

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Traffic Management Scheme, Gordleton Mill , Silver Street, Lymington

Contact name: Simon Found

Tel: 01962 845646

Email: simon.found@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the traffic management and safety scheme for Gordelton Mill, Silver Street, Lymington, 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 £78,000, to be funded from local transport funds

2. Reason(s) for the decision:

- 2.1. The scheme will provide improved safety at this location by introducing a priority working traffic calming scheme over the existing bridge. This will overcome the current situation where due to the narrow width of the carriageway over the bridge vehicles travelling in opposite directions have collided and also damaged the parapet railings on the bridge.
- 2.2. This scheme accords with Hampshire County Councils overarching corporate policy of 'making Hampshire safer and more secure for all

3. Other options considered and rejected:

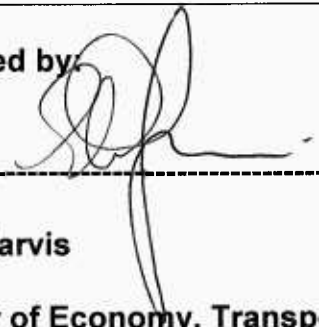
- 3.1 An alternative option was investigated which involved the installation of traffic signals at the bridge and have single direction traffic over the bridge. However this option was rejected as it would have had an urbanising effect in this part of the rural New Forest; would be visually intrusive to the adjacent hotel which overlooks the bridge; would cost in excess of the available budget.

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:** None.

6. **Supporting Information:** None.

Approved by:	Date:
----- 	----- 15/7/15
Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Traffic Management Scheme, Gordleton Mill , Silver Street, Lymington

Contact name: Simon Found

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval from The Director to procure spend and enter into necessary contractual arrangements to implement the Gordleton Mill traffic management and safety scheme at a total estimated cost of £78,000 to be funded from the local Transport Plan
- 1.2. The scheme will improve safety at and across the existing bridge where there have been several accidents in recent years. These accidents have also resulted in damage to the bridge parapet railings.
- 1.3. A priority system will be introduced over the bridge so that traffic will travel in one direction at a time thereby reducing the risk of any head on collisions. Visibility over the bridge will be improved by the removal of vegetation adjacent to the bridge. This vegetation is on third party land and therefore an agreement has been entered into between the Council and the landowner (Gordleton Mill Hotel owner) to dedicate the land for highway purposes to enable future maintenance to be undertaken to ensure adequate visibility is maintained.
- 1.4 An alternative option was investigated which involved the installation of traffic signals to allow single direction traffic over the bridge at any one time. However, this option was rejected as it would have had an urbanising effect in this part of the rural New Forest; would have been visually intrusive to the adjacent hotel which overlooks the bridge; would have cost in excess of the available budget. For these reasons this option was rejected
- 1.5 The success of the improvement scheme will be measured by the accident record details for this location following completion of the works.

2. Background

- 2.1. The purpose of the scheme is to improve safety over the bridge at Gordleton Mill where there have previously been accidents that have also caused extensive damage to the existing parapet railings.
- 2.2. The proposed scheme involves third party land being dedicated for highway purposes to allow suitable landscaping works to be undertaken that will ensure adequate visibility over the bridge from both directions in the future

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	18.0	23.1	LTP bridges	39.0
	Client Fee	4.0	5.1	LTP	39.0
	Supervision	4.0	5.1		
	Construction	45.0	57.7		
	Land	7.0	9.0		
	Total	<u>78.0</u>	<u>100</u>	Total	<u>78.0</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0.000%
	Capital Charges (Depreciation and notional interest charges)	2.0	0.001%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	July 2015	July 2015	Sept 2015	Sept 2016

5. Scheme Details

- 5.1. The proposed scheme consists of a priority working system being introduced over the bridge. Traffic will travel in only one direction at a time over the bridge thereby reducing the risk of any head on collisions and slowing vehicle speeds. Visibility over and across the bridge will be improved by the removal of vegetation adjacent to the bridge. This vegetation is on third party land and therefore an agreement has been entered into between the Council and the landowner (Gordleton Mill Hotel owner) to dedicate the land for highway purposes to enable the landscaping works to be undertaken and maintained in the future to ensure adequate visibility is maintained.

6. Departures from Standards

- 6.1. There are no departures from standards for this scheme

7. Community Engagement

- 7.1. The proposed scheme is in a very rural part of the New Forest and the only resident is the current owner of Gordleton Mill Hotel which is adjacent to, and overlooking, the site in question.
- 7.2. Discussions regarding the scheme development with the hotel/land owner have taken place. The outcome from these discussions is that an agreement to dedicate land for highway purposes has been agreed with the land owner. In addition the hotel/landowner fully supports the improvements proposed having been witness to the accidents that have occurred at this site.
- 7.3. The Local Member, Councillor Rice has been consulted on the scheme proposals and has raised no objection to them.

8. Statutory Procedures

- 8.1. None

9. Land Requirements

- 9.1. An area of third party land adjacent to the bridge is required to enable vegetation clearance to be undertaken and the proposed new landscaping implemented and maintained in future years. An agreement has been entered into with the existing land owner to dedicate it for highway purposes.

10. Maintenance Implications

- 10.1. The existing bridge is already maintained by the County Council so there will be no additional maintenance costs associated with the bridge.

10.2. The only additional costs will be for the priority working traffic management scheme that is being implemented across the bridge and some landscaping that is being carried out to shield the adjacent hotel from traffic noise and visual intrusion.

11. Recommendation(s)

11.1. That the Director approves details of the traffic management and safety scheme for Gordleton Mill, Silver Street, Lymington

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 £78,000 to be funded from the Local Transport Plan



**TITLE: Traffic Management And Safety Bohemia
Gordleton Mill, Silver Street, Lynderton**

Scale: 1:750 **FS21845**

**DIRECTOR OF ECONOMY, TRANSPORT
AND ENVIRONMENT**

Date 28 June 2016

Drawn by: Jenny Moon

**Hampshire
County Council**
Economy, Transport and Environment

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**

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

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</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.)

<u>Document</u>	<u>Location</u>
Gordleton Mill working files	ETE 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. 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

The scheme is not considered to have an impact on the groups above.

2. Impact on Crime and Disorder: None

3. Climate Change: None