

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	TfSH LSTF Hythe Interchange Accessibility Improvements

Contact name: Simon Found

Tel: 01962 845646

Email: Simon.found@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the LSTF Hythe Interchange Accessibility Improvement scheme, 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 £122,000, to be funded from TfSH LSTF.

2. Reason for the decision:

- 2.1. The reason for the decision is to deliver improved accessibility to and between the ferry service, bus and taxi services and the public car park between bus waiting facilities as well as public realm enhancements at the Hythe Interchange at prospect Place, Hythe.
- 2.2. The proposals to deliver improvements in Hythe align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):
 - Improve road safety
 - Promoting walking and cycling
 - Quality of life and place
- 2.3. This decision supports the Hampshire County Council corporate strategy policy of "making Hampshire safer and more secure for all" and "enhancing our quality of place".

3. Other options considered and rejected:

- 3.1. The option originally considered would have resulted in buses being able to stop and collect/drop off passengers on the forecourt area owned by a third party (General Estates Ltd). However a satisfactory agreement between the land owner and the bus companies who operate bus services to/from the

interchange was not able to be agreed and completed. This option was therefore rejected.

4. Conflicts of interest:

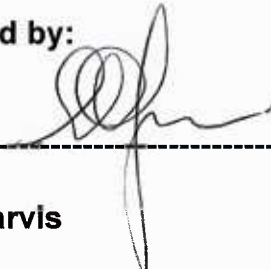
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:  -----	Date: <u>16th February 2015</u>
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	TfSH LSTF Accessibility Improvements to Hythe Interchange

Contact name: Simon Found

Tel: 01962 845646

Email: Simon.found@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to implement improvements at the Hythe Interchange to improve accessibility between the bus, ferry and taxi services at a cost of £122,000.
- 1.2. The scheme will improve the carriageway, footways and bus stop waiting area such that all users especially pedestrians walking between the different connections will have a smoother and safer surface to walk and drive on as the existing surfaces are rutted, uneven and in places are deemed as a trip hazard.
- 1.3. The option originally considered would have resulted in buses being able to stop and collect/drop off passengers on the forecourt area owned by a third party (General estates Ltd). However a satisfactory agreement between the land owner and the bus companies who operate bus services to/from the interchange was not able to be agreed and completed. This option was therefore rejected.
- 1.4. The success of the improvement scheme will be measured by seeking the views of the public who access and use the bus, ferry and taxi services that operate at the interchange. The views of the bus, ferry and taxi operators will also be sought.

2. Background

- 2.1. Accessibility to Southampton City Centre and beyond from the Waterside area has been issue for many years and measures investigated to reduce the dependency on the use of the car and the effect on congestion and delay on the A326 into Totton, Southampton and connections to the motorway network for longer journeys.
- 2.2. Ways of reducing this dependency/use of the car was identified through workshops with local people/organisations including the Parish Council. This highlighted that accessibility to the ferry, bus services and taxi service was constrained by the poor physical connections between the different services

i.e. the condition of the footways and carriageway in and around the Interchange.

2.3. In addition and as an aid to the local economy improvements have been developed to improve the aesthetics in the area and encourage tourists to visit Hythe centre and its shops to make it more attractive visually as well as improving personal safety for them.

2.4. Funding for the scheme has been allocated following the successful bid to the DfT's Local Sustainable Transport Fund (LSTF)

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	26	21.3	TfSH LSTF	69.5
	Client Fee	5.5	4.5	QEP	52.5
	Supervision	15	12.3		
	Construction	75.5	61.9		
	Land	0	0		
	Total	122	100	Total	122

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0%
	Capital Charges (Depreciation and notional interest charges)	12	0.0007%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	February 2015	March 2015	April 2015	April 2016

5. Scheme Details

5.1. The details of the scheme are as follows:

- Plane out and resurface GE forecourt area to make it more accessible/pedestrian friendly,
- Take out and replace/relay the footway adjacent to GE forecourt to make it more accessible/pedestrian friendly,
- Remove the existing blockwork on the carriageway and replace it with a stronger more resilient surface using HRA, to make it safer for pedestrians crossing the road to access the ferry, taxi and bus services to/from the village centre and public car park.

6. Departures from Standards

6.1. There are no departures from standards.

7. Community Engagement

7.1. In the development of this scheme stakeholders have been consulted on the proposals and its key aims and objectives. This includes Hythe and Dibden Parish Council, the bus, ferry and taxi companies and the stakeholder group set up to establish a Travel Plan for Hythe Village.

7.2. There was overall general support for the improvements from all the stakeholders including the Local Member, Councillor Malcolm Wade..

8. Statutory Procedures

8.1. There are no statutory procedures required for this scheme.

9. Land Requirements

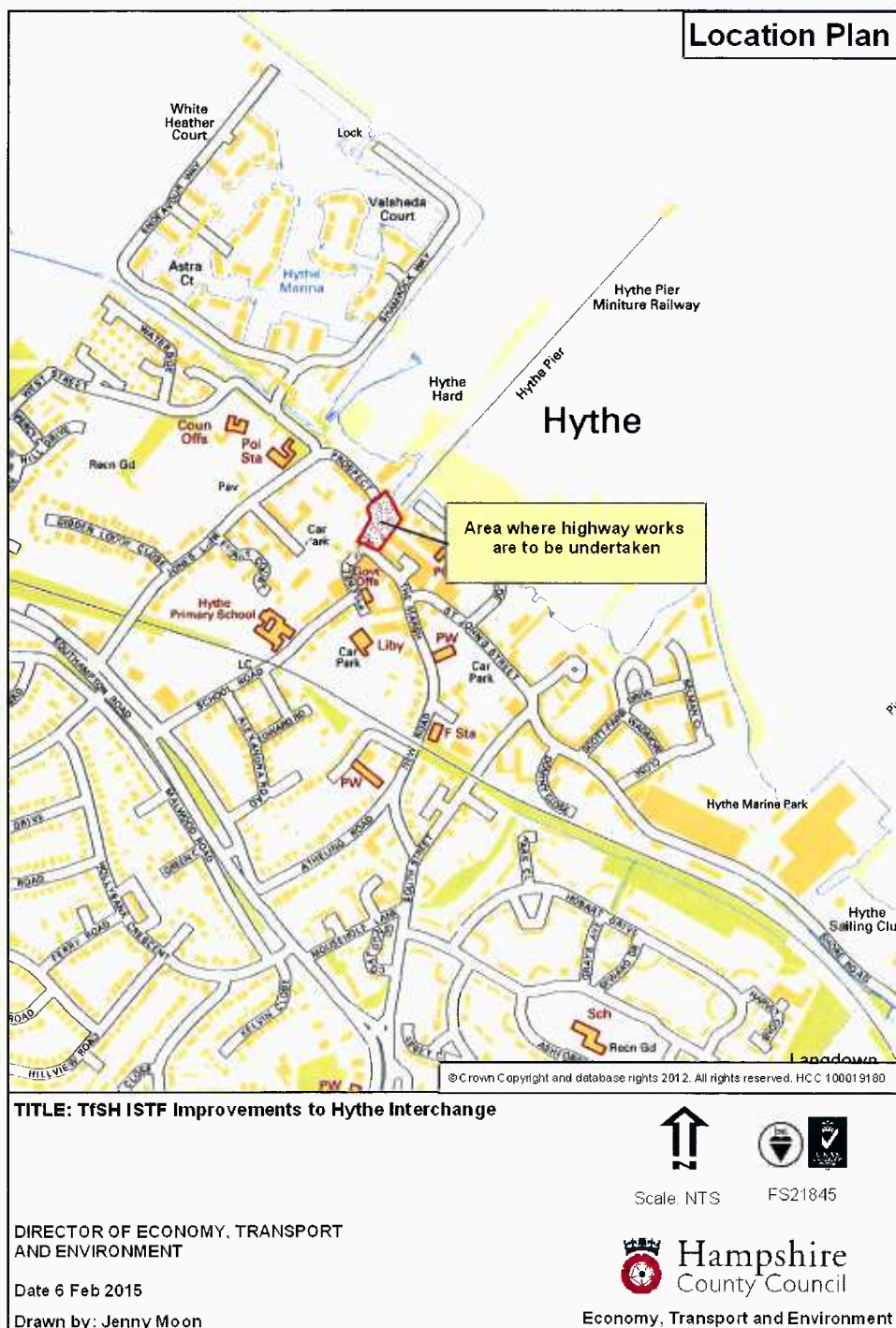
9.1. A licence agreement with General Estates will be entered into to allow works to be undertaken on their land as part of the overall improvement scheme.

10. Maintenance Implications

10.1. The proposed scheme will result in a saving in maintenance work/costs as the existing blockwork on the highway would need extensive repair work undertaken on it in the short term if it was not being replaced as part of this improvement scheme.

11. Recommendation(s)

- 11.1 That the Director approves the details of the LSTF Hythe Interchange Accessibility Improvement scheme, 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 £122,000, to be funded from TfSH LSTF.



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.)

<u>Document</u>	<u>Location</u>
Improvements to Hythe Interchange working file	ETE Dept

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
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Medium
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	None

The scheme looks to improve conditions for pedestrians accessing the bus ferry and taxi services operated from this area. By carrying out these improvements access will be easier for those with mobility difficulties such as the elderly and those with children.

1. **Impact on Crime and Disorder: None**

2. **Climate Change:**

This improvement scheme will create better accessibility to the ferry, bus and taxi services which will encourage car drivers to consider using these services to get to local facilities and Southampton city centre as an alternative means of travel. This will reduce congestion on local roads especially on the main route (A326/A35) into Southampton which will have a positive impact on vehicle emissions which is a main contributor to climate change.