

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Upper Hammer Lane, Grayshott

**Contact name:** Karen Wright

**Tel:** 01962846879

**Email:** Karen.1.wright@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Upper Hammer Lane, 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 £97,000, to be funded from LTP, Developer Contributions and an OLA contribution from East Hants District Council.

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

- 2.1. To enable completion of the footway along Upper Hammer Lane, as prioritised by Members as a minor works scheme, at the 2013 Highways & Transport Workshop.

### 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.

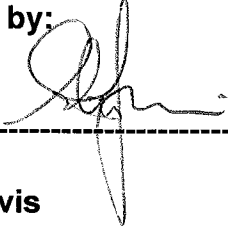
### 5. Dispensation granted by the Head of Paid Service:

- 5.1. None.

### 6. Supporting Information:

- 6.1. None.

Approved by:



Date:

2/4/15

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>	Upper Hammer Lane, Grayshott

**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 £97,000, to be funded from LTP, Developer Contributions and an OLA contribution from East Hants District Council.

#### 1.2. Scheme Outline

The scheme consists of a new 350m length of footway between Little Hammer Lane and Woolmer Hill Road.

#### 1.3. Alternative Options Considered and Rejected

None.

#### 1.4. Measures of Success

It is anticipated that this route will be better utilised by pedestrians once a formal footway is installed, as the route will be considered safer.

### 2. Background

2.1. This improvement was identified and allocated funding through the Highway and Transport Workshop 2013/14, however once design began it was apparent that this funding was insufficient partly due to the proximity of underground services and partly due to the fact that as a minor scheme, no feasibility had previously been undertaken. East Hampshire District Council were able to identify and provide a further £62,000 of developer contributions to enable this scheme to proceed.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	6	6	Developer contributions	18
	Client Fee	1	1	LTP	17
	Supervision	4	4	OLA	62
	Construction	83	86		
	Land	3	3		
	<b>Total</b>	<b>97</b>	<b>100</b>	<b>Total</b>	<b>97</b>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.000%
	Capital Charges (Depreciation and notional interest charges)	9.0	0.006%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/15	05/15	07/15	07/16

### 5. Scheme Details

5.1. This scheme consists of a new, 350m length footway along Upper Hammer Lane.

### 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. Open Water Consent has been granted for the piping of an existing ditch along Upper Hammer Lane.

## **9. Land Requirements**

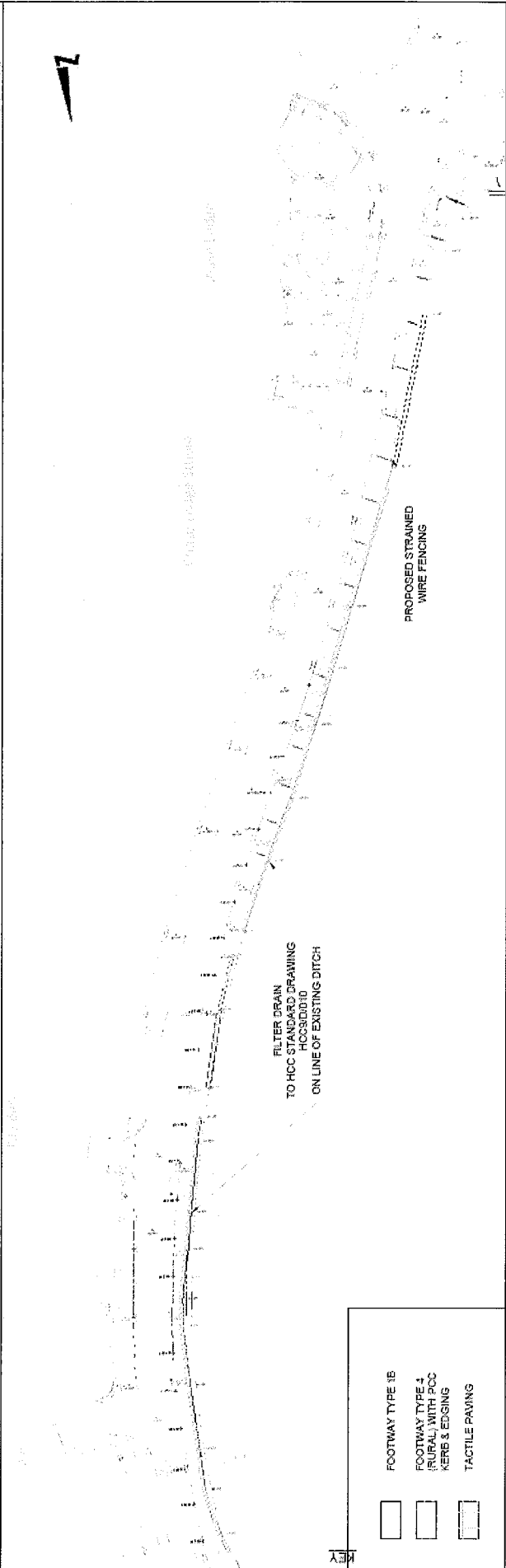
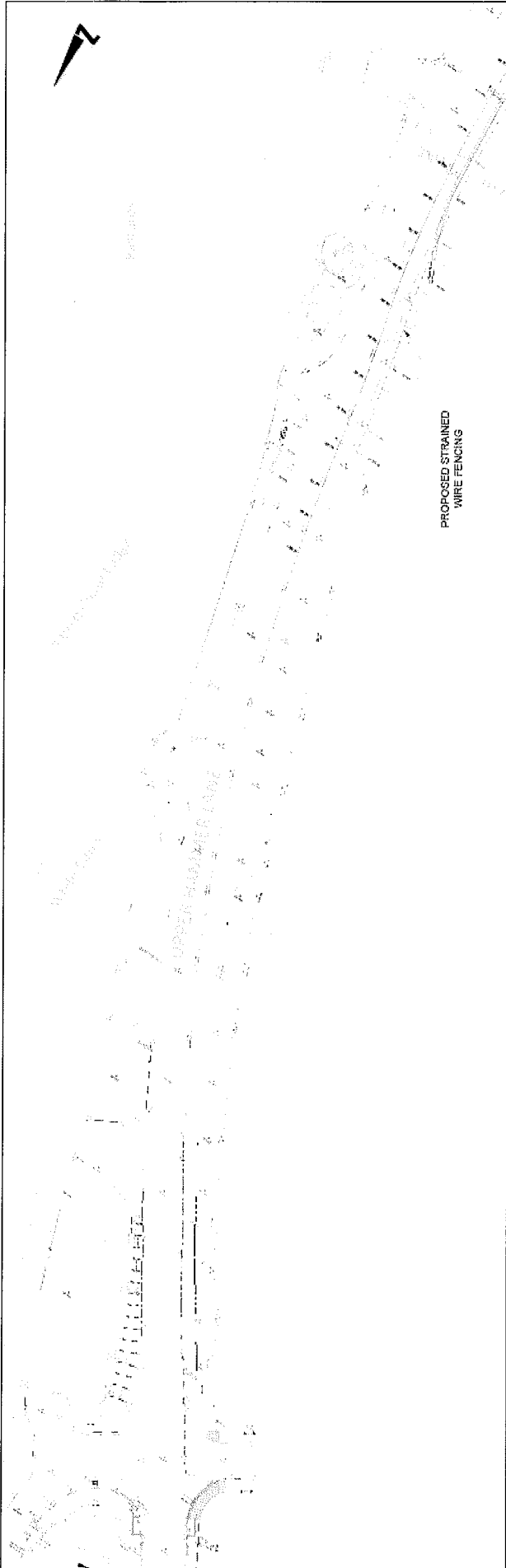
- 9.1. The MOD own the land either side of the existing carriageway along Upper Hammer Lane, and are keen to dedicate this land to the Highway Authority. The dedication process is currently being overseen by HCC Estates Department and it is anticipated that the Agreement will be complete in the next few weeks. No works will start on site until the Dedication is complete.

## **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 Upper Hammer Lane, 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 £97,000, to be funded from LTP, Developer Contributions and an OLA contribution from East Hants District Council.



KEY

	FOOTWAY TYPE 1B
	FOOTWAY TYPE 4 (RURAL) WITH PCC KERBS & EDGING
	TACTILE PAVING

**Havant**  
 LOCAL COUNCIL

Public Services (Roads, C&G, Carers, Buses)  
 Havant Town Hall, Havant, Hampshire, PO9 1SD  
 Telephone: 01329 810000  
 Email: council@havant.gov.uk  
 Website: www.havant.gov.uk

UPPER HAMMER LANE, GRAYSHOTT  
 PROPOSED FOOTWAY

PROJECT NO.	2024/00016
DATE	JULY 2024
SCALE	1:250 @ A1

## **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
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	None
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 walk.

### 2. Impact on Crime and Disorder:

This scheme will have no impact upon this.

### 3. Climate Change:

This scheme will make it safer and easier to walk along Upper Hammer Lane, so may reduce shorter length vehicular trips, thereby having a positive effect on climate change.