

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member - Environment
Date:	1 March 2011
Title:	Project Appraisal: Liphook Road Traffic Management, Lindford and Washford Bridge Replacement, Bordon
Reference:	2513
Report From:	Director of Environment

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1. Executive Summary

- 1.1. The purpose of this report is to seek approval for traffic management measures in Liphook Road, Lindford and the replacement of the footbridge across the River Wey at Washford Lane, Bordon.
- 1.2. The traffic management proposals for Liphook Road in the Parish of Lindford are to slow traffic along the busy B3002/B3004 Liphook Road as it passes through Lindford village. The proposed calming measures of raised tables and build outs include five informal, uncontrolled crossings to assist local access to the central shopping area for pedestrians and the mobility impaired.
- 1.3. The proposed new footbridge across the River Wey at Washford Lane in the Parish of Bordon and Whitehill is to replace the existing pre war, dilapidated and narrow bridge to improve pedestrian and mobility impaired access between Lindford and Bordon. There are three local state schools in and around Washford Lane with over 1000 pupils, many of whom use the bridge several times a day. The route is therefore a most useful link for non vehicle transport. The alternative road transport route linking the two settlement areas is a 15 minute peripheral journey. The approach footway immediately either side of the new bridge would also be widened and resurfaced.
- 1.4. These two schemes are regarded as high priority for action with Lindford Parish Council and Whitehill and Bordon Town Council respectively. Funding contributions have been secured from the nearby residential development of 200 dwellings in Chase Road.

2. Measures of Success

- 2.1. Before average speed data for Liphook Road taken in 2008 shows 85th percentile vehicle speeds to be around 34 mph. It is expected that the proposed traffic calming measures will reduce average vehicle speed to around 30 mph or below. After study speed surveys for comparison will be arranged following the scheme completion.
- 2.2. Informal interview surveys conducted in 2009 on Washford Bridge showed that users are dissatisfied with current poor standard and bridge condition. After surveys will be arranged to evaluate the level of user satisfaction following the completion of the bridge replacement.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	116			
	Client Fee	10			
	Supervision	40			
	Construction	180			
	Land	0			
				Developers' Contributions	346
	Total	<u>346</u>	<u> </u>	Total	<u>346</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.0	0.003
	Capital Charge	14.0	0.010
	Total Expenditure	<u>17.0</u>	<u>0.013</u>

4. Programme

	Gateway Stage			
	3 – PA	Start on site	End on site	4 – Review
New Bridge Liphook Rd TM	01 Mar 2011 01 Mar 2011	01 Aug 2011 08 Jul 2011	01 Sep 2011 07 Oct 2011	01 Sep 2012 07 Oct 2012

5. Scheme Details

- 5.1. A location plan is attached (Appendix A) and a detailed plan will be displayed at the meeting.

- 5.2. From the North approaching the village of Lindford along the Lindford Road just past the Broxhead Farm Road junction through traffic would see new replacement 30mph signs with 'Please Drive Carefully' on yellow backing boards at the red surface treatment area to enhance the 'gateway effect'. From the South traffic leaving Lindford at the same location would see new replacement 40 mph signs with 'Thank You For Driving Carefully' on grey backing boards.
- 5.3. A 1.5m wide illuminated keep left traffic calming central island is proposed in the Lindford Road just North of the five way junction at Lindford Road/Frencham Lane/Headley Road/Liphook Road/Chase Road. The island would include new central hatch lines with a 'Traffic Calmed Area' announcement sign to inform traffic approaching Lindford.
- 5.4. A 90mm raised speed table is proposed for the busy five way junction with wider footway areas and tighter turning shoulders to help slow the traffic speed. Also included are new junction line markings throughout together with a new pedestrian crossing island at the Chase Road arm of this junction.
- 5.5. Two new parking bays for limited time parking for 4 car parking spaces are proposed outside the shopping centre in Liphook Road with extended kerb lines to improve vehicle access and egress and help pedestrian movement. Two 70mm traffic speed calming tables with pedestrian crossing are proposed in Liphook Road with one at either side of the shopping area. The road width here is to be reduced to 6.0m with kerb line adjustments.
- 5.6. At the southern end of the scheme proposal are three traffic calming pinch point pedestrian crossings with bollards, two in Liphook Road near Mount Pleasant Road and one near Imadene Crescent.
- 5.7. The proposed replacement footbridge for Washford Lane is a hardwood timber frame preconstruction which will be assembled and installed on site. The 2.0m nominal width will be suitable for use both by pedestrians and the disabled with mobility aids. The floor deck will incorporate a non slip surface.

6. Departures from Standards

- 6.1. There are no departures from the Department for Transport and Hampshire County Council highway design standards in use.

7. Community Engagement

- 7.1. A public exhibition was held by staff from Hampshire County Council at Lindford Parish Hall on 22 and 23 January 2010. Approximately 80 – 90 people attended. The display showed the traffic management proposals for Liphook Road and a new foot bridge at Washford Lane. The comments received were supportive.

- 7.2. The local bus company, Stagecoach, has been contacted and is in support of the traffic calming proposals. The Police and Emergency Services are to be contacted to ensure that they have no objections to the speed tables.
- 7.3. The three schools in and around Washford Lane are Weyford Infants School, Weyford Junior School and Mill Chase Secondary School. These schools have been contacted and are in support of a new footbridge and foot path improvements.
- 7.4. Lindford Parish Council and Whitehill and Bordon Town Council are in support of the proposals.

Local Member's View

- 7.5. The Local Member, Councillor Carew, is supportive towards the proposals and has requested the parking bays outside the shops.

8. Statutory Procedures

- 8.1. The traffic calming scheme will be advertised in accordance with Section 90c of the Highways Act 1980 so that comments can be considered.

9. Land Requirements

- 9.1. No land acquisition is required. All works are to be confined within existing highway limits.

10. Maintenance Implications

- 10.1. Most of the proposed work will improve the condition of the existing highway which will reduce the immediate maintenance requirements. The additional traffic calming features have been designed with a life of 15-20 years before major maintenance should be required.
- 10.2. The new replacement footbridge has a design life expectancy of 50 years before major maintenance might be required.

11. Recommendation

- 11.1. That the traffic calming proposals for Liphook Road, Lindford and the replacement foot bridge over the River Wey in Washford Lane, Bordon be approved at a cost of £346,000.

CORPORATE AND LEGAL INFORMATION
Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes <input type="checkbox"/> <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes <input type="checkbox"/> <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes <input type="checkbox"/> <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The proposed improvements include flush surface pedestrian crossings to assist vulnerable users and the mobility impaired. The tactile surfacing will help inform the visually impaired.

2. Impact on Crime and Disorder:

- 2.1. The scheme will not impact on the Crime and Disorder Act.

3. Climate Change:

- (a) How does what is being proposed impact on our carbon footprint / energy consumption?
- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme will improve pedestrian access to help promote walking as an alternative to vehicle transport.