reason that the Bridge Street, High Street and Red Lion Lane improvements should be conducted as a trial prior to being made permanent.
- 7.4. The public consultation was held at Overton Community Centre on 14 March 2013, where there was support given by 66% of the respondents.

## **8. Statutory Procedures**

- 8.1. None

## **9. Land Requirements**

- 9.1. None

## **10. Maintenance Implications**

- 10.1. Footpath no.5 is already maintained as a Public Right of Way and the improvements will make it much more robust and therefore require less attention.
- 10.2. The trial of the junction improvements will be assessed in a year and the decision taken in parallel with the Parish Council about whether to upgrade it to a permanent feature. It is not anticipated to have any maintenance requirements in this year.
- 10.3. The remainder of the improvements will be maintained as public highway, but are not expected to have any maintenance implication for the foreseeable future.

## **11. Recommendations**

- 11.1. That the Director approves the details of the Overton Traffic and Pedestrian Improvements phase one, as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £70,000, to be funded from developer contributions.



## **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

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	<b>Yes</b>
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	<b>Yes</b>
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	<b>Yes</b>
Corporate Improvement plan link number (if appropriate):	

## **Impact Assessments**

### **1. Equalities Impact Assessment:**

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 delivering safe and efficient transport systems in Hampshire.

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:**

The proposed scheme is not expected to have any impact on rates of crime and disorder.

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

The proposed scheme would encourage walking and so lead to a reduction in carbon emissions and our energy consumption.

The proposed improvements will make the transport network more resilient to localised flooding and so better able to resist one of the main impacts of climate change.