

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 June 2014
Title:	Project Appraisal: Replacement of Retaining Wall adjacent to a Watercourse - Bishopstoke
Reference:	5849
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the implementation of Bishopstoke Retaining Wall Replacement scheme at an estimated cost of £566,000. The scheme will repair existing damage caused by a road traffic accident and bring sections of wall either side of the damage up to current vehicle containment standards. The total length to be repaired will be 100m.
- 1.2. The scheme is expected to commence in the Autumn of 2014 with a duration of 20 weeks and will involve the following:
- a) Installation of sheet piles with a concrete and brick capping beam capable of retaining vehicles and complying with current standards;
 - b) New railings to match existing;
 - c) New paved footway surfaces and drainage improvements;
 - d) Landscaping, including small trees and shrubs.
- 1.3. Alternative Options Considered and Rejected
- a) A traditional reinforced concrete wall was considered but rejected due to the space required to build the wall and the construction time.
- 1.4. The scheme is considered essential for the safety of road users reducing/eliminating the chances of any errant vehicle falling into the adjacent watercourse in the future.

2. Background

- 2.1. Bishopstoke retaining wall supports the B3037 Bishopstoke Road to the east of Eastleigh adjacent to a tributary of the River Itchen.
- 2.2. The existing parapet rails are not capable of restraining errant vehicles and there are known to have been two serious road traffic incidents which resulted in vehicles entering the watercourse.
- 2.3. Following the most recent incident, inspections and surveys were carried out along the entire length of the retaining wall. These indicated that should a similar incident occur the remaining structure would not be able to prevent a vehicle entering the water.
- 2.4. The existing retaining wall and railings cannot be strengthened due to their present condition and non compliance with current standards. Barriers placed at the severely damaged section provide a temporary solution only.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	--	--	Total funds available	
	Client Fee	--	--	from Structural	
	Supervision	32	6.0	Maintenance Bridges	
	Construction	534	94.0	Capital Programme	566
	Land	--	--	2014/15	
	Total	<u>566</u>	<u>100</u>	Total	<u>566</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	N/A	N/A
	Capital Charge	37	0.023%
	Total Expenditure	<u>37</u>	<u>0.023%</u>

4. Programme

- 4.1. It is anticipated that construction will commence in Autumn 2014.
- 4.2. The contract is expected to be of 20 weeks duration.

5. Scheme Details

- 5.1. Bishopstoke retaining wall supports the B3037 Bishopstoke Road to the east of Eastleigh adjacent to a tributary of the River Itchen. At this location the watercourse runs between two retaining walls. The northern side, which is adjacent to Montague Road, was replaced in 2002/3 with a similar sheet pile structure with a steel and brick clad capping beam.
- 5.2. The proposed scheme consists of the following works:
- a) Installation of sheet piles with a concrete and brick capping beam capable of retaining vehicles and complying with current standards;
 - b) New railings to match existing;
 - c) New paved footway surfaces and drainage improvements;
 - d) Landscaping, including small trees and shrubs.
- 5.3. Traffic management will be required to safely move vehicles and pedestrians around the works. Bishopstoke Road will remain open but it is anticipated that phased closure of Montague Road might be necessary to enable a piling rig to operate.

6. Departures from Standards

- 6.1. There are no Departures from Standards.

7. Community Engagement

- 7.1 The local Councillors and affected Residents are being kept informed. A press release was issued in September 2013 outlining the scheme and proposed details are to be posted on the Parish noticeboard adjacent to the retaining wall and bus stop.
- 7.2 Councillor Moore, the local member is fully supportive of the scheme.

8. Statutory Procedures

- 8.1. The Environment Agency's formal consent (EA Approval) will be required; discussions are on-going.
- 8.2. The construction falls within a Conservation Area. Discussions with Hampshire County Council planning officers suggest that planning permission will not be required.
- 8.3. Road Space for the works has been provisionally booked.
- 8.4. Liaison with utility companies is on-going.

9. Land Requirements

9.1. All land is within the Highway boundary.

10. Maintenance Implications

10.1. The sheet piles will be designed for a 120 year design life with a sacrificial thickness to minimise future maintenance.

10.2. The proposed railings will match the existing adjacent railings and will be subject to the same inspection and maintenance regime.

11. Recommendation

11.1. That, subject to Cabinet's approval of the Economy, Transport, and Environment capital carry-forward, approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Bishopstoke Retaining Wall, as set out in this report, at an estimated cost of £566,000 to be funded from the Structures Capital Maintenance Budget 2014/15.

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

Agenda item:

- 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):	

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>
Scheme working files	Engineering Consultancy Hantsfile

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. An assessment of the impacts on "Developing Hampshire's Highways Network and Transport Systems" can be viewed on the County Council's website: [assessment of the impacts](#)
- 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 have no impact upon rates of crime or disorder.

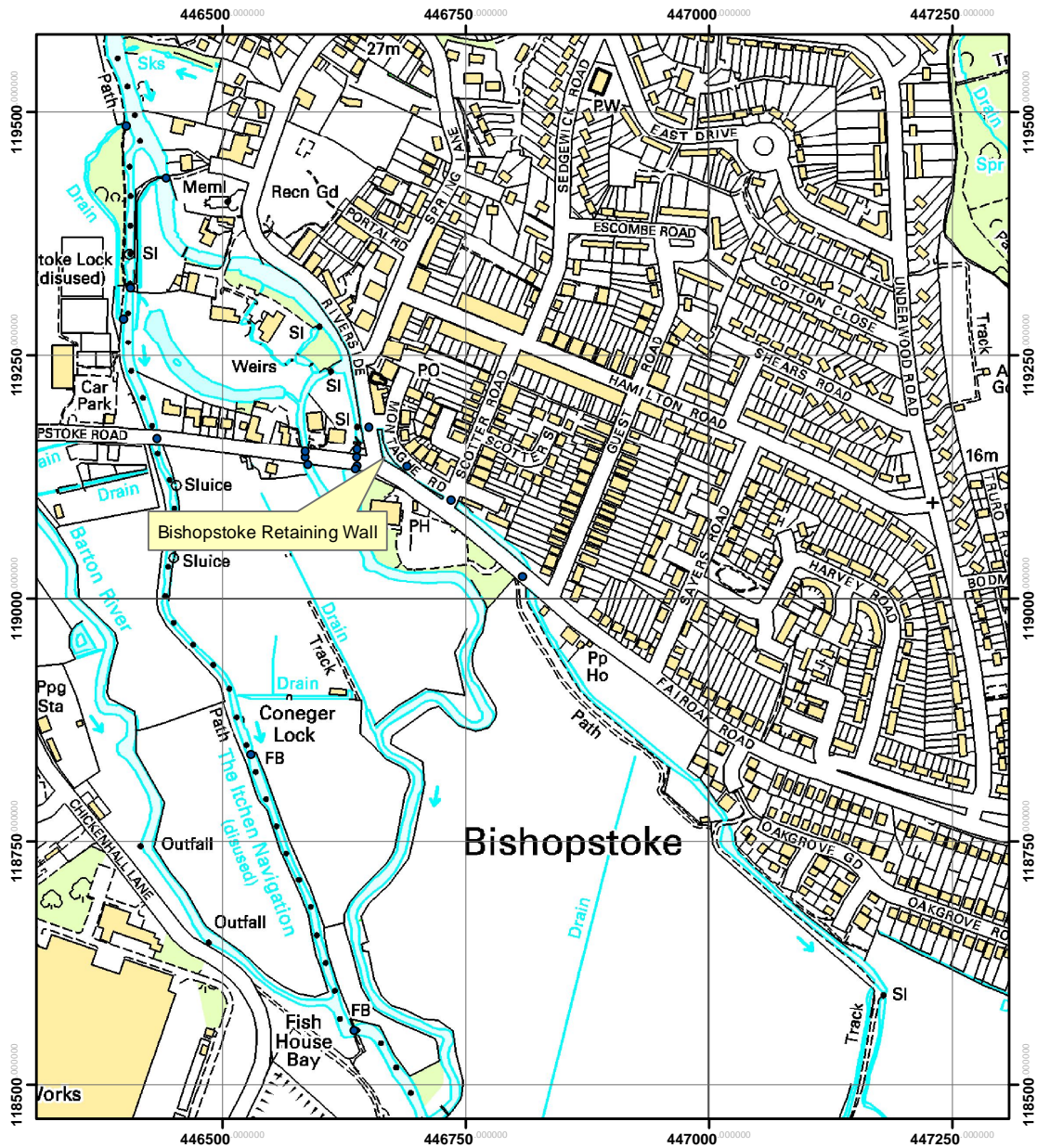
3. Climate Change:

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

The sheet piles will need no maintenance painting and hence reduce future carbon footprint and energy consumption.

- 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 new structure will be designed for 120 year life, reducing future maintenance needs. New drainage will improve surface water run-off.



Bishopstoke Retaining Wall

Scale 1:5000



Hampshire
County Council

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