

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways and Waste
Date:	9 September 2024
Title:	Project Appraisal: Worthy Road Winchester – Pedestrian and Cycle Improvements – Phase 1
Report From:	Director of Universal Services

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Purpose of this Report

1. The purpose of this report is to provide details of the Worthy Road, Winchester: Pedestrian and Cycle Improvements (Phase 1) scheme, and to seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Highways and Waste approves the Project Appraisal for the Worthy Road, Winchester – Pedestrian and Cycle Improvements (Phase 1) scheme as outlined in this report.
3. That the Executive Member for Highways and Waste approves the increase in the scheme's capital programme value from £0.500million to £1.376million.
4. 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 as set out in this report, at an estimated cost of £1.376million, to be funded from Section 106 Developer Contributions, Winchester City Council CIL funding, and Active Travel Fund (ATF) Tranche 4 grant funding.
5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Universal Services.
6. That authority is delegated to the Director of Universal Services, in consultation with the Head of Legal Services, to progress any orders, notices,

or statutory procedures and secure any consents, licences, dedications, permissions, rights or easements necessary to enable implementation of this scheme.

Executive Summary

7. This report provides details of the Worthy Road, Winchester - Pedestrian and Cycle Improvements (Phase 1) scheme, which seeks to improve footways and crossing facilities on Worthy Road between its junctions with Stoke Road and Dyson Drive, to encourage active and sustainable transport choices.
8. The proposals within this report would provide the link between the recently delivered pedestrian and cycle route to the Kings Barton development via Stoke Road and Courtenay Road to the north-west, the existing shared-use cycle facility on Worthy Road and the quiet-way route into the city centre to the south-east. This scheme also forms the first phase of a longer-term aspiration to provide active travel improvements on B3047 Worthy Road between Kings Worthy and the city centre. The second phase is undergoing preliminary design development with the aim of bidding for future funding should a scheme be deliverable and offer value for money.
9. The scheme objectives are to:
 - increase the mode share and total number of walking and cycling trips between northern Winchester including the new Kings Barton development, Abbots Barton and Winchester City Centre across and along via the B3047 Worthy Road
 - reduce the severance impact of Worthy Road on this route, by delivering improved crossing facilities in the vicinity of Stoke Road
 - tie in with existing cycle and walking routes on and around the Worthy Road corridor, to contribute to the formation of a coherent network of joined up west-east and north-south cycle routes.
10. The estimated cost of the scheme is £1.376million, funded from Section 106 Developer Contributions, Winchester City Council CIL funding, and Active Travel Fund (ATF) Tranche 4 grant funding.
11. The increase in the scheme capital programme value is a direct result of an increase in scope during Detailed Design, including increased areas of footway widening and associated retaining structure, more resurfacing, and additional streetlighting and drainage works. The estimated Phase 1 scheme cost also includes the costs of the design and development of the Phase 2 project to completion of preliminary design stage.
12. Various local stakeholders have been consulted during the development of the scheme, including Hampshire County Council Members, Winchester City Council and the local bus operator and cycling group. The development of proposed pedestrian and cycle improvements along the Worthy Road corridor

has been subject to community engagement. The scheme is well supported and feedback from engagement has been incorporated into the design.

13. The scheme is important for achieving the objectives of the Winchester Movement Strategy and the objectives of the emerging draft City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP). The scheme represents an opportunity to encourage a wider shift to more sustainable modes, in accordance with the County Council's current transport priorities, through improvements to the local active travel network.

Contextual Information

14. The scheme seeks to deliver improvements on Worthy Road in Winchester, to create a road environment that is safer, providing greater connectivity to the City of Winchester for cyclists and pedestrians. Specifically, the improvements will include a new parallel crossing on Worthy Road near Stoke Road, to connect the recently completed pedestrian and cycle route to the new development at Kings Barton (via Stoke Road) to the north-west and the city centre to the south. The scheme will improve an approximate length of 200m of the existing shared use path along Worthy Road, to complete a high-quality link between Stoke Road and the quiet-way route to the city centre. This will be achieved by narrowing the width of the carriageway on Worthy Road. A location map is included in Appendix A.
15. The scheme forms the first phase of a longer-term aspiration to provide improved active travel facilities on Worthy Road between Andover Road in the city centre and the Cart and Horses junction in Kings Worthy. This route is identified as a primary route within the emerging draft City of Winchester LCWIP. The second phase is undergoing preliminary design development with the aim of bidding for future funding should a scheme be deliverable and offer value for money.
16. Alternative options to this scheme have been considered, including the option of doing nothing. This option has been discounted as the scheme delivers walking and cycling improvements which support the objectives of the Winchester Movement Strategy (see below), and it encourages and enables active travel and sustainable transport choices in accordance with County Council Local Transport Plan 4 (LTP4) transport priorities. The option of delivering the proposed improvements without narrowing the Worthy Road carriageway has also been considered, either by retaining the existing footway width or by increasing the width of the Worthy Road corridor by widening the road into the western side green space. These options have been rejected as the former would result in a scheme that does not fully comply with LTN1/20 design standards and does not align with the hierarchy of road users in LTP4, and the latter would result in increased construction costs and environmental impacts associated with the necessary earthworks, retaining structures, utilities diversions and impact on existing trees.
17. The scheme seeks to provide a widened shared-use facility for pedestrians and cycle users, however the Worthy Road corridor within which to achieve

this is limited in width. The proposal is therefore to narrow the carriageway and reallocate existing space to the shared-use path, to allow the creation of the widened footway without increasing the overall road width beyond its existing extents.

Strategic Case

18. In March 2023, the Executive Member for Hampshire 2050 and Corporate Services approved a Transport Strategy for North Winchester which included providing improvements for people walking and cycling between northern Winchester including Kings Barton, and the city centre, in the short term via Abbots Barton and in the longer term via a direct route along Andover Road. The proposals within this Project Appraisal (PA) provide important improvements on the Abbots Barton route, facilitate improved links between Weeke/Harestock and Abbots Barton/the city centre and are important for achieving the objectives of the Movement Strategy.
19. The City of Winchester emerging draft LCWIP identifies the B3047 Worthy Road/London Road between The Worthys and Abbots Barton as the most direct route to Winchester, a route that could be made more inclusive for all by making it safer and more attractive to travel along. The LCWIP will form part of the Winchester Movement Strategy (WMS), which was jointly adopted by Hampshire County Council and Winchester City Council as the transport strategy for the city. The priorities are to reduce city centre traffic, support healthier lifestyle choices and invest in infrastructure to support sustainable growth.
20. The scheme aligns with the Hampshire LTP4 outcomes as it contributes towards a carbon neutral, resilient Hampshire including encouraging fewer vehicles on Hampshire's roads. In addition to helping the public and Council to respect and protect Hampshire's environment, the scheme aids people to live healthy, happy and inclusive lives by promoting active travel modes.
21. The scheme aligns with Winchester City Council's emerging Local Plan due later in 2024, which is to step change away from continued reliance on private cars as a main travel solution and to prioritise and make more attractive the use of sustainable and active means of travel.

Finance

22.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee*	304	22	S106	726
Client Fee*	86	6	CIL	400
Construction	986	72	ATF Tranche 4	250

Total	<u>1,376</u>	<u>100</u>	Total	<u>1,376</u>
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Notes:

- a) * The total fees as a percentage of the overall scheme cost are higher than typical. This is because the design fee includes the development of the Phase 1 design, but also the development of a preliminary design for the full length of the Worthy Road pedestrian and cycle improvements between the city centre and Kings Worthy. This was a condition of securing the Active Travel Fund Tranche 4 funding and provides a strong position to deliver the wider scheme should funding be secured in the future.
- b) The terms of the Section 106 developer contributions have been reviewed and are appropriate for allocating to this scheme.
- c) The scheme cost estimate is considered robust and includes a 20% risk allowance on forecast future spend.
- d) A recommendation of the report is to increase the Capital Programme value of the scheme from £0.500m to £1.376m. This increase is due to an increase in the scope of the project as the detailed design has been developed, including increased areas of east-side footway widening and resurfacing, inclusion of localised west-side footway widening and associated retaining structure, more carriageway resurfacing, additional streetlighting and highway drainage works. The feasibility design focussed primarily on the provision of the pedestrian and cycle crossing points, however during detailed design the scope of the works increased to ensure a scheme was delivered which provides a package of benefits which is better integrated with surrounding facilities. As noted above, the increased scheme value includes the development of a preliminary design for a future Phase 2 scheme, which was a condition of the Active Travel Fund grant funding award to this project.
- e) Value for money for this project has been reviewed against the core principles of effective, efficient and economic use of resources. Forecast costs reflect market conditions which will be secured through an open tendering process. The scheme offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging walking and cycling. The transport strategy for Northern Winchester as agreed at the H2050 Decision Day in March 2023 recommended improvements to this route. Over 300 people a day cross Worthy Road in this location who will experience significant benefits from the improved crossing. The number of people using this route is likely to increase as Kings Barton builds out. The increased cost of the project compared to its original capital programme value is a result of the increased project scope, therefore despite the significant increase, the scheme is still considered to offer a strong strategic case and good value for money.

23.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	6.5	0.005
Capital Charge	119.0	0.070

The above table gives an indicative figure of the ongoing maintenance impact on revenue budgets of the scheme, which is calculated using a standard formula. The capital charge is indicative of technical accounting adjustments for depreciation and notional interest on the capital value to reflect the annual consumption of the County Council's assets over their useful lives but is not an actual charge to revenue budgets.

Programme

24.

	Gateway stage		
	Project Appraisal	Start on Site	End on site
Date	September 2024	October 2024	February 2025

Scheme Details

25. The specific measures that would be delivered by this scheme are set out below, and a general arrangement plan of the scheme proposal is included within Appendix B.

- a new parallel crossing (facility for pedestrians and cyclists) on Worthy Road south of the Stoke Road junction
- widening of the east-side footway (over approximately 200m) between Dyson Drive and Stoke Road, to connect the new crossing with a high-quality and well-designed north-south shared-use facility for pedestrians and cyclists. This will be achieved by reducing the carriageway width on Worthy Road to 5.75m over these extents
- junction modifications at Stoke Road junction with Worthy Road, to improve footways and crossing points and reduce the area of the junction bellmouth to slow traffic and reduce pedestrian crossing distances
- junction modifications at the Dyson Drive junction with Worthy Road, to narrow the bellmouth and provide a new continuous footway to give priority to pedestrians and cycle users, with shared-use facilities also

extending into Dyson Drive to serve users travelling towards the low traffic routes to the city centre

- widening of the west side footway which provides access to the north-bound bus stop, by approximately 0.5m over a length of approximately 50m, along with associated improvements to the existing un-controlled crossing near Dyson Drive
- alterations to a historic flint wall at the point where the footpath from Francis Gardens emerges onto Worthy Road, to improve intervisibility between pedestrians/cycle users and motor traffic. The design team has been working closely with Hampshire County Council's Property Services conservationists and historical architects and Winchester City Council's Landscape Architect and Environment Team Leader to follow the regulatory processes to ensure work on this wall is kept to a minimum. Contractors employed to work on and rebuild this wall must have the necessary skills and experience to ensure it matches in its existing materials, style and construction methods
- carriageway resurfacing works and, where necessary, footway resurfacing, streetlighting improvements, drainage works and arboricultural and landscape maintenance.

Departures from Standards and Exceptions Reports

26. The scheme seeks to provide a widened shared use facility for pedestrians and cycle users, however the Worthy Road corridor within which to achieve this is limited in width. Options to widen the road into land to the east or west have been discounted; the historic boundary wall and private land affects the feasibility of widening to the east, whilst the area of embankment and trees to the west results in negative environmental impacts and increased construction costs. The proposal is to narrow the carriageway to reallocate some of this space to a widened footway. Hampshire County Council Technical Guidance states that for this situation, the absolute minimum carriageway width should be 6.2m; the proposal is to narrow the carriageway width to 5.75m over a 75m length section and an 85m length section. This represents a Departure from Standard. Whilst it is a betterment over the existing situation, the proposed effective width of the shared use cycleway is also lower than the minimum desirable widths over some extents, which is also relevant to the Departure. The proposal was considered by the County Council's Departure from Standards Panel and was approved following consideration of the following factors:

- the negative environmental impact of the alternative option of widening on the western side to increase the overall road width and thereby create sufficient space to deliver a carriageway and footway which meets the current design standards

- the impact of the above proposal on overall scheme cost and programme have potential to affect the deliverability of the overall scheme
- the relatively short lengths of the narrow sections - a 75m and an 85m length of 5.75m narrowed carriageway, separated by a 45m section of road of existing width. The length of road with increased potential for conflict between two large vehicles is short and the road layout allows suitable forward visibility for give and take
- traffic data from a nearby permanent traffic count site indicates a low level of HGV use on Worthy Road, meaning the risk of two opposing HGV movements within the narrowed section being low
- a comparable road layout and level of traffic use exists elsewhere in the city on Stockbridge Road
- there is a negative impact of the proposal on highway maintenance, in that the reduced road width may create issues for winter maintenance should a vehicle fitted with a snowplough need to pass an oncoming HGV. It may also make road closures for routine maintenance activities more likely in future. Mitigating factors for the former are the short lengths of narrowing and the good forward visibility. A mitigating factor, to some extent, for the latter is that the scheme includes various maintenance renewals on this section of road, including carriageway resurfacing, meaning that future maintenance requirements are reduced.

27. The design stage Road Safety Audit has raised some potential issues, where it has not been feasible to implement the recommendations of the audit team. As such, an Exceptions Report has been required, for the items detailed below. The Road Safety Audit Exceptions have been reviewed by the County Council's Departure from Standards panel and have been accepted.

- the Audit report recommended an HGV restriction to mitigate the issue described above relating to the reduction in road width. This would require a restriction on HGV traffic between Kings Worthy and the City Centre. The scale of the restriction is considered disproportionate to the short extents of Phase 1 scheme. Furthermore, with the current low levels of HGV traffic on Worthy Road, it was considered that an HGV ban would be ineffective. The Exception was approved on the same basis as the justification for the Departure from Standard detailed above
- the Audit report also highlighted a concern relating to the lack of protected transition point for southbound cycle users merging with motor traffic as they rejoin the Worthy Road carriageway south of Dyson Drive. Options were considered during design to provide a protected transition in accordance with the Audit recommendations, however no suitable solution exists where a protected transition can be provided without increasing new risks to cycle users as they rejoin Worthy Road. Therefore, the design provides a transition point where cycles are required to give way to oncoming motor vehicles.

28. These Departures from Standard and the Road Safety Audit Exceptions were pursued and considered acceptable as they are necessary to enable the delivery of a scheme which finds a suitable balance between the various competing highway design and operational issues described above, and which is in line with County Council's LTP4 hierarchy of road users, by supporting and encouraging increased use of active travel modes.

Consultation and Equalities

29. The local Hampshire County Council Members, Councillor Hiscock and Councillor Tod have been briefed on the scheme and have both confirmed their full support.

30. The local Winchester City Council members have also been briefed during the development of the scheme and are supportive. Winchester City Council officers have contributed to the development of the design.

31. Cycle Winchester was consulted and confirmed support for the planned improvements. The feedback received during this consultation was used to further develop the detailed design.

32. The local bus operator, Stagecoach, has been consulted and has raised no concerns.

33. Hampshire & Isle of Wight Constabulary were consulted with regard to the Phase 1 scheme and did not object to the proposals.

34. Two consultation and engagement workshops took place with local residents and other key stakeholders as part of the development of wider scheme proposals along the full length of the Worthy Road corridor. The County Council promoted the events via letters to residents living along the corridor, on street notices, social media, and by contacting Parish Councils, local County and City Council Members and local schools to encourage attendance at the workshops. An initial "Co-discovery workshop" was held in November 2022. This was followed by two "Co-refine" workshops in February 2023. The key findings in relation to the Phase 1 section were that the existing shared use paths and pavements are too narrow and that there is difficulty in crossing Worthy Road, particularly in consideration of access to the Kings Barton development. There was significant support for the crossing.

35. An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact regarding the protected characteristics of age and disability. The new parallel crossing will allow residents of all ages but particularly children going to school and the elderly from the nearby care home to walk for local journeys and cross the road safely. The provision of a new high-quality cycle facility will enable an increase in the use of cycling for local journeys, particularly for those road users who are young or less confident. The improved highway infrastructure delivered by this scheme such as the high-quality crossing point and improved footway facilities will benefit those with disabilities, particularly those with mobility impairments. A positive

impact was also found on rurality, with the addition of enhanced shared use paths for cyclists and pedestrians allowing easier and safer access from the suburbs into the Winchester City Centre. The scheme is expected to have a neutral impact on all other protected characteristics.

Climate Change Impact Assessments

36. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Mitigation

37. In the short-term during construction, carbon emissions from this project arise from the manufacture and installation of the new infrastructure or maintenance of the existing. Bitumen and cementitious based materials will be used for the carriageway and footway works. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard. Transporting materials and resources to site will generate CO₂ emissions as will the operation of plant during the works. Carbon emissions will be mitigated using recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods. There will be no additional carbon emissions generated by the infrastructure upon completion of the works other than for maintenance, including replacement of infrastructure as part of general routine maintenance or to address defects.
38. The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. By providing facilities to enable active travel, the scheme will reduce motor traffic congestion and vehicle miles travelled on the road network, thereby reducing long-term emissions from vehicle traffic.

Climate Change Adaptation

39. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the County. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

Statutory Procedures

40. The intention to introduce controlled crossings on Worthy Road was advertised in February 2024 under Section 23 of the Road Traffic Regulation

Act of 1984. The original proposal, to introduce a parallel crossing near Stoke Road and a zebra crossing near Dyson Drive), went to advert. Comments were received, questioning the need for two controlled crossings in close proximity. Alternative options were considered, and the design was amended to remove the zebra crossing, whilst other options were considered and rejected for the reasons set out above.

41. The intention to introduce a continuous footway feature on Dyson Drive at the junction with Worthy Road will require notification under the Highway (Road Humps) Regulations (1999). This notification will be progressed in advance of the works.
42. Hampshire & Isle of Wight Constabulary has been consulted on the two items above and has not objected to the proposals.
43. Conversion of existing sections of footway into a new shared use cycleway/footway will be done under Sections 65/66 of the Highways Act 1980.

Land and Legal Requirements

44. The proposed scheme is mostly within the existing publicly maintainable highway, however the new shared-use facility will require widening into a small section of land at Dyson Drive, which is owned by Winchester City Council. This work will be completed under Part 9 of the Town and Country General Permitted Development Order (2015). The land will be dedicated as publicly maintainable highway under a Deed of Dedication, which has been agreed in principle with the City Council and will be completed in advance of the works.
45. A works licence agreement will be required to allow accommodation works within the City Council's land and for the purposes of locating the construction compound within the area of Public Open Space adjacent to Dyson Drive. Winchester City Council is supportive of the scheme and the land and legal requirements have been agreed in-principle. The agreement will be completed in advance of the works.

Maintenance Implications

46. Hampshire County Council's Highways Asset Management has been consulted during the development of the detailed design. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £6500.
47. The scheme will include a continuous footway design across Dyson Drive, on a trial basis. This will include the trial use of a "Dutch" style transition kerb product, which will form the vehicular ramp up to the continuous footway feature. The County Council's Highway Asset Management team has agreed to the use of this solution on a trial basis. The effectiveness and local impact of the feature will be monitored as part of this scheme, to support the County

Council's Technical and Innovation team in any future development of technical guidance relating to the wider use of continuous footways in Hampshire.

Conclusion

48. The scheme delivers against the objectives of the Transport Strategy for North Winchester, which was approved by the Executive Member for Hampshire 2050 and Corporate Resources in March 2023. In providing improved east-west connectivity across Worthy Road, and in contributing the first phase of a longer-term aspiration to improve the north-south pedestrian and cycle facilities between the city centre and Kings Worthy, the scheme is also supporting delivery of the objectives of the LCWIP and WMS. Funding exists to deliver the proposed improvements through Section 106 developer contributions, CIL funding and Active Travel England Grant funding. Approval of the recommendations within this report would allow the opportunity to be taken to deliver a scheme which offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging walking and cycling.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Andover Road (Winchester) Strategy-2023-03-09-LEMH2050 Decision Day (hants.gov.uk)	<u>Date</u> 9 March 2023
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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>
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 undertaken for this scheme and has found a positive impact regarding the protected characteristics of age and disability. The new controlled crossing will allow residents of all ages but particularly children going to school and the elderly from the nearby care home to walk for local journeys and cross the road safely. The provision of a new high-quality cycle facility will enable an increase in the use of cycling for local journeys, particularly for those road users who are young or less confident. The improved highway infrastructure delivered by this scheme such as the high-quality crossing point and improved footway facilities, will benefit those with disabilities, particularly those with mobility impairments. A positive impact was also found on rurality, with the addition of enhanced shared use paths for cyclists and pedestrians allowing easier and safer access from the suburbs into the Winchester City Centre. The

scheme is expected to have a neutral impact on all other protected characteristics.