

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	2 April 2013
Title:	Project Appraisal: Bishops Green Accessibility Improvements
Reference:	4789
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to present the case for approval of the Bishops Green Accessibility Improvements, at a total cost of £365,000 funded by £170,000 of developer contributions, £150,000 of Operation Resilience proactive maintenance funding, and £45,000 of Local Transport Plan (LTP) funding.
- 1.2. The scheme provides an improved footway connection between Bishops Green village and the A339, as well as delivering planned maintenance work to the footway/carriageway surfacing and to the local drainage infrastructure. Delivering the schemes together will reduce the cost to the County Council of two separate projects.
- 1.3. Success of the scheme will be measured by comparing the number of pedestrians using the route before the scheme with those recorded afterwards.

2. Background

- 2.1. Bishops Green village was originally a residential compound for staff at the nearby Greenham Common airbase. This left the legacy that the village was never well connected to the nearby infrastructure, including the A339 and the links to Basingstoke and Newbury. During the planning for considerable local residential development in the village, it was identified that this connection needed improvement to allow residents to access various destinations via scheduled bus services on the A339.
- 2.2. The drainage and footway/carriageway surfacing have been noted for some time as being in need of upgrading, to fully accommodate the current and future demand. In order to reduce the impact on the public, these planned

maintenance works will be carried out at the same time as the above proposed accessibility improvements.

- 2.3. The length of road between Bishops Green village and the A339, Ecchinswell Road is typically a 40mph zone and vehicle speeds are relatively high. This provides an additional disincentive for residents to access the A339 on foot.

3. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	50	14	Developer contributions	170
Client Fee	5	1	Operation Resilience	150
Supervision	10	3	LTP	45
Construction	300	82		
Land	0	0		
Total	<u>365</u>	<u>100</u>	Total	<u>365</u>

<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	20	0.018
Capital Charge	20	0.015
Total Expenditure	<u>40</u>	<u>0.028</u>

- 3.1. The proposed scheme is funded by £170,000 of developer contributions, £150,000 of Operation Resilience pro-active maintenance funding, and £45,000 of LTP.
- 3.2. The scheme provides an improved footway connection between Bishops Green village and the A339, part of which is in West Berkshire. The highway authority there has been approached and while it supports the improvement, it is not willing to provide funding as the footway will primarily benefit residents of Hampshire. Given the proportion of the works taking place in West Berkshire is relatively small and the benefit to the residents of Hampshire only will occur with a complete footway, it is proposed to fund improvements to the entire length.

4. Programme

- 4.1. Following approval, the scheme will progress to tender and planned delivery is for approximately 12 weeks from May 2013.
- 4.2. The local utilities will be contacted before the work and asked to carry out any scheduled improvements before the proposed improvement scheme. A Section 58 order will be applied for to protect the carriageway resurfacing.

5. Scheme Details

- 5.1. A location plan is attached (Appendix A) and a detailed plan will be available at the meeting.
- 5.2. The proposed scheme will upgrade the footway connection between Bishops Green village and the A339, allowing access to scheduled bus services there. At present this route is narrow and overgrown, with limited pedestrian crossing opportunities, especially at the bridge over the river.
- 5.3. A narrowing to a single lane of traffic over the bridge is proposed, with priority being given to vehicles leaving the village. This will control speeds and make pedestrian access easier at this location.
- 5.4. The proposal will also deliver the resurfacing scheme in the area, with an upgrade to the drainage system that frequently floods. This will deliver cost savings to the County Council and will also ensure that the timing of the proposed work can be optimised.

6. Departures from Standards

- 6.1. N/a.

7. Community Engagement

- 7.1. County Councillor Tom Thacker is fully supportive of the proposed scheme. He has been involved in the scheme for many years and has consistently backed the outcomes and suggested outputs.
- 7.2. Echinswell, Sydmonton and Bishops Green Parish Council has been consulted and supports the proposals to improve both pedestrian accessibility and the drainage. It has commented about how it is pleased that the County Council is working across county boundaries to achieve local objectives.

8. Statutory Procedures

- 8.1. A Temporary Traffic Regulation Order will be applied for the duration of the scheme, to allow the road to be closed for construction. This will still allow access to properties, but is required during some sections of the proposed

scheme, notably where there is not sufficient width to allow traffic to pass during construction or when the carriageway surface is being replaced.

9. Land Requirements

9.1. This is not applicable as the scheme will take place on highway land.

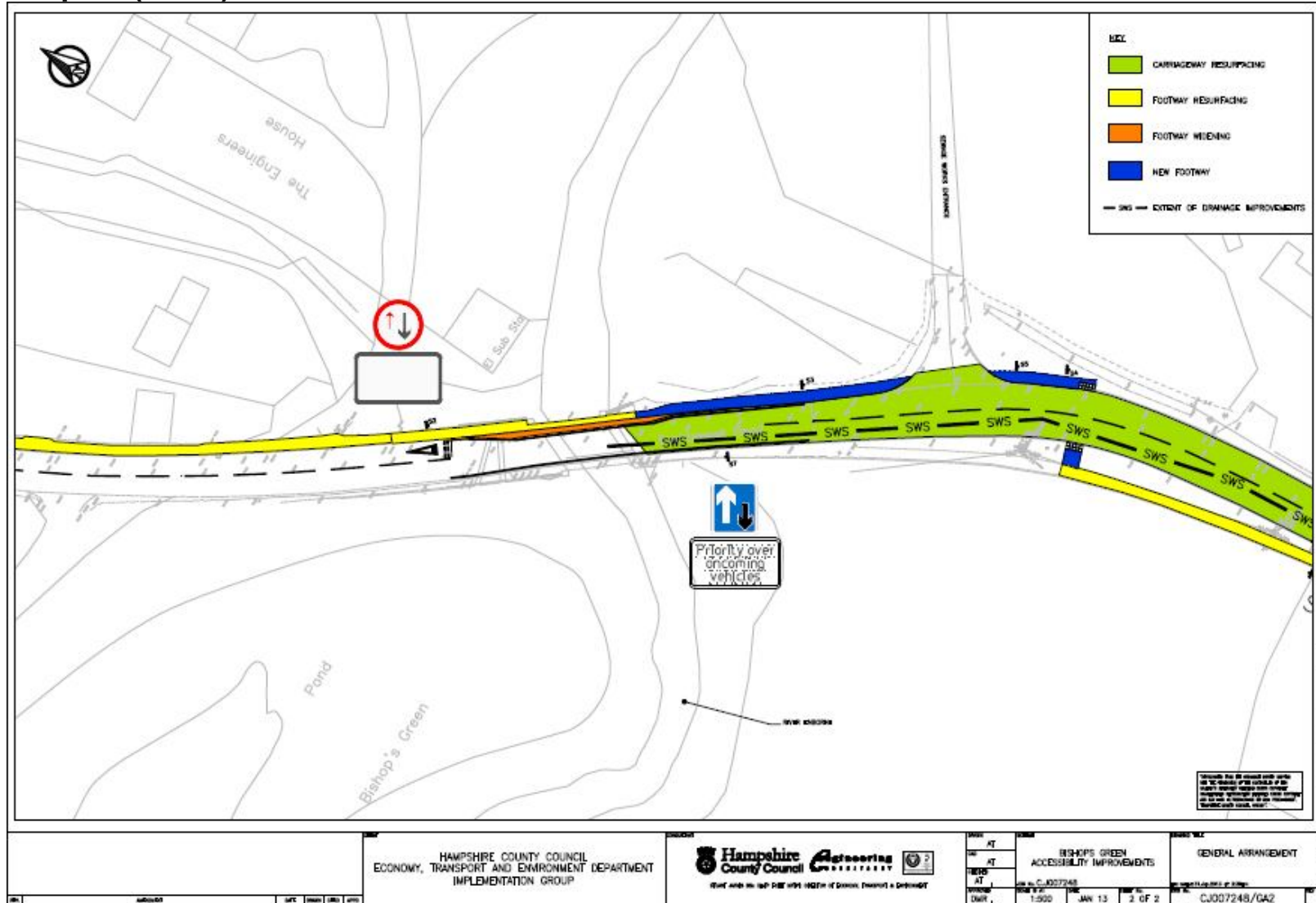
10. Maintenance Implications

10.1. The proposed scheme addresses the key local maintenance concern, related to the footways and drainage issues on Echinswell Road.

11. Recommendation

11.1. That the Bishops Green Accessibility Improvements, at a total cost of £365,000 and funded by £170,000 of external funding, £150,000 of Operation Resilience funding, and £45,000 of Local Transport Plan funding, be approved.

Location plan (2 of 2)



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

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):	

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

None

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 Safe and Well Managed Highways in Hampshire.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The scheme will not have minimal impact upon the rates of crime and disorder.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The scheme will encourage people to walk to key destinations, so will reduce carbon emissions.

- 3.2. 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 use the latest materials and equipment, that is more resilient to the results of climate change.