

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	3 March 2015
<b>Title:</b>	Project Appraisal: Petersfield Station – Lavant Street
<b>Reference:</b>	6528
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. Executive Summary

- 1.1. The purpose of this paper is to present a case for approval for Phase 1 of the proposed improvements to the Petersfield railway station forecourt and a section of Lavant Street.
- 1.2. The project will provide public realm enhancements including improved pedestrian and cycle access to the station and increased cycle parking. The bus interchange facilities will be upgraded with a bus, rail and tourism information point.
- 1.3. Alternative Options Considered and Rejected:
  - Several representatives of the Petersfield Town Council suggested that Lavant Street could be converted to a one-way street. Hampshire County Council officers have evaluated the advantages and disadvantages of introducing a one-way scheme southbound on Lavant Street and have concluded that such a scheme does not meet the project aims and is inconsistent with the wider transport objectives for the town centre. Most importantly, introducing a one-way street would involve the segregation of users (cyclists/pedestrians/ parking/deliveries) which is contrary to the project aim of encouraging a free flowing shared space.
  - Additionally, Lavant Street is already a designated and signed cycle route and is the direct route from the railway station to the town centre. Introducing a one-way southbound flow would have a negative effect on how cyclists could use the street and access the railway station.
  - None of the businesses consulted supported the one-way proposal as they believe that it would be detrimental to their trade and have a negative effect on how their shops operate.

1.4. Measures of Success:

- This will be quantified by analysis of Member and media comments plus feedback from interested parties, retailers and local businesses.

**2. Background**

- 2.1 Hampshire County Council was successful in its 2012 bid for Local Sustainable Transport Funding (LSTF) for initiatives to reduce the impact of traffic on the South Downs National Park. The main objectives of the Local Sustainable Transport Fund are to focus on improving key public transport services into the National Parks; making it easy to reach visitor attractions; promoting travel by cycle, bus and rail; and managing traffic effectively within the Parks so that it does not detract from the visitors' experience. To this end, £30,000 of LSTF funding has been awarded towards a project at Petersfield railway station forecourt.
- 2.2 Petersfield has good public transport connections and is a key focal point within the South Downs area. The railway station, owned by Network Rail and managed by South West Trains, provides a regular main line service to London Waterloo and Portsmouth and connects to a number of bus services which stop in the station forecourt.
- 2.3 The station forecourt scheme forms part of a larger public realm and environmental improvement project extending from the station into and along Lavant Street, and would use match funding from both Hampshire County Council and East Hampshire District Council developer contributions. See Fig 2 for location plan.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	14	5	Developers Cont.	79
	Client Fee	3	1	East Hants DC	100
	Supervision	20	8	QEP*	27
	Construction	227	86	LSTF NP**	30
				Op. Res.***	28
	Total	<u>264</u>	<u>100</u>	Total	<u>264</u>

\*Quality Enhancements Programme

\*\* Local Sustainable Transport Fund National Parks

\*\*\* Operation Resilience

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	1	0.001%
	Capital Charge	23	0.014%
	Total Expenditure	<u>24</u>	<u>0.015%</u>

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Mar 2015	Jun 2015	Sep 2015	Sep 2016

#### Phasing

- The whole scheme from station forecourt to the southern end of Lavant Street at the junction with Chapel Street is estimated to cost over £500,000. Since this exceeds the budget available (£264,000) the scheme will be phased and delivered as funds become available. See Fig 1 below for a plan showing the phased work.
- **Phase 1** will consist of the works at the station forecourt and at the northern end of Lavant Street to the junction of Charles Street as detailed in 5.2 and 5.3 below.

- Phase 2** will consist of all the works along Lavant Street from Charles Street junction in the north to Chapel Street junction in the south and will be delivered as funds become available. This phase will include the Traffic Regulation Order procedures for the 20mph extension and raised tables in Lavant Street. It is considered advisable to begin the consultation on the 20mph extension and advertise for the raised table features so that the scheme is ready when the funds become available.

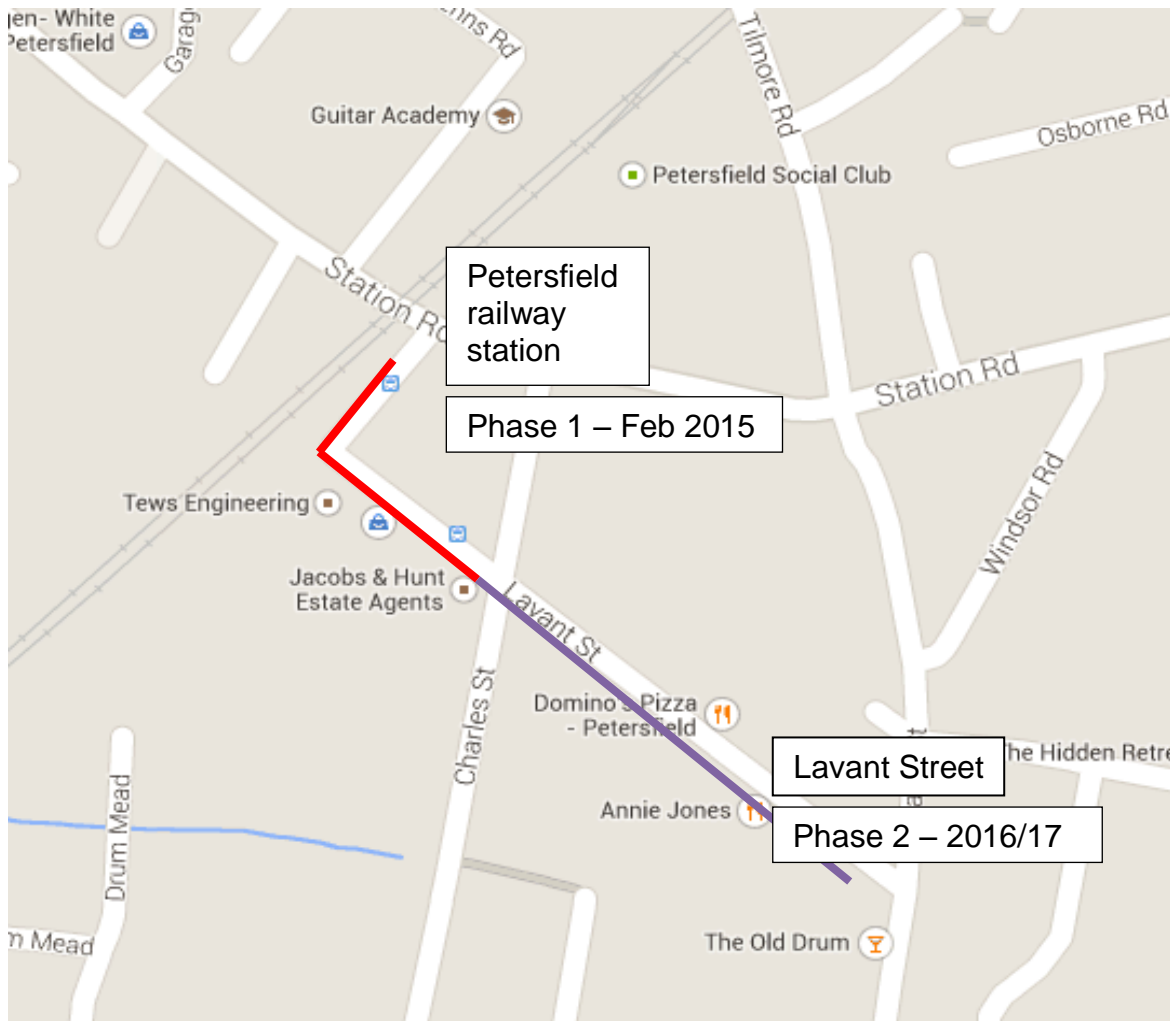


Figure 1

## 5. Scheme Details

- The scheme will deliver a package of pedestrian, cycle and environmental improvements to Petersfield railway station forecourt and along Lavant Street. Hampshire County Council Strategic Environmental Delivery Team has been involved in developing the measures which will:-

- Improve the quality of Lavant Street to reflect its location within the Conservation Area.
- Encourage greater footfall in this part of town, by making Lavant Street and the station forecourt more pedestrian friendly.
- Accommodate the increasing number of cyclists.
- Keep vehicle speeds down and deter illegal parking, while accommodating business servicing and disabled parking.

5.2. The main features of the Lavant Street improvements are as follows and are shown on detail plan Figure 3.

- Wider footways up to 3m in width.
- Revised on-street parking arrangements plus additional parking bays.
- Better way-finding to shops and railway station.
- Build outs on the southern side around bus stop and improved paving area.
- Providing cycle parking outside the cycle shop.
- Two new 30 minute parking laybys on southern side of Lavant Street. (The first phase of the TRO process is already underway).
- Renewed footways on both sides of Lavant Street continuing from the forecourt to junction with Charles Street.
- Widening of the footway on the northern side of Lavant Street (continued from station forecourt).
- Improved crossing points at junction of Lavant Street and Charles Street.
- Tree planting on northern end of Lavant Street.
- Carriageway re-surfacing of Lavant Street from the station forecourt to Charles Street.

5.3. Improvements to the Petersfield railway station forecourt consist of:

- Build outs on the southern side around the bus stop and improved paving area.
- Renewal of the two existing bus shelters.
- Enhancements to the landscaped area with new planting and the removal of a small clump of four self seeded beech trees.
- Providing a new information board (totem) incorporating way-finding information and tourism information.
- Reduced clutter by removing one of the two telephone boxes in the footway.

5.4. Hampshire County Council carried out a number of focused consultations and information gathering with the businesses on Lavant Street, the County and District Members as well as Petersfield Town Council, Petersfield Tomorrow, and the Petersfield Neighbourhood Plan working group.

## **6. Departures from Standards**

6.1. There are no departures from standards for this project.

## **7. Community Engagement**

- 7.1. Consultation has been carried out with Petersfield Town Council, East Hampshire District Council, representatives of South West Trains, local retailers in Lavant Street and County Councillor Ken Moon. All are supportive of the project.

## **8. Statutory Procedures**

- 8.1. Traffic Regulation Orders will be required to formalise the installation of the junction table and parking restrictions. This work will be carried out by Hampshire County Council colleagues.
- 8.2. Conservation area consent is being sought to remove a clump of four small self seeded beech trees on the edge of Network Rail land adjacent to the footway refurbishment.

## **9. Land Requirements**

- 9.1. An application for consent to carry out the works on South West Trains station forecourt land has been approved. The consent, issued by Network Rail to South West Trains, is subject to standard terms and conditions and is numbered - TN776803807785148324.

## **10. Maintenance Implications**

- 10.1. The proposed improvements will result in a small increase in annual maintenance expenditure in future years. However no maintenance will be required in the short term given that the scheme is, in a number of instances, replacing old materials with new.

## **11. Recommendations**

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Petersfield Station and Lavant Street, as outlined in this report.
- 11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Petersfield Station forecourt and Lavant Street, as set out in this report, at an estimated cost of £264,000 to be funded from East Hampshire District Council contributions, together with Hampshire County Council resources.
- 11.3. 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.

Rpt/6528/KD

## 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**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	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

Working files

ETE Department

## IMPACT ASSESSMENTS:

### 1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### 1.2. Equalities Impact Assessment:

1.3. 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.

1.4. Statutory considerations:

Impact	
Age	Medium – positive
Disability	Medium – positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None

Pregnancy and maternity	Medium – positive
<b>Other policy considerations</b>	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Petersfield

The impacts that have been identified affect age, disability, pregnancy and maternity categories. The impact for all of these is medium and positive as the scheme aims to deliver improved bus facilities as well as public realm, pedestrian and cycle enhancements on Lavant Street. This will create a safer environment particularly for those with mobility problems such as older people and pushchair and wheelchair users.

It is considered that the issues covered by this report will not have any impact requiring further specific actions by the Council above those already established in its existing policies and working procedures.

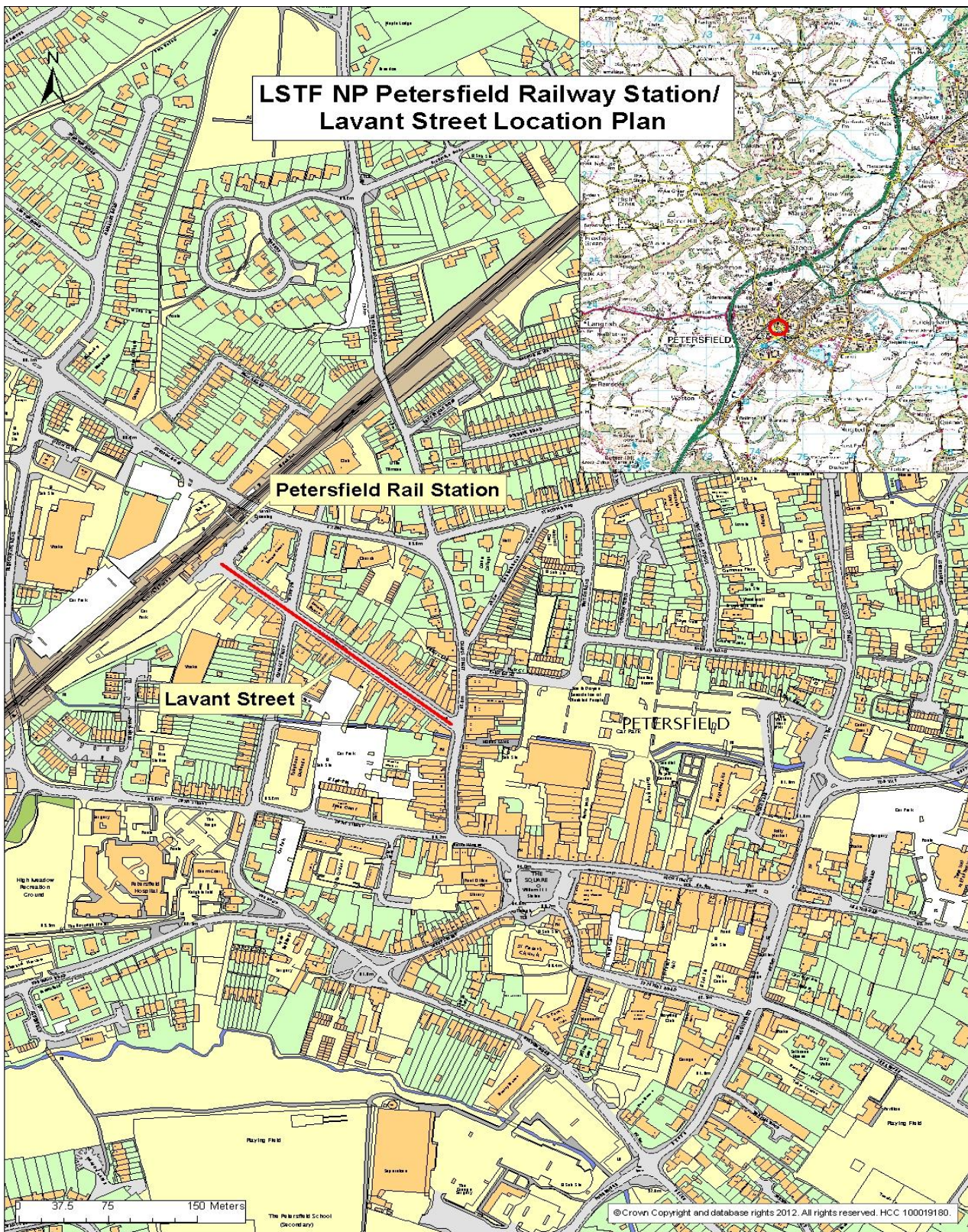
## **2. Impact on Crime and Disorder:**

2.1. It is considered that the proposals recommended for the project will have no influence on the levels of Crime and Disorder.

## **3. Climate Change:**

3.1. *How does what is being proposed impact on our carbon footprint / energy consumption?* There will be little or no change to the status quo.

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 proposals are designed to encourage patronisation of bus and rail services therefore reducing the use of the motor car. This should have a beneficial effect on emissions and therefore in turn on climate change.



Location Plan - Fig 2

