

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Lymington Bottom Road Footway, Four Marks

**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 Lymington Bottom Footway, Four Marks, 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 £112k, to be funded from developer contributions.

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

- 2.1. Developer contributions were taken from recent developments in Four Marks to improve pedestrian linkages in the vicinity. This footway will provide a continuous, safe, off-road pedestrian route from the A31 Winchester Road to Soldridge Road.

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

- 3.1 The initial design provided a standard 1.8 – 2.0 metre wide bound bitmac footway with concrete edging. However, as a result of meeting with the Parish Council of Medstead this was amended to be more in keeping with the rural feel of the area. It is now intended to provide a 1.6 – 1.7metre wide footway with the majority of the length of footway constructed within the existing verge area, with wooden edgings used wherever possible to provide a more rural feel.

### **4. Conflicts of interest:**

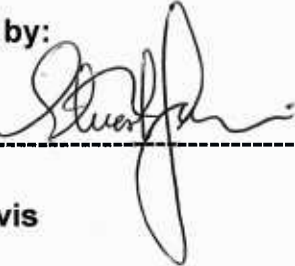
- 4.1. None

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

- 5.1. None

**6. Supporting Information:**

6.1. None

<b>Approved by:</b>	<b>Date:</b>
	<u>21<sup>st</sup> November 2014</u>
----- <b>Stuart Jarvis</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>	Lymington Bottom Road Footway, Four Marks

**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 £112k, to be funded from developer contributions.

#### 1.2. Scheme Outline

This scheme consists of a new footway along Lymington Bottom Road from Soldridge Road, Medstead to A31 Winchester Road, Four Marks.

#### 1.3. Alternative Options Considered and Rejected

The initial design provided a standard 1.8 – 2.0 metre wide bound bitmac footway. However, as a result of meeting with the Parish Council of Medstead this was amended, to be more in keeping with the rural feel of the area it is now intended to provide a 1.6 – 1.8 metre wide footway with the majority of the length of footway constructed within the existing verge area with wooden edgings used wherever possible to provide a more rural feel.

#### 1.4. Measures of Success

The number of pedestrians using this route will be monitored as an increase in numbers is expected

### 2. Background

2.1. Following recent development in Four Marks, developer contributions have been received in order to improve local routes for pedestrians, given the increase in vehicle numbers associated with the development. A feasibility study was undertaken by Eastleigh Borough Council to assess possible options for improvement, and this footway was identified as providing a valuable local link. Both Four Marks and Medstead Parish Councils agree it is a much needed pedestrian route and it is identified within the Medstead Parish Plan.

2.2. This new footway will provide a continuous link from the A31 to the junction of Soldridge Road, a length of approximately 950m, allowing pedestrians from both directions easier and safer access to nearby shops and doctor's surgery

at Station Approach. It will also allow safer access to the A31 bus stops for passengers and school/college pupils travelling to Winchester and Alton.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	9	8	Developer contributions	112
	Client Fee	1	1		
	Supervision	2	2		
	Construction	100	89		
	Land	0	0		
	<b>Total</b>	<u>112</u>	<u>100</u>	<b>Total</b>	<u>112</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.5	0.001%
	Capital Charges (Depreciation and notional interest charges)	11.0	0.007%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/14	01/15	03/15	03/16

### 5. Scheme Details

5.1. The scheme consists of a new 1.6 – 1.8m wide Type 1A footway, with wooden edgings where appropriate, along Lymington Bottom Road, from the A31 Winchester Road to Soldridge Road, a length of approximately 950m, with the majority of the footway within the existing verge areas.

5.2. County Councillor Kemp-Gee highlighted that the area has suffered from flooding, therefore a new soakaway will be provided and existing ditches will be cleared as part of this scheme.

## **6. Departures from Standards**

6.1. None

## **7. Community Engagement**

7.1. The scheme details have been presented to the Parish Councils and is supported by both District and County Councillors.

7.2. All residents in the vicinity of the proposed new footway have received a letter and plan informing them of the proposal. In total, 142 letters were sent. To date, 14 responses have been received in favour of the footway, and 13 responses received objecting to the proposal (mainly on the grounds that it is 'urbanisation' of a rural area). This leaves 115 residents who have not responded and an assumption has been made that they do not object to the scheme.

## **8. Statutory Procedures**

8.1. None.

## **9. Land Requirements**

9.1. There are no land requirements as all works are within the existing highway boundary.

## **10. Maintenance Implications**

10.1. This scheme will provide 1,295m<sup>2</sup> of new HCC Type 1A footway, and 411m of new kerbing. Maintenance will therefore not be required in the short to medium term.

## **11. Recommendations**

11.1. That the Director approves the details of the Lymington Bottom Road Footway, Four Marks, 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 £112k, to be funded from developer contributions.

Fig 1.

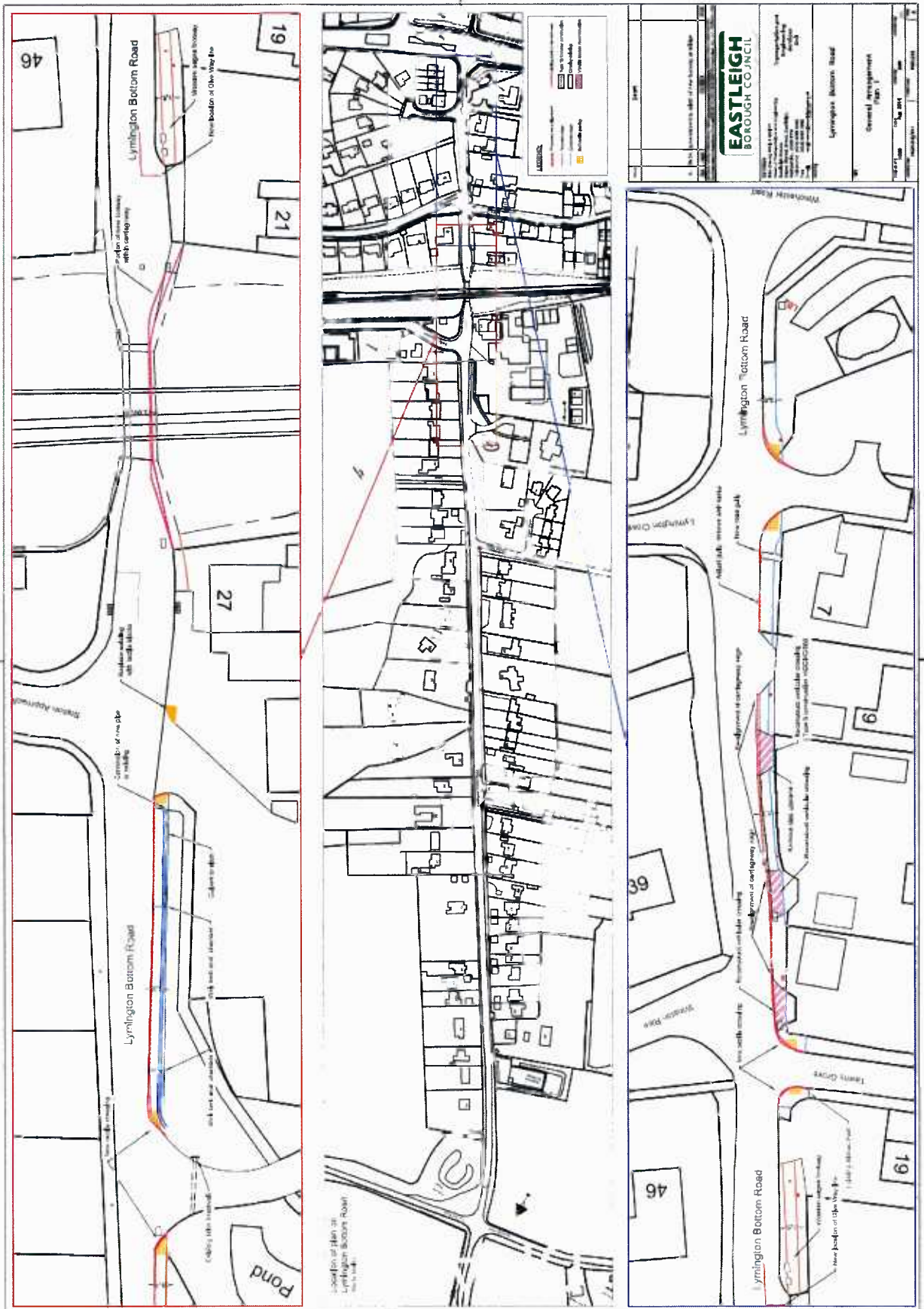


Fig 2.

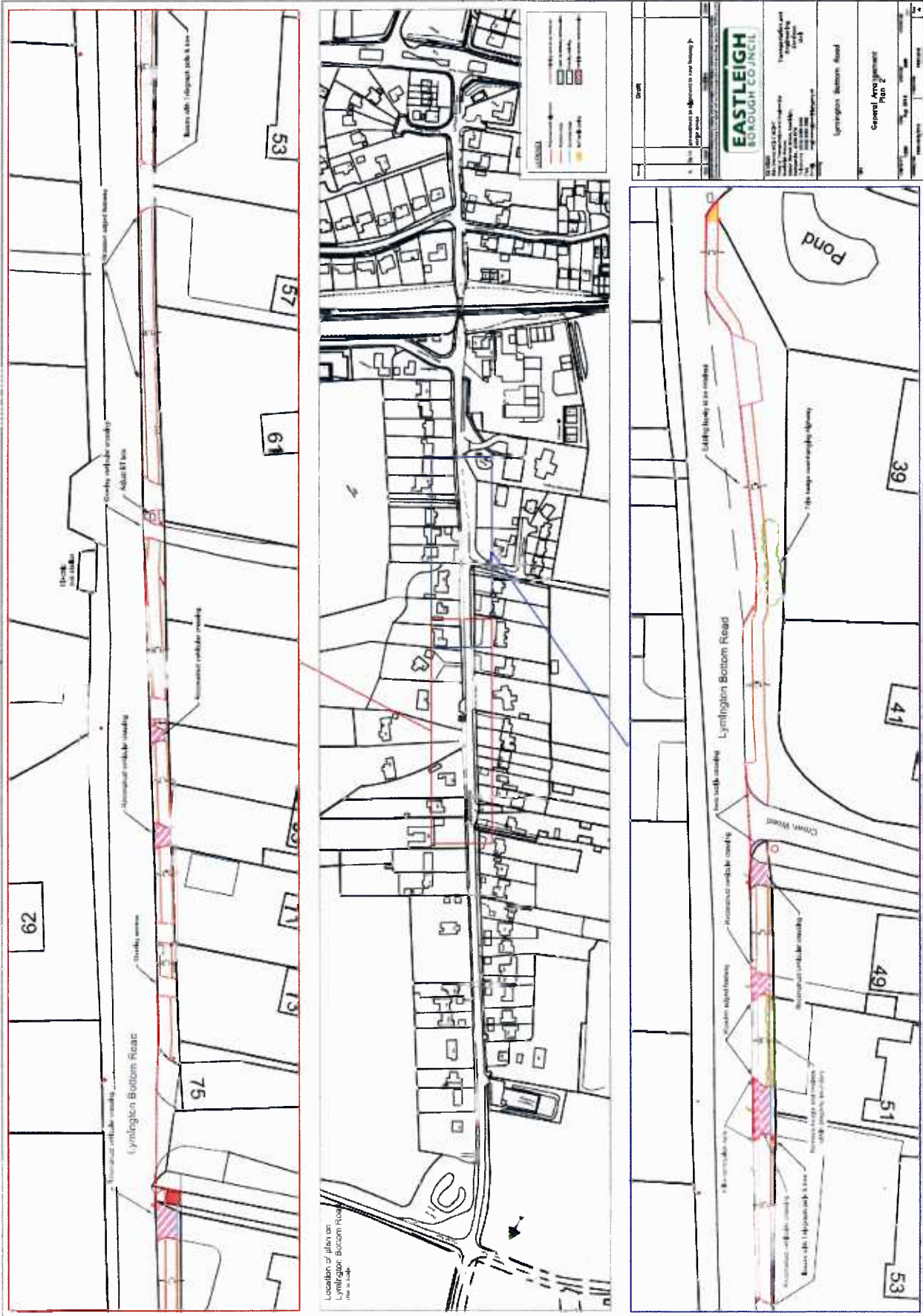


Fig 3.



## 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.)

DocumentLocation

## 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 impact
Disability	High – positive impact
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	High – positive impact
<b>Other policy considerations</b>	
Poverty	None
Rurality	High – positive impact
Other factors	N/A
Geographical impact	East Hampshire

This scheme will provide a safer route for pedestrians which will particularly benefit more vulnerable road users such as the mobility impaired, children and the elderly. It will also provide a safer pedestrian link from a more rural area, to local facilities and services.

### 2. Impact on Crime and Disorder:

This scheme has no effect on this.

### 3. Climate Change:

This scheme will encourage walking as a sustainable mode of transport by improving facilities to make journeys safer. This will reduce car use, contributing to a healthier environment for all.