

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	A30 Stockbridge Layby Parking

**Contact name:** Brandon Breen

**Tel:** (01962) 846239

**Email:** Brandon.Breen@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the A30 Stockbridge Layby Parking, 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 £183,000, to be funded from developer contributions.

#### 2. Reason(s) for the decision:

- 2.1. To enable construction of a layby with capacity to accommodate up to 32 cars on the west side of the A30 between the two roundabouts which form junctions with the A3057, adjacent to the Northbound Carriageway and National Cycle Network 246.
- 2.2. The layby is intended to provide new parking capacity near enough to the High Street to help free-up some of the parking spaces on the High Street, currently used by traders parking all day, for more short-term parking. Local businesses will then be in a position to attract more trade which will help support local shops and services.
- 2.3. The layby will provide additional parking for Stockbridge which is both accessible to the High Street for use by those working in the town and for those wishing to visit the area or use the Test Way or NCN 246 who currently park in the High Street.
- 2.4. A walking and NCN cycling route linking to the High Street has recently been constructed adjacent to the proposed layby and will provide an accessible corridor into town.

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

- 3.1. A Car Park on the former workhouse site at Lancaster House off the A3057 (now an undeveloped area of land approximately 130metres southeast of the

A3057/B3049 junction) was considered which would create spaces for 61 vehicles, problems with this option included:

- The high cost of between £500,000 and £1,000,000.
- Concern over vehicles turning right into the site
- Poor pedestrian access into the town
- Conservation area with protected trees
- Intrusive street lighting
- Ecology issues
- HCC rejected change of use from Housing.

3.2. Improvements to the road markings in the High Street were undertaken in February 2014 in order to provide better management of the parking spaces available.

**4. Conflicts of interest:**

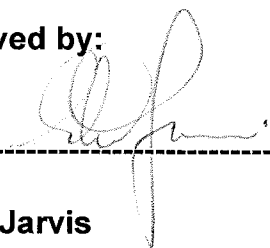
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: ~ None.

**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> <u>18/3/15</u>
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

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## Decision Report

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<b>Title:</b>	A30 Stockbridge Layby Parking

**Contact name:** Brandon Breen

**Tel:** (01962) 846239      **Email:** Brandon.Breen@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a proposed scheme to add parking capacity to Stockbridge with the key aim of relieving the current overcrowded parking situation on the High Street.
- 1.2. The scheme involves the creation of a large layby with a capacity for 32 parallel parked cars on the A30 Stockbridge road to the north east of the high street; the layby will be linked to the town via the new walking and cycling link to NCN route 246.
- 1.3. Consideration has also been given to alternative parking with a potential capacity of 61 vehicles located at the former Lancaster House Workhouse site off the A3057 (approximately 130metres southeast of the A3057/B3049 junction). Costs for this project could be up to £1million and the site has vehicular access problems which would need to be addressed. The parish council consider this site as the best option for the town.
- 1.4. The success of this scheme will be measured by a reduction in the number of car parking spaces used for long-stay parking on the high street. Visitors to businesses and shops should then have an easier task finding car parking spaces for short-term needs.

### 2. Background

- 2.1. Stockbridge Parish Council has expressed concerns that there is insufficient public car parking within Stockbridge High Street.
- 2.2. There have been a growing number of visitors to the town in recent years with the increasing success of some local businesses attracting more trade. At peak times this can lead to a lack of available parking spaces on the High Street that encourages parking close to the roundabouts and junctions in the

High Street. Residents are sometimes unable to access parking close to their properties due to the competition for spaces. The Parish Council and local traders do not wish to deter visitors, adversely affect the local economy by insufficient parking capacity, or cause problems for local residents. They have been seeking to address this issue for a number of years now.

- 2.3. In 2012 the Parish Council conducted a survey which indicated that up to 85 spaces on the High Street are used by the traders in Stockbridge themselves which reduces the available space for residents and visitors at a time when the numbers of visitors are increasing. They are also concerned that the High Street is occasionally used as an informal park and ride by commuters to other urban areas (such as Winchester) and by people parking up to go cycling elsewhere in Test Valley which is reducing the number of available parking spaces further.
- 2.4. The Parish Council considered several long and short term solutions to the parking problems seeking to meet the needs of residents, visitors and businesses.
- 2.5. They established a working group which came up with a number of options to displace some of the business parking from the High Street and optimise use of the existing car parking. Those involving private agreements for use of space etc. have been taken forward by the Parish Council but they now consider that there is a need for additional parking to be provided.
- 2.6. A parking survey was undertaken by Test Valley Borough Council in November 2012 to supplement that undertaken by the Parish Council and verify the numbers of cars parking and lengths of stay in different sections of the High Street and surrounding residential areas. This survey indicated that at times there are cars parking at the extremes of the High Street close to the junctions and roundabout, indicating a need for additional parking in the area. There is also anecdotal evidence supporting the need for more parking as visitors and locals continually struggle to find parking, leading to a possible impact on the local economy.
- 2.7. Provision of additional parking close to the High Street would enable some of the traders' cars, and others, to be displaced from the spaces on the High Street, freeing up more room for those using local services or needing to park close to their homes. A number of sites were identified and Borough Councillor Daniel Busk arranged for Test Valley Borough Council to draw up plans. Lancaster House, the former workhouse site was looked at in terms of an additional car park but discounted at this stage due to the proposed cost against the actual benefit gained in terms of spaces. There were also concerns regarding the vehicle access from the A3057 as well as no safe/direct route to the High Street from the site. The most suitable site was therefore identified as along the western edge of the A30 to the north of the High Street.

2.8. Test Valley Borough Council have recently realigned the edge of carriageway marking and centreline to increase the parking available in Stockbridge High Street. This work was undertaken in February 2014.

### 3. Finance

3.1	Estimates	£'000	% of total	Funds Available	£'000
	Design Fee	8	5%	Developer contributions	183
	Client Fee	2	1%		
	Supervision	7	4%		
	Construction	166	90%		
	Land	0	0%		
	<b>Total</b>	<u>183</u>	<u>100%</u>	<b>Total</b>	<u>183</u>

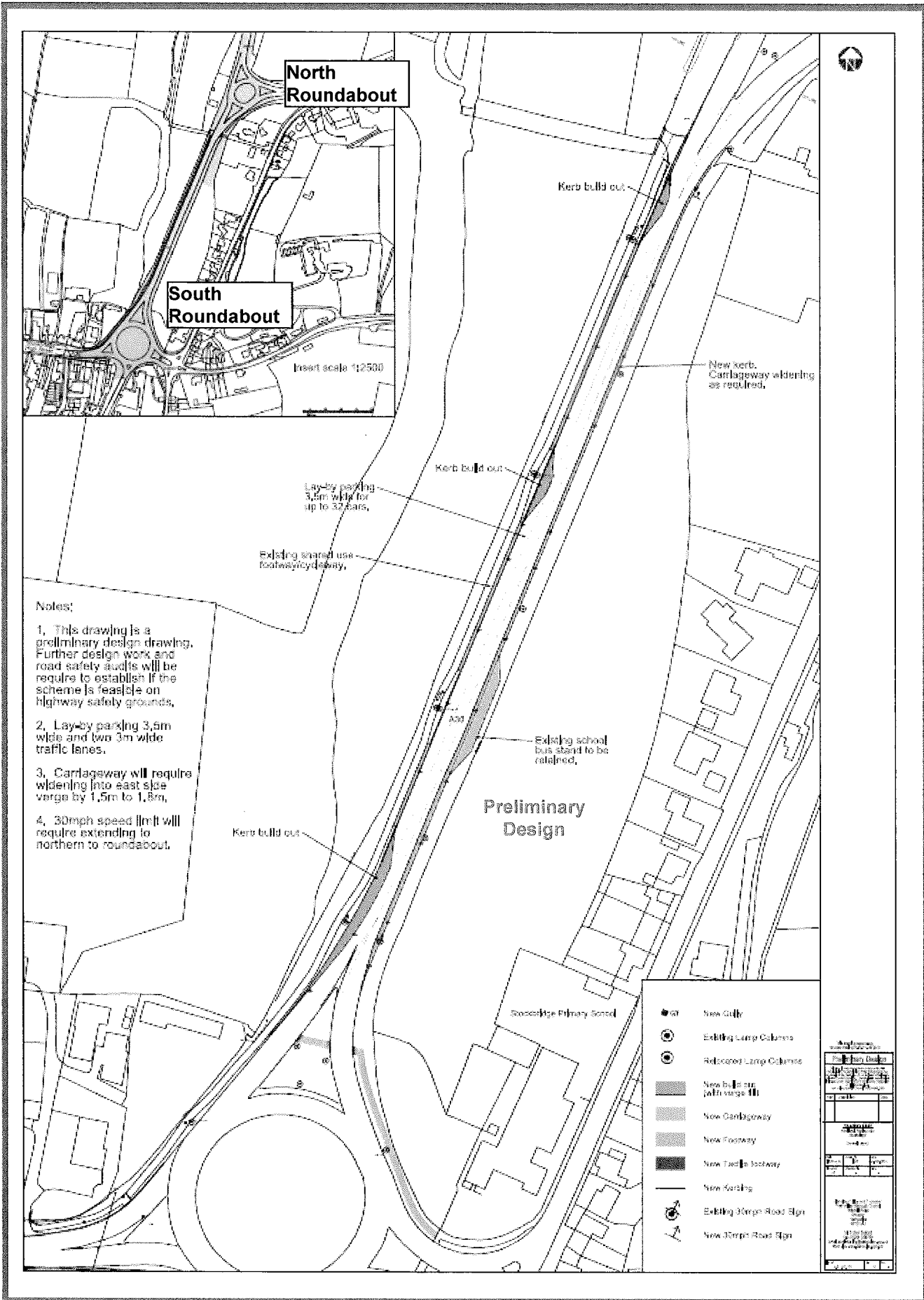
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	16.0	0.010%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/15	05/15	07/15	

## **5. Scheme Details**

- 5.1. A location plan is shown at the end of this section.
- 5.2. The scheme involves the creation of a layby on the West side of the A30 between the A30/High Street roundabout and the A30/A3057 roundabout junction.
- 5.3. The layby will be split into two large bays providing an on-street parking capacity for approximately 32 cars to use for parking.
- 5.4. Using the design guidance for laybys the standard width will need to be 3.5 metres in order to accommodate HGV's.
- 5.5. The width of the existing carriageway is insufficient for the two lanes required plus the 3.5m layby and will need to be widened by between 1.5m and 1.8m over the entire length of road opposite the layby. Carriageways widths will be reduced to 3m from 3.65m.
- 5.6. Currently the speed in the vicinity of the layby is derestricted, however, a 40mph limit is imposed as traffic enters the South roundabout nearest Stockbridge High Street.
- 5.7. It is planned to impose a 30mph speed limit between the A30/High Street and the A30/A3057 roundabouts. Narrower carriageways and regulatory road signs will also help encourage lower vehicle speeds.
- 5.8. The footway at the southern end of the scheme will have a spur added to it to provide a safe walking route to the nearby Stockbridge Primary School.



- 6.2. A road safety audit was carried out and any items identified were addressed through the detailed design process. A further safety audit will be undertaken on completion of the project.

## **7. Community Engagement**

- 7.1. During the study phase of this scheme, Test Valley Borough Council, Borough Councillors and the Parish council have investigated ways to address parking problems in Stockbridge high street.
- 7.2. The parish Council and Test Valley Borough Council have investigated alternative car parking options and engaged the community using surveys, studies and dialogue with local traders and shop workers
- 7.3. The parish council created a working group to consider options and to analyse and report findings.
- 7.4. Councillor Andrew Gibson has been consulted on the proposals and has confirmed he is happy for us to progress the scheme.

## **8. Statutory Procedures**

- 8.1. A Traffic Regulation Order is required to provide a 30mph speed limit on the A30 between the two roundabouts and junctions with the A3057 and this work is currently being undertaken by Hampshire County Council's Traffic Management Team. Currently, this section of road is derestricted with a 40mph limit at the southern end which comprises a roundabout accessing the high street.

## **9. Land Requirements**

- 9.1. None

## **10. Maintenance Implications**

- 10.1. There will be a minor increase in overall maintenance cost however this is in the long term. In the short term maintenance will be reduced given the improvements being carried out using new materials.

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

- 11.1. That the Director approves the details of the A30 Stockbridge Layby Parking, 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 £183,000, 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

**Other**

None

**CORPORATE OR LEGAL INFORMATION:**

**Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes/no
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes/no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	no
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>	

<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>	
<u>Document</u>	<u>Location</u>

## 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	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Test Valley

The proposal will have a low impact in terms of disability and pregnancy and maternity. The parking for business owners and employees of the High Street will now be situated in the proposed layby. This will release more parking close to the shops and businesses in the High Street which will benefit patrons and visitors and mean people will stand a better chance of being able to park closer to their destination.

### 2. Impact on Crime and Disorder:

Cars, Vans and Lorries will be parked in the layby and may be subject to theft or damage if left unattended.

### 3. Climate Change:

Negligible, it is possible that the High Street could become slightly less congested because of the scheme.