

HAMPSHIRE COUNTY COUNCIL**Decision Report**

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| Decision Maker: | Executive Member for Economy, Transport and Environment |
| Date: | 11 July 2014 |
| Title: | Project Appraisal: Tadley Accessibility |
| Reference: | 5882 |
| 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 to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements in Tadley, as set out in this report, at an estimated cost of £308,000 to be funded from developer contributions.
- 1.2. This package of several improvement measures seeks to improve accessibility and safety and builds on similar measures implemented in Tadley in recent years. The proposed improvements have been developed and designed in consultation with Tadley Town Council and subjected to public consultation.
- 1.3. The success of the proposed improvements will be measured by feedback from Tadley Town Council and traffic surveys to measure pedestrian movement/flows and queues and delays to traffic.

2. Background

- 2.1. Tadley is located within the borough of Basingstoke and Deane with a population of approximately 11, 651 (Census, 2001). Tadley has been and will continue to be directly affected by expansion of the Atomic Weapons Establishment (AWE) Aldermaston, development of a new Sainsbury's site at Mulfords Hill (A340), and residential development at Boundary Hall. These developments create additional vehicular traffic demand on the surrounding local highway network.
- 2.2. To enable Tadley to better accommodate the planned growth, developer contributions have been secured by Hampshire County Council. Appropriate funding will be allocated to these schemes for the implementation of transport and access improvements within the town.

- 2.3. The proposals include schemes in the Basingstoke and Deane Borough Transport Statement (September 2012) as identified during consultation. These works will complement the accessibility improvements already carried out as part of phase 1 and proposed as part of phase 2. The proposal to deliver environmental improvements in Tadley aligns with the following objectives set out within Hampshire's current Local Transport Plan (2011-2031) (LTP):
- Management of traffic
 - Quality of life and place
 - Transport and growth areas
- 2.4 The overall aim of the project is to deliver a balanced package of transport measures which provide sustainable transport access improvements and traffic management to key services and facilities within Tadley and which mitigate the transport impact of planned growth in the town.
- 2.5 The proposed measures, in addition to those already implemented in the previous phase of improvements, were developed through a steering group. This steering group consisted of the local Member, Councillor Lovegrove, Tadley Town Council, District Councillors and officers from Hampshire County Council and Basingstoke and Deane Borough Council.
- 2.6 Feasibility studies were undertaken to identify what measures could be implemented to address problems of safety and accessibility in Tadley. Local knowledge from those on the working group was used as input into these studies.
- 2.7 The output from the feasibility studies was used to consult with the public / local businesses and obtain their views and seek support for the recommended improvements. Having taken into account feedback from the consultation exercise the proposed improvements were taken forward to detailed design. In consultation with the working group, the individual schemes were prioritised in terms of programming for implementation.
- 2.8 As mentioned earlier in this report the first phase of prioritised measures was implemented a few years ago. The remaining measures, for which approval through this report is now being sort, form the second phase of improvements in Tadley.

3. Finance

| 3.1 | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|-----|------------------|--------------|-------------------|-------------------------|--------------|
| | Design Fee | 46.0 | 14.9 | Developer contributions | 308.0 |
| | Client Fee | 8.0 | 2.6 | | |
| | Supervision | 10.0 | 3.2 | | |
| | Construction | 244.0 | 79.3 | | |
| | Land | 0 | 0 | | |
| | Total | <u>308.0</u> | <u>100.0</u> | Total | <u>308.0</u> |

| 3.2 | <u>Revenue Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|-----|-------------------------------------|--------------|--|
| | Net increase in current expenditure | 1.9 | 0.002% |
| | Capital Charge | 27.0 | 0.017% |
| | Total Expenditure | <u>28.9</u> | <u>0.019%</u> |

4. Programme

4.1. The programme for this package of improvements is as follows:

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|----------------------|--------------------------|
| Project Appraisal: | July 2014 |
| Start of Works: | September 2014 |
| Completion of works: | November 2014 |
| Review: | November / December 2015 |

5. Scheme Details

5.1. The details of the proposed improvements are as follows:

- Bishopswood Road pedestrian crossing – relocation of existing crossing and improved arrangements to the adjacent car park to reduce vehicle conflicts.
- Footway between Almswood Road and Franklin Avenue – improvements to footway to aid accessibility.
- New Road at Church Brook Corner – measures to improve safety for motorists due to sharp bend in road including signing and lining.
- New Road – measures to improve safety and accessibility at an existing crossing

- Moorland Surgery, New Road – measures to prevent dangerous parking and reduce vehicle conflict.
- New Road / Herriard Way Junction – improvements to provide a safer crossing point for pedestrians.
- Heath End Road – improvements to existing crossing to provide better awareness for motorists and safety for pedestrians.
- A340 (Blake Road to Silchester Road) – improved pedestrian crossing facilities at the junction with Silchester Road including parking restrictions along The Parade.

6. Departures from Standards

- 6.1. There are no departures from Standards for these proposed improvements in Tadley

7. Community Engagement

- 7.1. The proposed improvements were developed through the Tadley Steering Group. This steering group consisted of the local Member, Councillor Lovegrove, Tadley Town Council, District Councillors, and Officers from Hampshire County Council and Basingstoke and Deane Borough Council. This enabled Officers to take account of local views in the design process.
- 7.2. A public consultation exhibition was held in August 2013. This consisted of scheme plans being displayed at a local supermarket for one day with the local Member in attendance during the day to answer questions and receive comments on the proposals.
- 7.3. Plans of the proposals were then displayed at the Town Council Offices for 4 weeks. This allowed local people/businesses to inspect the plans and leave comments/ give their views on them.
- 7.4. The results from this consultation showed that there was general support for the proposed improvements.

8. Statutory Procedures

- 8.1. Statutory procedures are required to reverse a one way Traffic Regulation Order (TRO) and introduce parking restrictions in association with these improvements.
- 8.2. The one way TRO has been advertised and no objections to it were received. This has now been formerly approved by the Director of Economy, Transport and Environment and will be implemented as part of the improvements described in this report.
- 8.3. Alterations to parking restrictions will be undertaken by Basingstoke and Deane Borough Council.

9. Land Requirements

- 9.1. No land is required for these improvements as all the works are contained within the existing highway boundary

10. Maintenance Implications

- 10.1. The proposed improvements will result in a small increase in maintenance expenditure in future years. This has been estimated to be approximately £1,900 per annum.

11. Recommendations

- 11.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements in Tadley, as set out in this report, at an estimated cost of £308,000 to be funded from developer contributions.
- 11.2. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment in consultation with the Executive Member for Economy, Transport, and Environment.

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**

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|--|-----|
| 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> |
|------------------------------------|-----------------|
| Tadley Accessibility Working Files | ETE Department |

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. It is considered that the improvements proposed within this scheme will have no impact on Crime and Disorder.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / 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 proposed improvements within this scheme will encourage walking as they will improve pedestrian safety and accessibility, especially for the mobility impaired, to the local facilities. This will encourage walking as opposed to the use of the car thereby leading to a potential improvement in air quality locally.