

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Romsey: Abbotswood Local Transport Improvements Phase 3

**Contact name:** Carmen Berrozpe

**Tel:** 01962 846798      **Email:** Barda.Carmen.Berrozpe.Jimenez@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the Romsey: Abbotswood Local Transport Improvements Phase 3, 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 £224,000, to be funded from developer contributions.

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

- 2.1. To improve pedestrian accessibility for residents of both Abbotswood and Woodley estates by widening existing footways, regulating the existing footways surface and providing some drop kerbs; encouraging residents to walk to local amenities and providing better access to those who are mobility impaired.
- 2.2. To provide a new link from the Cupernham Infant and Junior schools to the existing footways system to be improved. This will create a segregated pedestrian access route from vehicles for parents and children and should encourage more to walking to school rather than using the car.
- 2.3. To provide additional parking bays in Kinver Close in order to help alleviate the parking problem on this section of the estate as a result of increased demand at school drop off and pick up times. Encouraging parents to park further away from school entrance which can become extremely busy.

#### 3. Other options considered and rejected:

- 3.1. An option to provide parking bays in Kinver Close on a public highway grassed area was considered. The location of a gas pipe running below the grassed area and the lack of support from the residents were the key factors in the decision to abandon the proposal.

**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

<b>Approved by:</b>	<b>Date:</b>
 -----	<u>27/7/17</u>
<b>Stuart Jarvis</b>	
<b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Romsey: Abbotswood Local Transport Improvements Phase 3

**Contact name:** Carmen Berrozpe

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### 1. Executive Summary

- 1.1. The purpose of this paper is to seek approval and provide details for the proposed scheme to improve local transport for Abbotswood and Woodley estates in Romsey.
- 1.2. The main element of the scheme is to widen the existing footways to three meters in the residential areas of Kinver Close and Bransley Close. This will provide a facility to encourage residents of both Abbotswood and Woodley estates to walk to local amenities in Woodley, such as the Cupernham Infant and Junior Schools and shops; and to accommodate the large variety of users in the area such as pushchairs, wheelchairs and children's scooters. At school drop off and pick up times large numbers of children are using the footways and the increased width will help accommodate these groups without the need for some pedestrians to walk on the adjacent verge. It is also proposed to resurface some extra footpaths and provide drop kerbs where needed to improve accessibility for impaired mobility people. Additional parking bays are also proposed in Kinver Close in order to help alleviate the parking problem on this section of the estate as a result of increased demand at school drop off and pick up times. It is hoped that these additional spaces will encourage parents to park further away from school entrance which can become extremely busy. Due to the high number of cars around the school entrance, visibility for children crossing the roads can be reduced.
- 1.3. With the aim of maximising parking bays in Kinver Close, a parking option was considered in a grassed area for up to twelve vehicles. Residents directly affected were consulted on May 2017. The location of a gas pipe running below the grassed area, which will produce an increase on the works cost for the overall scheme, and the lack of support from the residents affected for that car park option, have been decisive to take the resolution to abandon the proposal.
- 1.4. Scheme success will be measured on current and future use of the improved pedestrian facilities and car park bays to be provided; as well as feedback from Romsey Town Council and other stakeholders.

## **2. Background**

- 2.1. Abbotswood is located to the north of Romsey town centre and is bounded by Sandy Lane to the north, Braishfield Road to the east, Woodley Lane to the south and Cupernham Lane to the west
- 2.2. There have been a total of 800 new homes built on the residential area of Romsey known as Abbotswood over the past years, as well as an associated local centre comprising a convenience store, shops, public house, community hall, doctors' surgery, full day nursery, 60 bed care home and recycling centre.
- 2.3. As part of the planning application process, a transport assessment (TA) was submitted to Hampshire County Council by the developer's transport consultant which sought to calculate the effect of the new development on the existing highway. It identified that the development is likely to generate 4,648 additional vehicle trips per day in the immediate area, and as such a sum of £577,596 was secured from the developers to mitigate these additional movements and aid pedestrian routes '...on roads affected by the development traffic including but not exclusively Braishfield Road, Woodley Lane, School Lane, Short Hill and Cupernham Lane'. The aim of mitigation measures proposed is to reduce traffic speed on and thus deter traffic from using the unclassified Woodley Lane rather than the more appropriate C classified Braishfield Road and Cupernham Lane, and to improve local pedestrian and cycle routes. Measures would also include improvements to pedestrian and cycle routes to encourage modal shift from the car. These improvements have been implemented as Abbotswood Phases 1 and 2, and, by way of a well managed delivery process, a substantial proportion of the S106 funds are still available to fund further measures to support the local community.
- 2.4. In addition to the increase in vehicle trips, the County Council Transport Contributions Policy estimated a further 588,000 pedestrian trips and 33,600 cycle trips would be generated per year directly as a result of the development. The developer, through the S278 process, is implementing a shared use footway/cycleway to link Woodley Lane from the development access to the junction with Kinver Close (using rear footpaths) in order to aid access to Cupernham Primary School. To complement this, it is proposed to utilise the remaining contributions to widen the existing footpaths in the residential areas of Kinver Close and Bransley Close. This route is an aspiration of the Borough Council to provide local pedestrians and cyclists on Woodley Lane with a route to the schools and local shops.
- 2.5. Local members raised concerns about parking congestion in the area as a result of increased demand at school drop off and pick up times. Therefore, the car park element at Kinver Close was added to the original scheme.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	8	3.5	Developer contributions	224
	Client Fee	6	3.0		
	Supervision	5	2.0		
	Construction	202	90.0		
	Land	3	1.5		
	<b>Total</b>	<u>224</u>	<u>100.0</u>	<b>Total</b>	<u>224</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	Capital Charges (Depreciation and notional interest charges)	22	0.014%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	06/17	08/17	11/17	11/18

### 5. Scheme Details

5.1. Scheme proposal plans are attached at the end of this report

5.2. Approximately 670m of existing footway are to be widening to 3m in the residential areas of Kinver Close and Bransley Close. Approximately 100m of existing footways, in the same area, are to be resurfacing.

5.3. A new footway link from the Cupernham Schools to the footway system, of approximately 15m, is to be constructed.

5.4. Additional parking bays are to be provided on Kinver Close. Footpaths on those points will be arranged accordingly.

5.5. Junction mouth with Woodley Lane is to be narrowed. Some drop kerbs and tactile pavements are to be installed where needed to improve accessibility for the footways users.

## **6. Departures from Standards**

6.1. None

## **7. Community Engagement**

7.1. Local Member Councillor Mark Cooper is fully supportive of the scheme.

7.2. Informative letters of the works to be carried out will be sent to the residents affected for the scheme prior works starting date.

## **8. Statutory Procedures**

8.1. None

## **9. Land Requirements**

9.1. In order to deliver the scheme, a strip of land belonging to Test Valley Borough Council (TVBC) is to be dedicated to public highway. TVBC has agreed in principal and estates in both TVBC and HCC are working through the deed of dedication.

## **10. Maintenance Implications**

10.1. Existing footways will be improved as part of this project, reducing the need for future maintenance in the immediate years ahead.

10.2. Therefore in the short to medium term there may be savings as a result of the improvements, but with a longer term cost as detailed in 3.2.

## **11. Recommendations**

11.1. That the Director approves the details of the Romsey: Abbotswood Local Transport Improvements Phase 3, 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 £224,000, to be funded from developer contributions.



KEY

Footway width by m

3m

Section of footway to  
be kept in situ



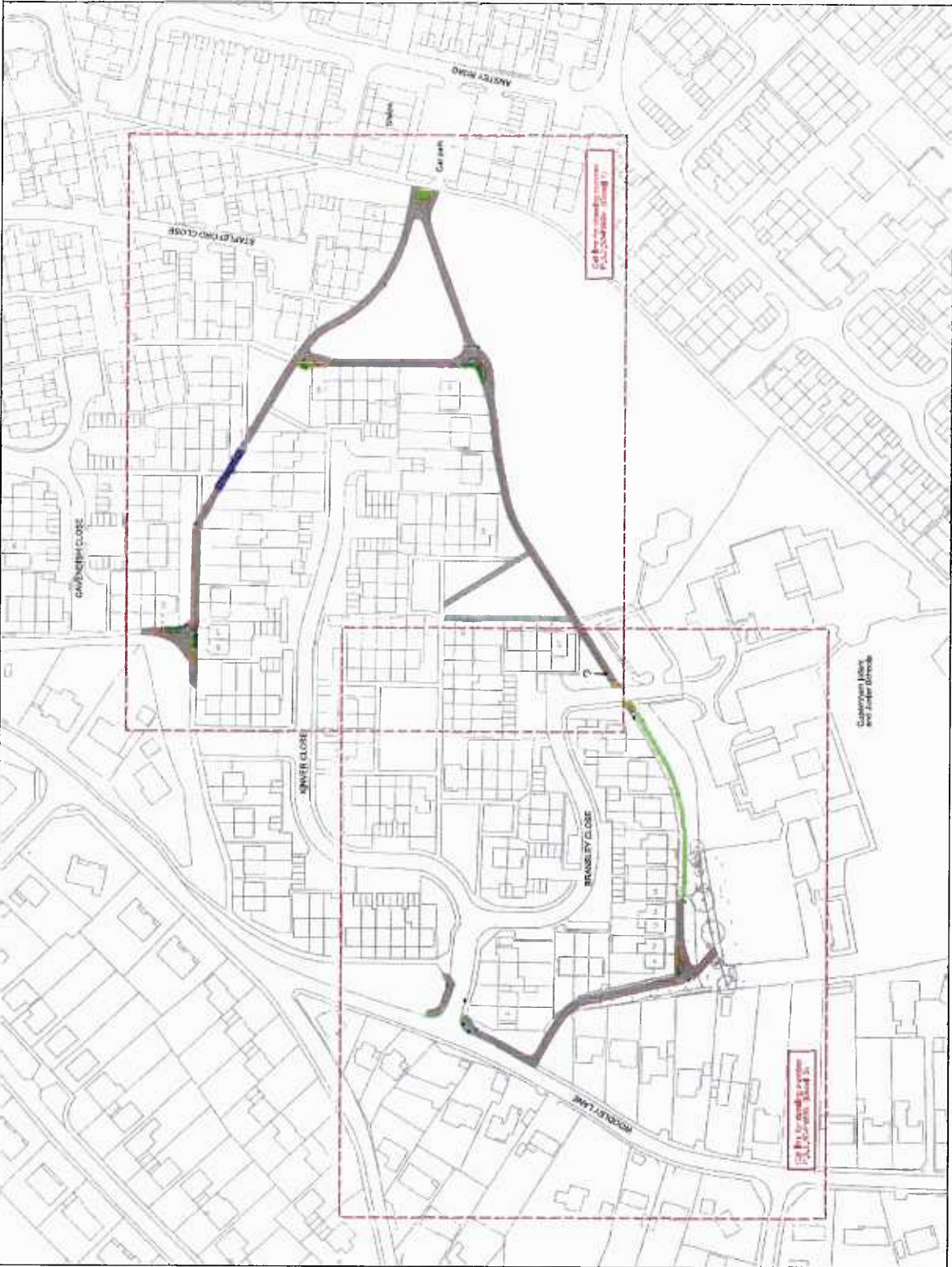
For more information visit  
[www.westvalley.gov.uk](http://www.westvalley.gov.uk)

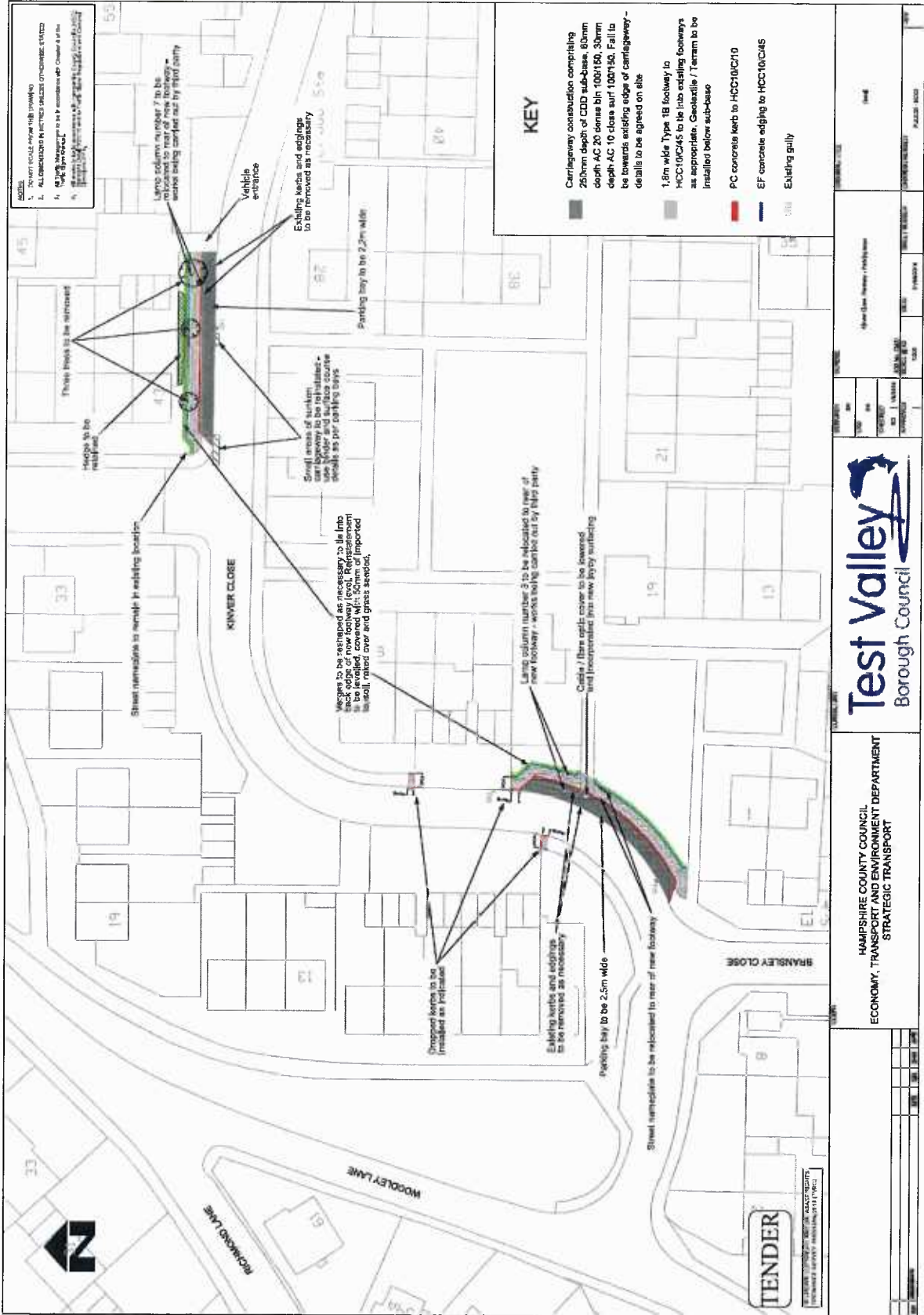
**TENDER**

Work to be tendered for includes:  
- Installation of footway  
- Installation of kerbs  
- Installation of drainage  
- Installation of street lighting  
- Installation of street furniture  
- Installation of street art  
- Installation of street trees  
- Installation of street signs  
- Installation of street benches  
- Installation of street lighting  
- Installation of street furniture  
- Installation of street art  
- Installation of street trees  
- Installation of street signs  
- Installation of street benches

ESTIMATED VALUE	
Work	£100,000
Materials	£50,000
Labour	£50,000
Plant	£10,000
Overhead	£10,000
Profit	£10,000
<b>Total</b>	<b>£230,000</b>

**West Valley**  
 Planning and Design  
 100 West Valley Road  
 West Valley  
 W10 3AA  
 020 8996 0000  
 www.westvalley.gov.uk







## 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):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</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.)

<u>Document</u>	<u>Location</u>
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## 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	Low
Other factors	None
Geographical impact	Test Valley

The widening of the existing footways in the residential areas of Kinver Close and Bransley Close will have a positive impact to pedestrian and disable users by accommodating the increasing number of users for those footways and improving transport accessibility in the area.

### 2. Impact on Crime and Disorder:

2.1. None

### 3. Climate Change:

The proposed transport improvements will provide better accessibility for pedestrian and encourage walking to the local amenities. This will also help to reduce the dependency on car journeys.