

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Abbotswood Phase 2: School Road closure

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 Abbotswood Phase 2: School Road closure as set out in this paper.
- 1.2. That the Director gives approval to add this scheme to the capital programme and to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £100k, to be funded from developer contributions.

2. Reason for the decision:

- 2.1. As part of negotiations with developers, funding was agreed as part of the S106 Agreement to improve the vicinity for pedestrians and existing residents.

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:



Date:

25/2/15

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Abbotswood Phase 2: School Road closure

Contact name: Karen Wright

Tel: 01962 846879

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1. Executive Summary

1.1. The purpose of this paper is to seek approval for the next phase of highway improvements associated with the new residential development of Abbotswood, Romsey, at a cost of £100,000 funded from developer contributions held by Hampshire County Council (HCC).

1.2. Scheme Outline

It is proposed to close School Road at its Braishfield Road junction and install a pedestrian refuge on Braishfield Road at this location to aid pedestrian movements. In addition, the junctions on Short Hill will be tightened to further improve the environment for non-motorised vehicle users.

1.3. Alternative Options Considered and Rejected

None

1.4. Measures of Success

This scheme is to be implemented in order to ameliorate the effects of the new residential development, and will be monitored to ensure that this is the case.

2. Background

2.1. As part of the planning application process, a transport assessment (TA) was submitted to HCC by the developer's transport consultant to calculate the effect of the new development on the existing highway. It identified that the development is likely to generate 4,648 additional vehicle trips per day in the immediate area, and as such a sum of £577,596 was secured from the developers to ameliorate these additional movements and aid pedestrians '...on roads affected by the development traffic including but not exclusively Braishfield Road, Woodley Lane, School Road, Short Hill and Cupernham Lane'. The aim of mitigation measures is to reduce traffic speed on, and thus deter traffic from using the unclassified Woodley Lane rather than the more appropriate C classified Braishfield Road and Cupernham Lane.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	4	4	Developer contributions	100
	Client Fee	1	1		
	Supervision	5	5		
	Construction	85	85		
	Land	5	5		
	Total	<u>100</u>	<u>100</u>	Total	<u>100</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)	9.0	0.005%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	02/15	04/15	06/15	05/16

5. Scheme Details

5.1. School Road Closure and Braishfield Road Refuge

It is proposed to close School Road at its northern end to eliminate the existing undesirable junction alignment which leads to poor visibility when emerging onto Braishfield Road. The closure point will be kerbed and wooden knee high railing and bollards installed to prevent motor vehicle access. A shared use footway/cycleway will be installed through the closure point to continue to allow access for pedestrians and cyclists, and a pedestrian refuge island will be provided on Braishfield Road to complete the pedestrian route. In addition, a turning head on School Road will be provided for vehicles, including refuse lorries. Low level planting is also being provided to help to soften the engineering works.

5.2. Short Hill Junctions

In order to discourage through traffic from displacing onto Short Hill once the closure is in place, the radii of the junctions at either end are being tightened from 10m to 6m. It is envisaged that this will lower speeds in the vicinity and make this route less desirable. Dropped kerbs are also being provided at the northern end to match the existing kerbs at the southern end.

5.3. School Road at its junction with Short Hill

A small build out will be provided on School Road just past the junction with Short Hill in order to help highlight the closure ahead. The build out will physically reduce the carriageway to 4.8m and the use of edge of carriageway lining will visually reduce it further. Additionally a No Through Road sign will be installed.

6. Departures from Standards

6.1. None.

7. Community Engagement

7.1. A public exhibition displaying proposals for the road closure on School Road as well as traffic calming measures on Woodley Lane and Braishfield Road took place on 17 July 2012 in Woodley Village Hall. Just over 300 people attended the exhibition which was manned by the County Council and Test Valley Borough Council representatives. The display was then moved to the TVBC offices at Duttons Road until the 3 August 2012 where the public could speak to staff on request and submit feedback forms.

Prior to the public exhibition a letter drop went out to all households fronting the roads affected by the proposals. Notices were put up on the surrounding footways and roads advertising the consultation. Over 200 comments were received as a result of the exhibition. The main aim of the exhibition was to gauge the support for varying types of traffic calming (implemented as Phase 1) on Woodley lane and Braishfield Road, however the road closure and refuge island also received strong support.

The proposed scheme is also supported by County Councillor and Leader, Roy Perry.

8. Statutory Procedures

8.1. The Traffic Regulation Order for a Prohibition of Driving Order for the closure of School Road was approved on 29 January 2014 by Test Valley Borough Council.

9. Land Requirements

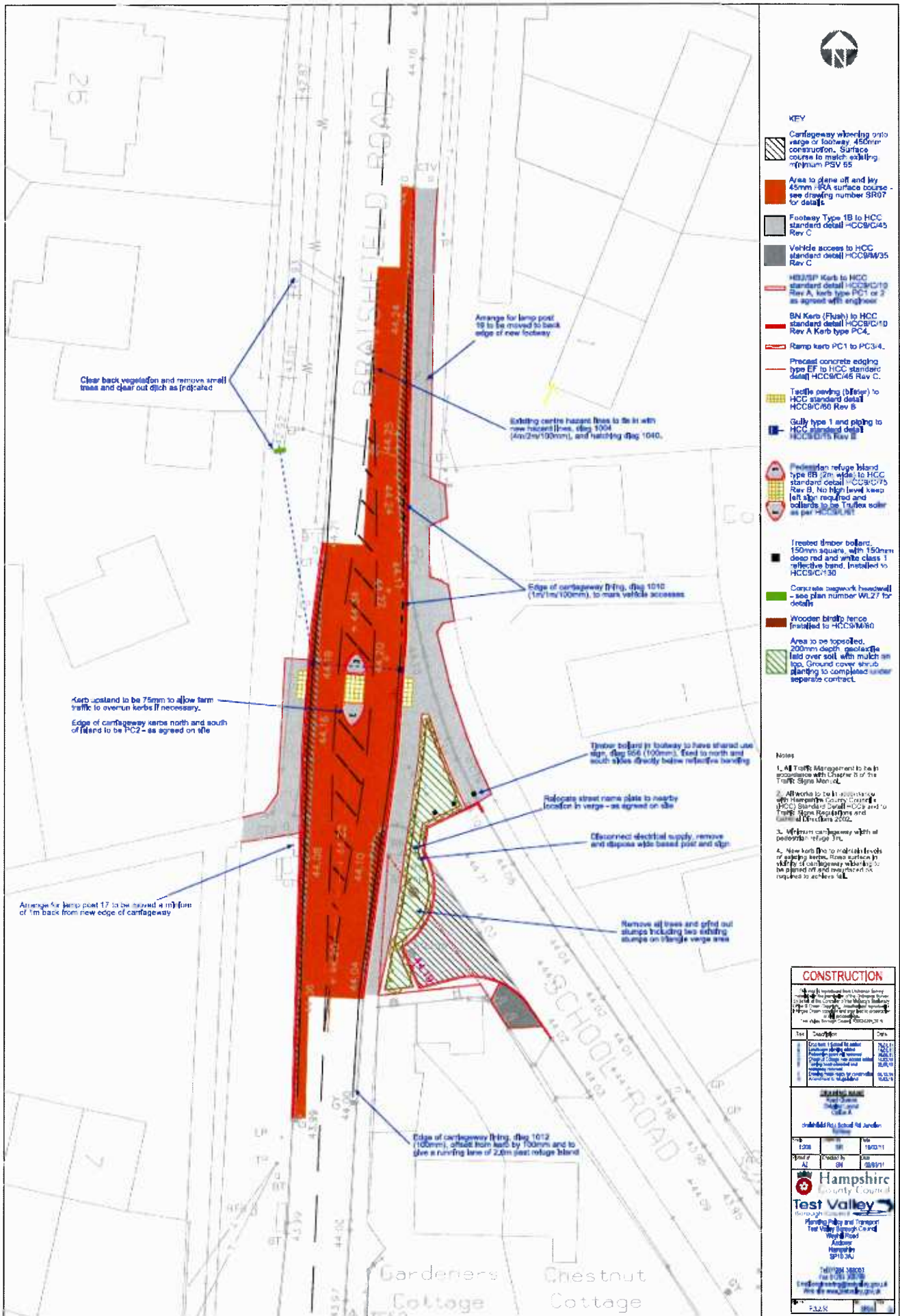
- 9.1. A small section of land was required from the two cottages at the end of School Road in order to form a turning head. This has been finalised by HCC Estates and Legal Services and the land is now in HCC ownership.

10. Maintenance Implications

- 10.1. This scheme will have minimal implications for future maintenance costs and budgets.

11. Recommendations

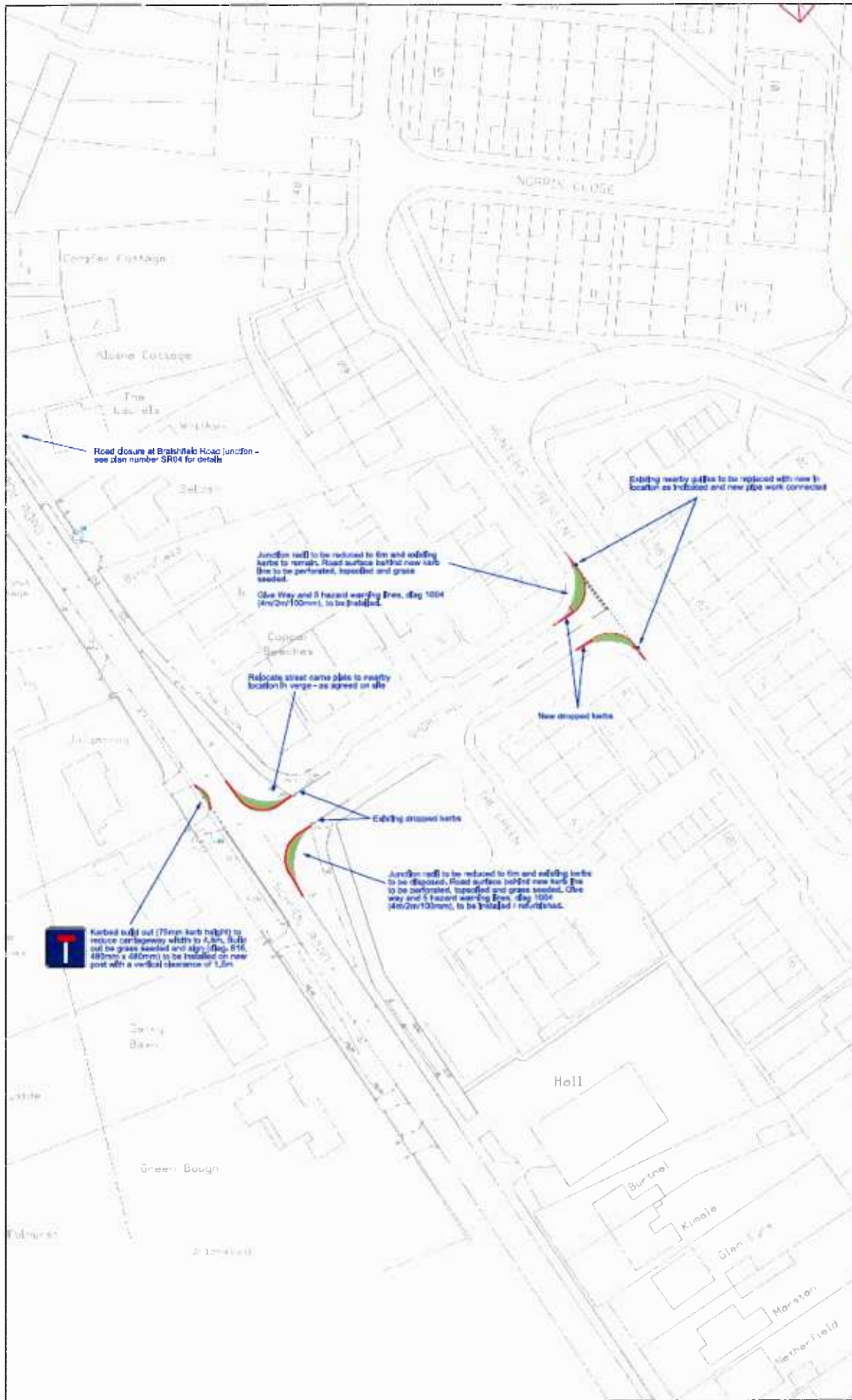
- 11.1. That the Director approves the details of the Abbotswood Phase 2: School Road closure as set out in this paper.
- 11.2. That the Director gives approval to add this scheme to the capital programme and to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £100k, to be funded from developer contributions.



- KEY**
- Carriageway wheeling onto verge or footway 450mm construction. Surface course to match existing (Minimum PSV 55)
 - Area to clear off and lay 45mm HRA surface course - see drawing number BR07 for details
 - Footway Type 1B to HCC standard detail - HCC/C45 Rev C
 - Vehicle access to HCC standard detail - HCC/M35 Rev C
 - HERSIP Kerb to HCC standard detail - HCC/C19 Rev A, kerb type PC1 or 2 as agreed with engineer
 - BN Kerb (Flush) to HCC standard detail - HCC/C19 Rev A Kerb type PC4
 - Ramp kerb PC1 to PC3-4
 - Precast concrete edging type EF to HCC standard detail - HCC/C45 Rev C
 - Tactile paving (Bayer) to HCC standard detail - HCC/C60 Rev B
 - Gully type 1 and piping to HCC standard detail - HCC/C75 Rev B
 - Pedestrian refuge island type B5 (2m wide) to HCC standard detail - HCC/C75 Rev B. No high level keep left sign required and bollards to be Traffic solar as per HCC/C61
 - Treated timber bollard 150mm square, with 150mm deep red and white class 1 reflective band, installed to HCC/C130
 - Concrete pavingwork (hardwax) - see plan number BR27 for details
 - Wooden birch fence (installed to HCC/M16)
 - Area to be topsoiled, 200mm depth geotextile laid over soil with mulch on top. Ground cover which electricity to completed under separate contract.

- Notes**
1. All Traffic Management to be in accordance with Chapter 6 of the Traffic Signs Manual.
 2. Attention to be given to any existing or proposed utility lines with Hampshire County Council's HCC/S Standard Detail C45 and to Traffic Signs Regulations and General Directions 2002.
 3. All drains carriageway width of pedestrian refuge 3m.
 4. New kerb (B) to match levels of existing kerbs. Grass surface in width of carriageway widening to be cleared off and reinstated as required to achieve full.

CONSTRUCTION		
<p>Check if completed from internet source - <input type="checkbox"/> Design - <input type="checkbox"/> Drawings - <input type="checkbox"/> Planning - <input type="checkbox"/> Construction - <input type="checkbox"/> Completion - <input type="checkbox"/> Date of completion: 10/02/2011 Date of issue: 10/02/2011</p>		
Cost	240000	240000
Contract 1	100000	100000
Contract 2	140000	140000
Contract 3	0	0
Contract 4	0	0
Contract 5	0	0
Contract 6	0	0
Contract 7	0	0
Contract 8	0	0
Contract 9	0	0
Contract 10	0	0
Contract 11	0	0
Contract 12	0	0
Contract 13	0	0
Contract 14	0	0
Contract 15	0	0
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Contract 99	0	0
Contract 100	0	0



- KEY**
- Footway Type 1B to HCC standard detail HCC/045 Rev C
 - Verge widening onto carriageway (carriageway to be perforated)
 - H82 Kerb to HCC standard detail HCC/010 Rev A Kerb type PC1
 - BN Kerb (Flush) to HCC standard detail HCC/010 Rev A Kerb type PC4
 - Ramp kerb PC1 to PC3/4
 - Precast concrete edging type EF to HCC standard detail HCC/045 Rev C
 - Gully Type 1 to HCC standard detail HCC/015 Rev A
 - Traffic sign number 810 to TSRGD 2002

Notes

1. All Traffic Management to be in accordance with Chapter 8 of the Traffic Signs Manual.
2. All works to be in accordance with Hampshire County Council's HCC Standard Detail HCC/045 and to Traffic Signs Manual and General Conditions 2002.

CONSTRUCTION

No.	Description	Start	Finish
1	Construction of new kerbs and gips	15/08/2024	31/08/2024
2	Installation of traffic signs	15/08/2024	31/08/2024
3	Grass seeding and topping	15/08/2024	31/08/2024

WORKING HOURS

Working hours: 08:00 to 18:00 (Monday to Friday)

Site location: [Map reference]

Hampshire County Council

Test Valley

Planning Policy and Transport
Test Valley Borough Council
Wood Road
Andover
Hampshire
SP10 3SU

Telephone: 01264 320000
Fax: 01264 320001
Email: testvalley@hampshire.gov.uk
Web site: www.testvalley.gov.uk

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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.)

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:

Impact	
Age	Medium - positive
Disability	Medium - positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Medium - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Romsey, Test Valley

The provision of improved crossing points and measures to slow traffic will provide a safer and more pleasant environment for more vulnerable road users.

2. Impact on Crime and Disorder:

The provisions of this Act have no impact on these proposals.

3. Climate Change:

This scheme will encourage walking to the nearby schools and other local facilities in preference to the car, thereby reducing vehicle use and improving local air quality.