

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Canal Walk footway/cycleway, Romsey.

**Contact name:** Annie Tomlinson

**Tel:** 01962 846995

**Email:** Annie.Tomlinson@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details contained within the report to enable the delivery of a shared 2.5 metre wide surfaced footway/cycleway running alongside Canal Walk, Romsey between Old Road to its junction with Fishlake Meadows.
- 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 £110.9k funded from developer contributions secured from the Abbotswood development to the northeast of Romsey.
- 1.3. That authority to make the arrangements to implement the proposed new shared footway alongside the canal, between the points indicated on the attached plan including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

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

- 2.1. The improved route will provide a missing link between existing NCN2 routes (southern section of towpath leading to train station and northern NCN2 route running beside Fishlake Meadows Road).
- 2.2. To provide a new levelled bound surface for the use of both walkers and cyclists, using the existing footpath alongside the canal to gain access to Romsey Town Centre. The route is currently used by pedestrians and cyclists; however, the new bound surface will ensure access for all and will benefit both the existing community and those occupying the new development north and east of Fishlake Meadows.
- 2.3. The improvements will help to encourage access for all and will also widened the route to accommodate increasing volumes of users who are likely to use this attractive and direct route to access the railway station, local schools and the services and facilities offered in the town centre.

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

3.1 Constructing the route from unbound material was considered and rejected as it is a currently well used route which is surfaced further south as it nears the town. Given the level of current, (and probable increased future use), of this route, the use of blacktop will provide an easily maintained, smooth and robust surface, suitable for a large number of different users, it is considered to be the most suitable and a unbound surface was rejected.

3.1. Conflicts of interest declared by the decision-maker: None

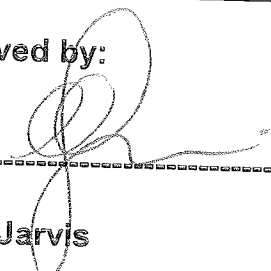
3.2. Conflicts of interest declared by other Executive Members consulted: None

**4. Dispensation granted by the Head of Paid Service:**

None

**5. Supporting Information:**

5.1. None

<b>Approved by:</b>  ----- <b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	<b>Date:</b>  13/10/17 -----
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# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Project Appraisal: Canal Walk footway/cycleway, Romsey.

**Contact name:** Annie Tomlinson

**Tel:** 01962 846995

**Email:** Annie.tomlinson@hants.gov.uk

### 1. Executive Summary

1.1. The purpose of this paper is to provide details on the proposed scheme to improve access alongside Canal Walk, Romsey; making provision for a new shared route for both pedestrians and cyclists.

1.2 The new route will provide a level, bound and shared route which will facilitate access to the railway station, local schools and the town centre for those residents living north of the town centre. It will serve as the main access route for residents in the emerging Abbotswood development and other new developments at Oxlease Meadows and along Cupernham Lane. It will also be a route to the Nature Reserve proposed at Fishlake Meadows. The improvements to the existing footway will improve pedestrian facilities in this part of Romsey and address the long standing issues of substandard footway width alongside the canal. The proposed route is included in the Test Valley Cycle Strategy – Supplementary Planning Document (2015) as part of the Romsey network and has been the subject of public consultation.

#### 1.3 Alternative options considered:

Constructing the route from unbound material was considered and rejected as it is a currently well used route which links to a black top surfaced route further south as it nears the town. Given the level of current usage, (and probable increased future use associated with new development) of this route, the use of blacktop will provide an easily maintained, smooth and robust surface, suitable for a large number of different users and is considered to be the most suitable and a unbound surface was rejected.

#### Measures of Success

1.4. The success of the scheme will be based upon future pedestrian and cycle surveys that will monitor the increase in use of this route into the town centre by all. Pedestrian surveys have already been undertaken to provide the 'before' data.

## 2. Background

- 2.1 The route is currently well used by a variety of pedestrian user groups and by cyclists; it is traffic free and provides access to local schools, the railway station and the town centre from existing and proposed development.
- 2.2 The existing route has been included in the Test Valley Cycle Strategy (SPD 2015) and the principle of improving the route to make it accessible to all users and to widen it to accommodate cyclists has support.
- 2.3 The various permutations of routing and the potential surface treatments have been considered and a bound surface will deliver benefits to all users, allow all year usage and accommodate cyclists. The route will link to an existing length of blacktop shared path further south, terminating in the town centre. Tender options include a blacktop surface and a tar & chip (6mm, golden stone) options. The blacktop is durable, easy to maintain and will match to the existing southern route. The tar and chip option could be argued as more in keeping with woodland area, and transition to rural fringe and more robust near tree root pans given added flexibility. The final decision is likely to be determined by cost.
- 2.4 Consultation has been carried out in respect of the proposal and all the comments are either neutral or positive; only one objection to the surfacing treatment has been received. County and Local Members, together with a range of local interest and representative groups have all received notification of the scheme proposal.

## 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	9	Developer contributions 18/239	37.7
	Client Fee	10	9	18/241	36.9
	Supervision	10	9	18/240	36.9
	Construction Land	80	73		
	Total	<u>110</u>	<u>100</u>	Total	<u>110k</u>
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>		
	Net increase in maintenance expenditure	0	0.000%		
	Capital Charges (Depreciation and	0	0.000%		

notional interest charges)

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	06/09/17	Nove 2017	Jan 2018	

#### 5. Scheme Details

- 5.1. The scheme proposed will provide a level and shared 2.5 m wide surfaced route along Canal Walk, Romsey from Old Road to its junction with Fishlake Meadows.
- 5.2. The scheme will also include, removal of existing metal cycle barriers replacing them with oak structures at the junction of Old Road, the resurfacing the small car park (unbound) to attend to drainage and the inclusion of signage (to inform pedestrians of alternative routes as a footway also exists away from the towpath).
- 5.3. Finally, it is proposed to provide an 'information' board for those using the route, providing details and illustrations of wildlife and features likely to be seen along the route.

#### 6. Departures from Standards

- 6.1. None

#### 7. Community Engagement

- 7.1 A public consultation was held from July 20th 2017 and involved, County Members (Cllrs Perry, Gibson and Cooper), Borough Members (Cllrs, Richards and Baverstock), Romsey Town Council, User Groups (Ramblers and CTC), Local Residents (specially those neighbouring properties who received a letter) and finally, advertising along the route for all users. There was also an evening site session: w/c Aug 7<sup>th</sup> 2017 run by Countryside Services with invites from the above. The aim of the session was to run through the scheme and address any concerns/questions that may be raised.

The current public consultation was due to close at the date of contractor submissions. However, given this date was extended, the Access Team have continued to update and respond to stakeholders who have been in

contact. This extension will close once the procurement delays are resolved this is currently estimated for mid-Sept 2017.

- 7.2 There has been one letter of objection received to the scheme proposal; this concerned the surfacing of the new shared route.

## **8. Departures from Standards**

- 8.1. Not applicable.

## **9. Land Requirements**

- 9.1 This scheme is not located on a public highway (it is owned mostly by HCC, with a small stretch owned by TVBC) and hence the approach to design will need to reflect this with details and materials sensitive to the character of the area.

## **10. Maintenance Implications**

The new shared path will be maintenance liability of Countryside Services. HCC Countryside Service in its role as Highway Authority and Local Access Authority will retain the statutory duties to protect and maintain both the canal towpath and the additional spur paths, which are currently going through dedication and will connect the towpath to Fishlake Meadows Road.

## **11. Recommendation**

- 11.1. That the Director approves the details to enable the delivery of a shared 2.5 metre wide footway/cycleway running alongside Canal Walk, between Old Road to its junction with Fishlake Meadows.
- 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 £110.9k funded from of developer contributions secured from the Abbotswood development in the northeast of Romsey.
- 11.3. That authority to make the arrangements to implement the proposed new shared footway along Canal, between the points indicated on the attached plan including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

## 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

Hampshire maintains strong and sustainable economic growth and prosperity:	yes/no
People in Hampshire live safe, healthy and independent lives:	yes/no
People in Hampshire enjoy a rich and diverse environment:	yes/no
People in Hampshire enjoy being part of strong, inclusive communities:	yes/no
OR	
<p><b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b></p> <p><i>NB: Only complete this section if you have not completed any of the Strategic Plan tick boxes above. If it is not applicable, please delete.</i></p>	

## 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	None/low/medium/high...
Disability	
Sexual Orientation	
Race	
Religion and belief	
Gender Reassignment	
Sex	
Marriage and civil partnership	
Pregnancy and maternity	
Other policy considerations	
Poverty	
Rurality	
Other factors	
Geographical impact	Area of impact

Please give a brief explanation of each impact you have listed as low/medium/high.

### 2. Impact on Crime and Disorder:

### 3. Climate Change:

How does what is being proposed impact on our carbon footprint / energy consumption?

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?