

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Headley Road, Grayshott Phase 2

**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 footway improvements to Headley Road, Grayshott 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 £55,000, to be funded from LTP.

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

- 2.1. To enable the completion of the footway linking Kiln Way to the bus stops and on to Applegarth Farm.

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

None.

**4. Conflicts of interest:**

- 4.1. None.

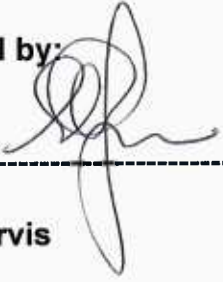
**5. Dispensation granted by the Head of Paid Service:**

- 5.1. None.

**6. Supporting Information:**

- 6.1. None.

**Approved by:**



**Date:**

18<sup>th</sup> Feb 2015

**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>	Headley Road, Grayshott Phase 2

**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 £55k, to be funded from LTP.

#### 1.2. Scheme Outline

The scheme consists of a new 200m length of footway to link Kiln Way to the bus stops to the east.

#### 1.3. Alternative Options Considered and Rejected

None.

#### 1.4. Measures of Success

It is anticipated that the route will be better utilised by pedestrians once a formal footway is installed, as the route to and from the bus stops will be considered safer.

### 2. Background

2.1. A first phase of this footway from Applegarth Farm to the bus stops was implemented in 2014/15, comprising a length of around 300m. This second phase of 200m will provide a complete link as far as Kiln Way.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	4	7	LTP	55
	Client Fee	0.5	1		
	Supervision	1	2		
	Construction	49.5	90		
	Land	0	0		
	<b>Total</b>	<u>55</u>	<u>100</u>	<b>Total</b>	<u>55</u>

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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)	5.0	0.003%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	02/15	04/15	05/15	05/16

### 5. Scheme Details

5.1. The scheme consists of a new 1.5m wide footway, 200m in length, between Kiln Way and the bus stops to the east, linking to the previous phase of these works.

### 6. Departures from Standards

6.1. None.

## **7. Community Engagement**

7.1. Councillor Ferris Cowper has been consulted and is very supportive of this scheme.

## **8. Statutory Procedures**

8.1. None required.

## **9. Land Requirements**

9.1. All works are within highway land.

## **10. Maintenance Implications**

10.1. This scheme will provide a new footway, therefore there will be no maintenance implications in the short to medium term.

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

11.1. That the Director approves the details of the footway improvements to Headley Road, Grayshott 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 £55,000, to be funded from LTP.



## 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:

<b>Impact</b>	
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
<b>Other policy considerations</b>	
Poverty	None
Rurality	None
Other factors	
Geographical impact	East Hampshire

This scheme will have a high positive impact on more vulnerable and mobility impaired pedestrians by providing a safer route to the bus stops.

### 2. Impact on Crime and Disorder:

This scheme will have no impact upon this.

### 3. Climate Change:

This scheme will make it easier and safer for pedestrians to walk to the bus stops and so may encourage the use of public transport, thereby having a positive effect upon climate change.