

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Bullington Lane Footway, Barton Stacey

**Contact name:** Karen Wright

**Tel:** 01962 846879

**Email:** karen.1.wright@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the Bullington Lane footway, Barton Stacey, 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 £73,000, to be funded from developer contributions.
- 1.3. That the Director approves this addition to the 2016/17 Capital Programme at a value of £73,000.

#### 2. Reason for the decision:

- 2.1. This scheme provides a footway link between the centre of the village and the local primary school creating a safer route for children and parents accessing the school and local facilities

#### 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.

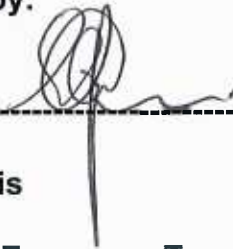
#### 5. Dispensation granted by the Head of Paid Service:

- 5.1. None.

#### 6. Supporting Information:

- 6.1. None.

**Approved by:**

A handwritten signature in black ink, appearing to be 'Stuart Jarvis', written over a horizontal dashed line. A vertical line extends downwards from the signature.

**Date:**

21/4/16

**Stuart Jarvis**

**Director of Economy, Transport and Environment**

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Bullington Lane footway, Barton Stacey

**Contact name:** Karen Wright

**Tel:** 01962 846879

**Email:** Karen.1.wright@hants.gov.uk

### 1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £73,000, to be funded from developer contributions.

#### 1.2. Scheme Outline

The scheme consists of the provision of a new 1.8m wide footway between the junction with Bertune Close and the existing footway at the junction with Roberts Road, and the installation of an uncontrolled crossing point at Bertune Close. This will provide a continuous footway between the village centre and the primary school.

#### 1.3. Alternative Options Considered and Rejected

The only alternative considered was to do nothing. This scheme provides a footway link between the centre of the village and the local primary school creating a safer route for children and parents accessing the school and local facilities. Therefore doing nothing was rejected as an alternative.

#### 1.4. Measures of Success

The current lack of a continual footpath between the village centre and the school creates a perceived fear for pedestrian safety, and it is anticipated that this will be allayed by the creation of the new footway. It is therefore anticipated that footfall will increase as a result of the provision of this missing facility.

### 2. Background

2.1. This scheme was first identified and put forward for funding by County Councillor Andrew Gibson. Initially anticipated to cost less than £50k, it was prioritised as a minor highways scheme. However, following detailed design costs have increased and the scheme now requires a project appraisal.

Developer contributions were identified as a preferred source of funding, thus enabling the LHTF funding to be reallocated.

2.2. Bullington Lane is a 30 mph speed limit road on the east side of the village of Barton Stacey. There is an existing footway from the village centre up to Bertune Close, but no footway beyond to Roberts Road and the village Primary School.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	3	4	Developer contributions	73
	Client Fee	1	2		
	Supervision	3	4		
	Construction Land	66	90		
	Total	<u>73</u>	<u>100</u>	Total	<u>73</u>

3.2	<u>Revenue 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)	7.0	0.005%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	04/16	05/16	07/16	07/17

### 5. Scheme Details

5.1. The scheme consists of a new 1.8m wide, 368m length of footway between the junction with Bertune Close and the existing footway at the junction with Roberts Road, and the provision of an uncontrolled crossing point at Bertune Close. This will provide a continuous footway between the village centre and the primary school.

## **6. Departures from Standards**

6.1. None.

## **7. Community Engagement**

7.1. This scheme is supported by County Councillor Andrew Gibson, TVBC Councillor David Drew and Barton Stacey Parish Council.

## **8. Statutory Procedures**

8.1. None.

## **9. Land Requirements**

9.1. None.

## **10. Maintenance Implications**

10.1. The new footway will create no maintenance implications in the short to medium term.

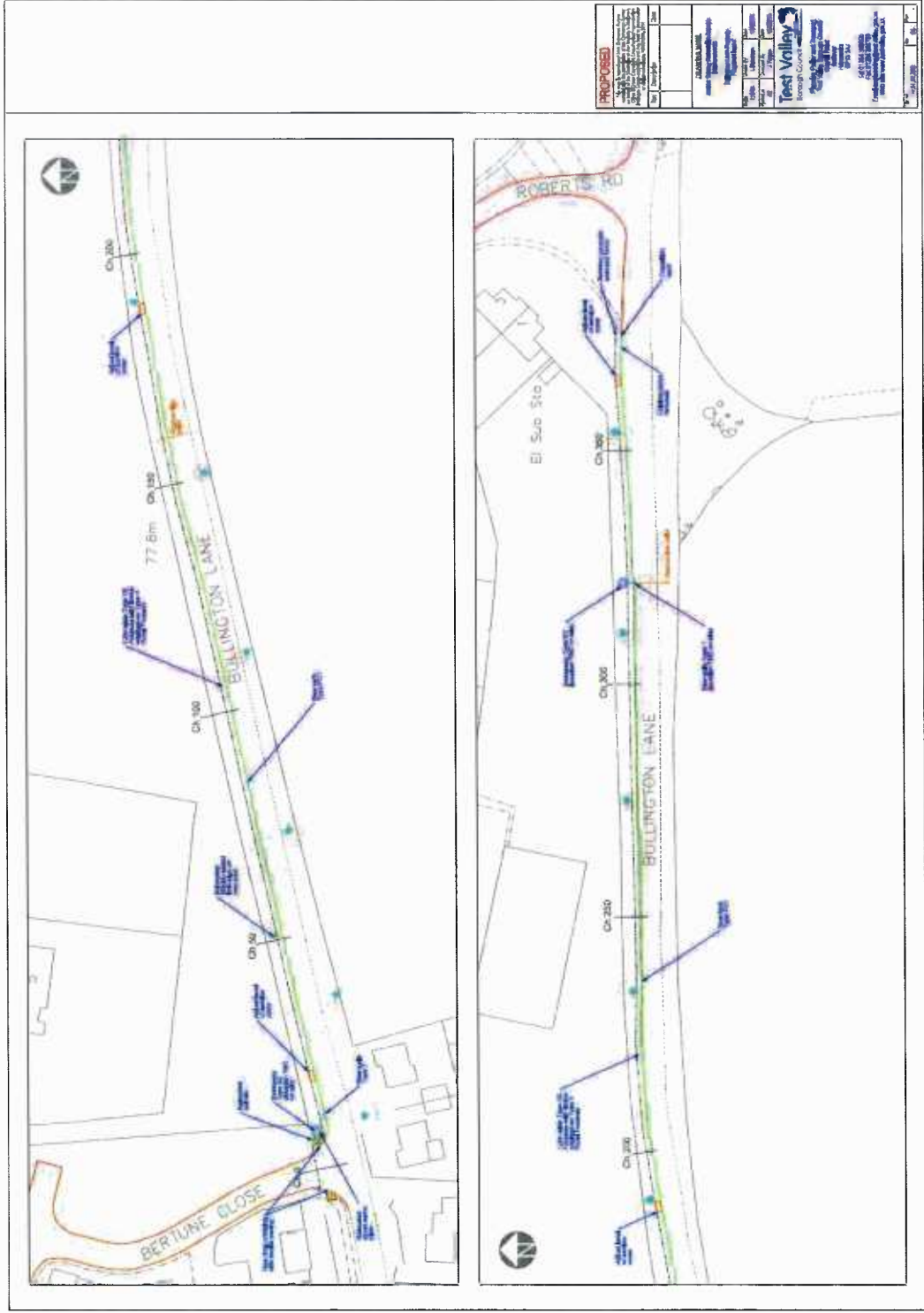
## **11. Recommendation(s)**

11.1. That the Director approves the details of the Bullington Lane footway, Barton Stacey, 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 £73,000, to be funded from developer contributions.

11.3. That the Director approves this addition to the 2016/17 Capital Programme at a value of £73,000.

Fig 1 - Bullington Lane Footpath Proposal





## 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 Corporate Strategy**

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

#### **Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives:</b>		
<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.)

<u>Document</u>	<u>Location</u>
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## 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	High - positive
Disability	High - positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	High - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Test Valley

The footway will make it easier for pedestrian trips between the school and village centre, being of particular advantage to more vulnerable road users such as school children, the elderly and the mobility impaired.

### 2. Impact on Crime and Disorder:

This scheme will have no impact on this.

### 3. Climate Change:

This scheme will make pedestrian trips between the school and village centre more attractive and improve the perceived safety, thus encouraging more trips on foot rather than by motor vehicle, and thus contributing to improved air quality and having a positive impact upon climate change.