

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Toynbee Road, Eastleigh Traffic Calming Improvements CMS 2462

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 Toynbee Road, Eastleigh traffic calming improvements, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into the necessary contractual arrangements to implement this scheme, at a total estimated cost of £140,000 to be funded from developer contributions.
- 1.3. That the Director approves this addition to the 2017/18 Capital Programme at a value of £140,000.

2. Reason(s) for the decision:

- 2.1. To improve accessibility for pedestrians in Toynbee Road by widening and enhancing existing footways and formalising crossing opportunities near to Crescent Primary School.
- 2.2. To reduce traffic volumes by deterring traffic using Toynbee Road to avoid delays at the Romsey Road/Twyford Road/Station Hill roundabout. t
- 2.3. To introduce pinch-points and build-out islands to reduce vehicle speeds and improve safety for all road users.
- 2.4. The decision supports the Hampshire County Council corporate strategy policies of :
 - “Making Hampshire safer and more secure for all”
 - “Maximising wellbeing”
 - “Enhancing quality of place”

3. Other options considered and rejected:

- 3.1. Raised crossings / tables were a considered option, but build-outs and pinch-points are preferred because these can be positioned together with the existing on-street parking bays to create a chicane arrangement. This will force traffic to slow, give way and making the route less convenient to deter through-traffic. Raised crossings / tables were not supported as there

are still a number of HGV's requiring access to the northern section of Toynbee Road and access is also required for emergency and construction vehicles. The road also has an on-road advisory cycle route.

4. Conflicts of interest:

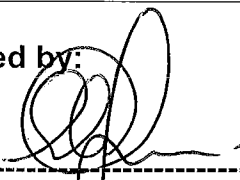
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

pproved by:	Date:
	23/5/17.
Stuart Jarvis	
Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Toynbee Road, Eastleigh Traffic Calming Improvements CMS 2462

Contact name:

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide details for approval of a proposed scheme to improve pedestrian access and deter through-traffic in Toynbee Road, Eastleigh.
- 1.2. The scheme will comprise of widening and resurfacing the existing footway on the west side of Toynbee Road to a minimum width of 2.0m from its junction with Leigh Road to the vehicle access to Crescent Primary School.
- 1.3. A pinch point will be introduced outside the front entrance to the school and two build out islands will be introduced, one adjacent to no.6 Toynbee Road and the other adjacent to no.25 Toynbee Road. Both build out islands will incorporate tactile paved crossing points.
- 1.4. The section of footway on the east side of the road between no.2 and no.12 will be widened to a minimum of 2metres. The section of footway on the west side of the road between no.1 and no.5 will be profiled and resurfaced to address existing ponding issues.
- 1.5. Three existing street lights in Toynbee Road will be upgraded to LED lanterns in order to comply with lighting regulations where traffic calming features are being introduced. In addition to this, one existing street light is required to be relocated approximately 5 metres south of its existing location outside no.11.
- 1.6. Raised crossings / tables were a considered option, but build outs and pinch points are preferred because these can be positioned together with the existing on-street parking bays to create a chicane arrangement. This will force traffic to slow and give way, making the route less convenient to and deter through-traffic. Raised crossings / tables were not supported as there is still a number of HGV's requiring access to the northern section of Toynbee Road and access is also required for emergency and construction vehicles and the road has an on-road advisory cycle route.
- 1.7. Scheme success will be measured by engaging with Crescent Primary School to ascertain if existing pedestrian and vehicle conflicts have been successfully overcome especially since the School Crossing Patrol has been removed.. The traffic data including speed survey data will be compared with those

taken before commencement of the scheme to confirm a reduction in vehicles speeds.

2. Background

- 2.1. Toynbee Road is to the north of Leigh Road within 800m of the centre of Eastleigh Town (see location plan). It is a residential road with housing on both sides and a 30 mph speed limit.
- 2.2. Planning permission for 120 dwellings on the former bakery site to the northwest of Toynbee Road in Eastleigh was granted in 2014 (F/14/74873). A Section 106 contribution of £140,000 has been secured for the implementation of traffic calming along Toynbee Road in addition to a S278 agreement to provide improvements to its junction with Laburnum Grove. Whilst Toynbee Road is primarily a residential road, the presence of the Crescent Primary School at its southern end and the retention of a mixed use commercial area (timber/building supplies yard, self-storage containers and car sales) to the north, means that traffic calming in association with this new development is considered a high priority for the Central Eastleigh Local Area Committee.
- 2.3. The residential development site will introduce an increase in the total number of vehicle trips, but will reduce the number of existing HGV movements. Leigh Road to the south is a busy, congested town centre route. Congestion along the Leigh Road corridor can result in traffic preferring to use Toynbee Road and other residential roads to access Twyford Road, thus avoiding potential delay at the Romsey Road/Twyford Road/Station Hill roundabout.
- 2.4. There has been an increase in the number of pupil's attending Crescent Primary School in Toynbee Road and this has seen the total rise from 420 pupils to approximately 500 pupils.. The school has recently expanded and it is now 3 form entry, with capacity to accommodate 630 pupils. There are a high number of pupils and parents walking to school and at present, there are no school buses. Much of the catchment area extends to the east and southeast of the school requiring children and parents to cross Toynbee Road to access the school. The Crescent Primary School Travel Plan (2013) highlights the narrow footway outside the Police Station, opposite the school, and the difficulties children and parents currently have in accessing the school.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	42	30	Developer contributions	140
	Client Fee	7	5		
	Supervision	6	4		
	Construction Land	85	61		
	Total	<u>140</u>	<u>100</u>	Total	<u>140</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.3	0.000%
	Capital Charges (Depreciation and notional interest charges)	13.0	0.009%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	May 2017	July 2017	September 2017	September 2018

5. Scheme Details

- 5.1. A location plan and a scheme proposal plan are included in the appendix to this report.
- 5.2. The section of footway on the east side of the road between no.2 and no.12 will be widened to a minimum of 2 metres. The section of footway on the west side of the road between no.1 and no.5 will be re-profiled and resurfaced to address existing ponding issues.

- 5.3. A pinch point will be introduced outside the front entrance to the school and two build out islands will be introduced, one adjacent to no.6 Toynbee Road and the other adjacent to no.25 Toynbee Road. Both build out islands will incorporate tactile paved crossing points.
- 5.4. The existing footway will be widened and resurfaced to a minimum width of 2.0m on the west side of Toynbee Road from its junction with Leigh Road to the vehicle access to Crescent Primary School.
- 5.5. Three existing street lights in Toynbee Road will be upgraded to LED lanterns in order to comply with lighting regulations where traffic calming features are introduced. In addition, one existing street light is required to be relocated approximately 5 metres south of its existing location outside no.11 Toynbee Road.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. Public consultation was carried out for a total of 5 weeks, between Friday 13th May 2016 and Friday 17 June 2016. Properties along Toynbee Road, Toynbee Close, Cresbee Court, part of Laburnum Grove and some frontages on Leigh Road were written to and supplied a copy of the proposals. Of the responses received, 50% of people supported the proposed scheme.
- 7.2. The Crescent Primary School has been consulted and supports the proposed scheme.
- 7.3. County Councillor Daniel Clarke has also been consulted and is supportive of the proposals.

8. Statutory Procedures

- 8.1. None

9. Land Requirements

- 9.1. None

10. Maintenance Implications

- 10.1. The improvements will have a minor impact on future year's maintenance revenue budget and this is expected to be approximately £320.00 annually.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Toynbee Road, Eastleigh Traffic Calming 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 £140,000 to be funded from developer contributions.
- 11.3. That the Director approves this addition to the 2017/18 Capital Programme at a value of £140,000.

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

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):	

Other Significant Links

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>

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	Medium
Disability	Medium
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	Eastleigh

The proposals to widen the existing footway and provide build-out islands with tactile crossing points in Toynbee Road will have a positive impact on the identified impact considerations. The build-out islands will help slow existing vehicle speeds and provide formalised locations to cross the road which will assist those road users considered most vulnerable such as young school children and disabled persons.

2. Impact on Crime and Disorder:

None

3. Climate Change:

The provision of traffic calming and associated footway improvements in Toynbee Road will help to encourage walking and improve accessibility to the local area including Crescent Primary School while also helping to reduce the speed and volume of through-traffic. The improvements will also help to reduce the dependency on car journeys.



Toynbee Road, Eastleigh



Hampshire
County Council

SCALE: 1: 2,500

Drawn: BB

Revision:

DATE: 04/05/17

Checked: PB

Org. No.:

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