

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Four Marks – A31/Lymington Bottom Junction Improvements
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Member for Economy, Transport and Environment for the implementation of the Lymington Bottom Road pedestrian crossing at Four Marks.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Lymington Bottom Road pedestrian crossing, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the Lymington Bottom Road pedestrian crossing, subject to the outcome of the public notice period of the proposed Puffin Crossing, as set out in this report, at an estimated cost of £398,000 to be funded from developer contributions.
4. 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.
5. That authority is delegated to the Director of Economy, Transport, and Environment to renew the public notice period for the proposed Puffin Crossing and consider any comments received during that period in consultation with the Executive Member for Economy, Transport and Environment.

Executive Summary

6. Due to the projected increase in pedestrian movement resulting from the new housing developments, it is proposed that a new Puffin crossing point is constructed in order to improve accessibility and safety of pedestrians crossing the A31.
7. The need for localised traffic solutions to assist with the increase in traffic and pedestrian volumes was identified in a feasibility study. This was followed by a number of meetings with the Four Marks and Medstead Parish Councils, where the precise locations and solutions were proposed and agreed. As a result of these meetings the Puffin crossing is being promoted in this report.

Background

8. Following the initial feasibility study, a meeting was convened on 31 July 2018 between Four Marks and Medstead Parish Councils, County Councillor Mark Kemp-Gee, the Hampshire County Council Director of Economy, Transport and Environment, and Hampshire County Council officers.

The parish councils identified four priority schemes to deal with local traffic growth. These were:

- a) Boyneswood Road footbridge – Both parish councils indicated that a standalone pedestrian footbridge was the top priority locally. The strong preference for a footbridge is partly because it would allow the reinstatement of two-way traffic.
 - b) Crossing facility at A31/Lymington Bottom Junction.
 - c) Permissive path across private land adjacent to Roe Downs Road to provide improved pedestrian access to Medstead School.
 - d) Wider egress from Boyneswood Road onto A31.
9. Another two meetings were held with the aforementioned stakeholders on 7 January 2019 and 24 June 2019. These considered the progress of the particular sites as well as difficulties and a way forward. A public consultation event was held on 20 February 2019.
 10. As a result of the meetings and the public consultation, the following items and options were agreed:
 - a) Boyneswood Road footbridge – This proposal is not being promoted as part of this Project Appraisal but might be subject to further discussions with Mid Hants railway.
 - b) Crossing facility at A31/Lymington Bottom Junction. This location is being promoted as part of this Project Appraisal.
 - c) Permissive path across private land adjacent to Roe Downs Road to provide improved pedestrian access to Medstead School. There is no interest from the owner of the land required to construct a footpath, so this option is at the moment suspended. This proposal is not being

promoted as part of this Project Appraisal but may be progressed in the future if the situation changes.

- d) Wider egress from Boyneswood Road onto A31. Preliminary design has raised safety concerns (Stage 1 Road Safety Assessment) with initial proposals for this improvement. This is due to visibility issues. Therefore, this option is not being promoted as part of this Project Appraisal but might be in the future, if and when it is possible to develop options that satisfy the County Council's road safety requirements.

Contextual information

11. Issues with forecast junction capacity and traffic flows were originally identified for the area in connection with future construction of housing developments.
12. A feasibility study was completed in 2016 with the aim of identifying a preferred option for improvements to the Lymington Bottom Road junction to achieve the following objectives:
 - maintaining the strategic function of the A31 (Winchester Road) primary route linking Four Marks to Winchester, Alton, Farnham, Aldershot, and Guildford by limiting delays and the number of new junctions;
 - providing appropriate infrastructure to accommodate forecast levels of development traffic and enable safe access to the A31 without compromising its strategic function; and
 - improving provision for pedestrians and cyclists at the A31/Lymington Bottom Road junction.
13. As a result of meetings with the parish councils, the proposed part of the feasibility study (recommended for implementation in this report) is to provide a signal controlled pedestrian crossing across the A31 at the Lymington Bottom Road junction.
14. In the feasibility report, issues for pedestrians and cyclists were identified at the A31 Lymington Bottom Road junction, which is an important node in the centre of Four Marks and a key route for pedestrians and cyclists, including children travelling to Four Marks Primary School.
15. Therefore, a safe and convenient crossing for pedestrians and cyclists was identified as being required on the A31 western approach to the junction. The design calculations justified the need for a controlled crossing. Preliminary designs were identified at that point as required for the crossing. This was subsequently approved at further meetings with the Parish Councils.

Finance

16. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.
17. For schemes of more than £0.5m in value, if tenders / quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

18.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	75	18	Developer contributions	398
	Client Fee	23	6		
	Supervision	35	9		
	Construction	265	67		
	Land	0	0		
	Total	<u>398</u>	<u>100</u>	Total	<u>398</u>

19.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4.0	0.003%
	Capital Charge	38.0	0.024%

Programme

20.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	7/2020	10/2020	1/2021	1/2022

Scheme Details

21. The scheme entails construction of a light controlled Puffin pedestrian crossing, including an extension of an existing central island and footways on either side.
22. The work will include site clearance, followed by excavation and associated civils works, central island, and footpath works. There will also be some resurfacing works followed by high friction surfacing and white lining installation.

Departures from Standards

23. None.

Consultation and Equalities

24. A public consultation event was carried out on 20 February 2019.
25. Overall, a total of 86 responses were received by Hampshire County Council. Of these, 81 responses were paper questionnaires and 5 responses were completed online via the scheme's website. One letter was received.
26. The responses to the survey show a considerable level of support for the proposals and objectives.
27. A majority of 64% of respondents expressed their support for the widening of the bellmouth on Boyneswood Road at its junction with A31.
28. A high majority of 76% of respondents answered that they would like the puffin crossing to be implemented at Lymington Bottom.
29. A high majority of 79% supported implementation of a Boyneswood Road pedestrian footbridge, which would improve the safety of vulnerable road users and enable reinstatement of two-way traffic on the existing bridge.
30. The proposed scheme is supported by Councillor Kemp-Gee as well as the parish councils.
31. An Equalities Impact Assessment has been conducted and a positive impact identified in relation to age. The pedestrian crossing will enable the local residents (especially children and the elderly) to cross the main road in a much safer manner, and this will also have a positive health impact as it will encourage walking as opposed to driving.

Statutory Procedures

32. The proposed Puffin Crossing was advertised immediately before the Coronavirus Lockdown. As the ensuing restrictions will have limited the

public opportunity to become aware of the proposed scheme, it is recommended that the public notice period is renewed.

33. A bus stop will need to be suspended for the duration of the works.

Land Requirements

34. Additional land is not required as the project is being built within the public highway boundary.

Maintenance Implications

35. The Asset Management team has been consulted on the proposals and has agreed to the materials being used.
36. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £4,000 per annum.

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.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

2. Equalities Impact Assessment:

An Equalities Impact Assessment has been conducted and a positive impact identified in relation to age. The pedestrian crossing will enable the local residents (especially children and the elderly) to cross the main road in a much safer manner and this will also have a positive health impact as it will encourage walking as opposed to driving.