

# HAMPSHIRE COUNTY COUNCIL

## Executive Decision Record

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

**Contact name:** Sandra Judd  
James Laver

**Email:** [Sandra.Judd@hants.gov.uk](mailto:Sandra.Judd@hants.gov.uk)  
[James.Laver@hants.gov.uk](mailto:James.Laver@hants.gov.uk)

### 1. The decision:

- 1.1 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 the supporting report.
- 1.2 That the Executive Member for Highways and Waste approves the increase in the scheme's capital programme value from £0.500million to £1.376million.
- 1.3 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 the supporting 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.
- 1.4 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.
- 1.5 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.

## **2. Reasons for the decision:**

- 2.1 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 the new development at Kings Barton and the city centre; in the short term via Abbots Barton and in the longer term via a route along Andover Road. The proposals within this report provide the missing link on the route via Abbots Barton, by providing safer crossing points and better active travel facilities on Worthy Road. This will connect with the recently delivered pedestrian and cycle links 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 via River Park. The proposed improvements also facilitate improved links between Weeke/Harestock and Abbots Barton/the city centre. The scheme is therefore important for achieving the objectives of the transport strategy and the Winchester Movement Strategy.
- 2.2 The B3047 Worthy Road/London Road is the most direct route between The Worthys and Winchester and is identified as a primary route within the draft City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP). This scheme is the first phase of a longer-term aspiration to provide improved active travel facilities on 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.
- 2.3 The increase in the scheme capital programme value is a direct result of an increase in scope during detailed design.

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

- 3.1 The option of doing nothing has been considered, however this option has been discounted as the scheme delivers walking and cycling improvements which support the objectives of the Transport Strategy for North Winchester; seeking to encourage and enable active travel and sustainable transport choices in accordance with County Council transport priorities including the new Local Transport Plan (LTP4).
- 3.2 The option of delivering the proposed pedestrian and cycle connectivity improvements around Dyson Drive and Stoke Road but without reducing the carriageway width on Worthy Road has been considered, with two potential options as follows:
  - Retaining the existing carriageway and footway widths on Worthy Road and removing the proposed footway widening from the scheme. This option has been discounted as it does not deliver an improved, high-quality, shared-use facility; it does not accord with the expectations of Active Travel England (which is part-funding the scheme); and this

design approach does not align with the hierarchy of road users in LTP4.

- Widening the Worthy Road corridor to create the necessary increased footway width. On the eastern side of Worthy Road there is an historic boundary wall with private properties behind, it is not feasible to widen on this side. There is opportunity to widen on the western side, into an area of existing highway land, however this option is not preferable due to the necessary loss of trees and the increased scope of works for earthworks, retaining structures and potential utility infrastructure diversions. The increased scope of works would increase the overall costs of delivering the project, which would negatively impact the value for money. On this basis, this option has been rejected.

**4. Conflicts of interest:**

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

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

**5. Dispensation granted by the Conduct Advisory Panel:** none.

**6. Reason(s) for the matter being dealt with if urgent:** not applicable.

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

**9 September 2024**

**Executive Member for Highways and Waste  
Councillor Lulu Bowerman**