

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Wales Street, Winchester Pedestrian Improvements

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** brandon.breen@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Wales Street, Winchester Pedestrian Improvements, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £120,000, to be funded from developer contributions.

### 2. Reason(s) for the decision:

- 2.1. To improve accessibility and safety for pedestrians crossing Wales Street by introducing a Zebra controlled crossing point and undertaking carriageway resurfacing in order to improve skid resistance for vehicles.
- 2.2. To reduce the dominance of traffic on Wales Street and the resulting severance and to encourage walking through the provision of safe and easy to use crossing facilities, particularly to cater for vulnerable road users.

### 3. Other options considered and rejected:

To do nothing was not an option and due to the physical constraints within the current road layout, it was felt that a Zebra pedestrian crossing would be the only resolution to safely allow pedestrians to cross this busy section of Wales Street.

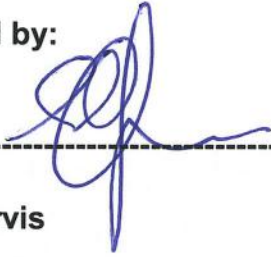
### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

### 5. Dispensation granted by the Head of Paid Service: None

6. **Supporting Information:** Not applicable

**Approved by:**



**Date:**

19/2/19

**Stuart Jarvis**

**Director of Economy, Transport and Environment**

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Wales Street, Winchester Pedestrian Improvements

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### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed Wales Street, Winchester pedestrian improvements as shown in the attached plan in the Appendix.
- 1.2. The proposal will see a Zebra crossing introduced in Wales Street, outside the "First In Last Out" public house.
- 1.3. The carriageway surface will be renewed both 50 metres north and south of the proposed Zebra crossing point in order to improve the existing skid resistance of the block paved surface.
- 1.4. Alternative options were to "do nothing" but this was rejected due to the nature of the site and the recent request from the previous local County Member and local residents. The addition of the Zebra crossing point will also support Winchester City Council's walking strategy which was developed in 2014.

### 2. Background

- 2.1. As a radial route for the city serving M3 Junction 9, Wales Street is a busy road, especially at peak times, when pedestrian crossing demand is also at its highest, making it a difficult road to cross. There are existing informal crossings which are used by vulnerable users including parents and children of the Yellow Dot Nursery and Winnall Primary School. In addition, Wales Street is a key pedestrian route between the residential and employment areas in Winnall and the city centre.
- 2.2. The character of Wales Street with its restricted width and narrow footways in places, changing horizontal and vertical alignment and the numerous private accesses severely limit the potential for controlled crossings.
- 2.3. Winchester District Strategic Partnership's 'Walking Strategy for Winchester' (October 2014) identifies that Winchester is a small, compact and attractive town, which has the potential for many journeys to be undertaken on foot. The

'Vision' of the strategy is to substantially increase the number of people walking as a preferred method of getting around the town. A core component essential for realising the vision is to ensure that infrastructure changes to the existing streets occur, focusing on the identification of key routes / areas that are well used, linked to key destinations and public transport, which will demonstrate a change of priorities between different travel choices. Whilst Wales Street is not identified as a main priority for intervention by the strategy, the proposed Zebra Crossing accords with its vision, aims and objectives.

- 2.4. The proposal for a Zebra Crossing additionally aligns with Winchester City Council's work on a Planning Framework for Winnall. The framework when finalised and agreed will lead to a ten-year plan that will identify and prioritise key changes / developments to roads, business infrastructure, community facilities, housing, green spaces, footpaths and cycle routes. Initial work undertaken identifies that one of the key issues relating to travelling within Winnall is poor pedestrian facilities. Improvement of pedestrian facilities along Wales Street will enhance pedestrian safety, encouraging local residents and employees to walk.
- 2.5. Furthermore, the proposed Zebra Crossing will encourage safe and sustainable journeys for pedestrians in the locality and support Policy Objective 12 of the Hampshire Local Transport Plan 2011-20313 which states that HCC shall 'invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools'.
- 2.6. The Intelligent Transport Systems (ITS) team has completed an initial assessment of Wales Street and the potential for a new controlled pedestrian crossing. This assessment concluded that a zebra crossing was likely to meet PV2 criteria and therefore was worth further investigation.
- 2.7. Using the PV2 criteria, on Thursday 19 March 2015 an initial peak hour assessment was undertaken, which recorded the two-way traffic flow and the number of pedestrians crossing. Two sections of Wales Street were assessed; the first was between Ebdon Road and the pedestrian steps to Beggars Lane, and the second was to the south between the steps to Beggars Lane and Water Lane. The number of pedestrians crossing in each section was similar with 40 and 49 movements respectively.
- 2.8. The initial assessment concluded that using the PV2 criteria, a zebra crossing was feasible and that the only viable location would be at or near to the existing uncontrolled crossing next to the "First In Last Out" public house. After further investigation it was decided that the most suitable location for the Zebra crossing would be just north east of the existing uncontrolled pedestrian crossing point.

2.9. Further investigation of the proposals indicated that the existing carriageway surface (currently comprised of worn block paving modules) should be renewed in order to improve the skid resistance on each approach to the proposed Zebra crossing and the resurfacing of the carriageway has been included in the current design proposals.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	21.0	18	Developer contributions	120
	Client Fee	5.0	4		
	Supervision	5.0	4		
	Construction Land	89.0	74		
	<b>Total</b>	<u>120</u>	<u>100</u>	<b>Total</b>	<u>120</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.000%
	Capital Charges (Depreciation and notional interest charges)	12.0	0.007%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	02/19	04/19	05/19	05/20

## **5. Scheme Details**

- 5.1. The scheme comprises of the provision of a Zebra controlled crossing facility within Wales Street outside the "First In Last House" public house and just slightly north east of the existing uncontrolled pedestrian crossing point.
- 5.2. The carriageway approaches (approximately 50 metres in either direction) to the new Zebra crossing point are currently in a block paved surface and this will be resurfaced in hot roll asphalt in order to improve skid resistance and overall safety.

## **6. Departures from Standards**

- 6.1. None

## **7. Community Engagement**

- 7.1. The HCC County Member, Dominic Hiscock has been consulted on the proposals and is fully supportive of them.

## **8. Statutory Procedures**

- 8.1. The HCC ITS team undertook a formal public advertisement of the proposed Zebra crossing point between 29<sup>th</sup> November 2016 to 27<sup>th</sup> December 2016. There were no objections to the public notice and the police were also consulted and had no objections to the proposals.

## **9. Land Requirements**

- 9.1. None

## **10. Maintenance Implications**

- 10.1 The improvements will have a modest impact on future year's maintenance budgets and this is expected to be approximately £1000 annually. This increase can be accommodated within maintenance programmes. The Asset Management team has been consulted on the proposals and has agreed to the materials being used.

## **11. Recommendation(s)**

- 11.1. That the Director approves the details of the Wales Street, Winchester Pedestrian Improvements, as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £120,000, to be funded from developer contributions.

## 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 Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	no
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	no

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**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

## 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 developing Hampshire's highway network and transport systems.

#### 1.2. Statutory considerations:

Impact	
Age	High
Disability	High
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Winchester

The proposed Zebra crossing facility will have a positive impact on those road users considered to be more vulnerable such as disabled, and school children. The proposed improvements will assist those pedestrians identified above, in crossing the busy Wales Street, especially during peak traffic times.

### 2. Impact on Crime and Disorder: None

### 3. Climate Change:

3.1 The provision of a Zebra controlled crossing point will allow pedestrians to safely cross Wales Street and it will also promote walking and alternative modes of transport which will help to reduce the dependency on car journeys for short distances.

