

HAMPSHIRE COUNTY COUNCIL

Executive Decision Report

Decision Maker:	Executive Member for Highways & Waste
Date:	3 March 2025
Title:	Project Appraisal: A3090 Winchester Road/Halterworth Lane Access improvements Romsey
Report From:	Director of Universal Services

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Purpose of this Report

1. Approval is sought to enable delivery of pedestrian and cycling accessibility improvements along the A3090 Winchester Road at its junction with Halterworth Lane. This scheme will link to future improvements which are currently being developed for the A3090 Winchester Road corridor.
2. To improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire, as per Hampshire County Council's established priorities.

Recommendations

3. That the Executive Member for Highways & Waste approves the Project Appraisal for A3090 Winchester Road/Halterworth Lane, Romsey Access Improvements, as outlined in this report.
4. That approval be given to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed pedestrian and cycle access improvements, as set out in this report, at an estimated cost of £700,000 to be funded from Developer Contributions.
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,

permissions, rights or easements necessary to enable implementation of this scheme.

Executive Summary

7. This report sets out the background to the project to improve overall accessibility for pedestrians and cyclists on the A3090 Winchester Road. This scheme will bring benefits to non-motorised users (NMUs) travelling this route between Romsey and Ampfield.
8. This project consists principally of footway widening which will link up to future schemes providing active travel links to Abbotswood. See Appendix 1.
9. This scheme is entirely financed by developer contributions, primarily from the Abbotswood Development, Romsey.
10. The scheme aligns with Hampshire's Local Transport Plan 4 ([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.

Contextual Information

11. This scheme was developed in response to the Abbotswood Housing Development. A number of highway improvement schemes that provide traffic management to offset the impact of the additional vehicle movements have already been completed, this scheme will further support access for sustainable modes of transport.
12. The footway on the southside of A3090 Winchester Road will be widened to meet shared use standards, this will contribute towards the Romsey to Ampfield cycle route currently in development.
13. The project includes a realigned uncontrolled crossing over Halterworth Lane providing improved sightlines for pedestrians.
14. The footway for Abbotswood residents to Winchester Road via Silverwood Rise will be widened to meet shared use standards. When future developer contributions are secured, it is hoped further improvements to facilitate pedestrian and other non-motorised transport user movements will be implemented such as a controlled crossing facility over Winchester Road.
15. This scheme has minimal impact on ecological and environmental factors, with assessments indicating no concerns.
16. Underground statutory utilities on the southern side of Winchester Road will require adjustments to implement the widened footway and realigned crossing of Halterworth Lane.

17. Hampshire County Councillors and Test Valley Borough Councillors have been kept updated on the development of this scheme and support the proposed improvements.

Strategic Case

18. This scheme supports LTP4 outcomes for carbon neutral targets, improved air quality and greater inclusive transport by creating wider footways and an improved crossing facility to encourage walking and cycling in the area.
19. This scheme contributes towards a connected economy and sustainable housing and employment growth by providing a section of future cycle route between Romsey and Ampfield.
20. The scheme aligns with Hampshire County Council's Strategic plan by supporting the objectives of helping people in Hampshire to live safe, independent and healthy lifestyles, and maintaining strong and resilient economic growth and prosperity.

Finance

21. The anticipated costs and funding of the project are shown in the table below:

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	255	36	S106 developer contributions	700
Client Fee	69	10		
Supervision	12	2		
Construction	364	52		
Land	0	0		
Total	700		Total	700

22. The forecast costs include a suitable level of risk/contingency to cover any unforeseen issues during construction.
23. The terms and use of the Section 106 agreement have been reviewed and are appropriate to use for this project.
24. As part of the Section 106 Fast Track (part of the Hampshire Highways Service Contract) process, Milestone has been appointed on a design and build basis. They will be instructed to commence construction subject to Project Appraisal approval.
25. The design and client fees have been incurred due to the number of design iterations explored to identify a scheme to provide the maximum benefit to the area, and the fees also include the resource used to develop early-

stage work on a controlled crossing on Winchester Road. It is hoped that this controlled crossing can be delivered as part of a future scheme when sufficient developer funding is available, meaning lower design fees for the project at that stage.

26. The design solution recommended within this report is optimal within the available funds and has been designed in a manner which will enable further improvements at a future date. Earlier design iterations will form the basis for future enhancements.
27. In terms of value for money, competitive market rates will be secured through the County Council's delivery partner (Milestone). The scheme has a strong strategic case aligning with the principles of Local Transport Plan 4 (LTP4) and assists in mitigating the impact of the additional vehicle movements resulting from development in the area by supporting access for sustainable modes of transport. There is a positive impact on the protected characteristics of poverty and rurality, due to the scheme providing improved infrastructure for lower cost travel (cycling and walking) and the improved facilities for local cycle and walking journeys. The scheme will contribute to reduced carbon impacts from motorised vehicles and local councillors are also in support of the scheme. The use of S106 monies minimises the financial risk to the Council.

28.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	1.5	0.001
Capital Charge	60.0	0.035

Programme

29.

	Project Appraisal	Start on Site	End on Site	Review
Date	March 2025	Early Summer 2025	Early Autumn 2025	Summer 2026

Scheme Details

30. The proposed design will deliver the following (see Appendix 2):
- widening of the pedestrian link between the Abbotswood development and Winchester Road facilitating a shared pedestrian and cyclist access
 - widened footway on the southside of Winchester Road to provide a section of shared use path. This will form part of a wider route for cyclists linking Romsey and Ampfield in a future scheme currently in development. The shared use path will not be signed until the Romsey to Ampfield cycle route is complete
 - an aligned uncontrolled crossing over Halterworth Lane, with improved sight lines for those crossing from east to west, (Ampfield to Romsey).

Departures from Standards

31. Current sight stopping distances (SSD) for pedestrians and cyclists travelling east to west at the junction of Halterworth Lane and Winchester Road are significantly below standard. The proposed design meets the standard SSD for pedestrians travelling both directions and cyclists travelling west to east. Designing a crossing to meet the recommended SSD for cyclists and pedestrians travelling east to west has not been possible as St Swithun's Church blocks the sight line. The proposed design achieves an improved SSD for cyclists and pedestrians. A departure from standard has been approved to enable implementation of the proposed junction arrangement. The recommended mitigating actions have been incorporated into the design.

Consultation and Equalities

32. Whilst there has been no formal public consultation on the scheme, a webpage has been shared electronically via social media. In addition, engagement around the proposals has been discussed with owners of the Mandarin Chef, St Swithun's Church and the local garage. Signs will be erected on site prior to construction work commencing. The scheme webpage will be kept up to date with progress. Future engagement will be via social media and other electronic platforms in line with corporate guidelines.
33. County Councillor Cooper has been contacted and provided written support of the scheme.
34. Test Valley Borough Councillors have been informed of the scheme progression and are in support of the proposals. The scheme is in close proximity to a level crossing in Halterworth Lane. Network Rail has approved a Basic Asset Protection Agreement (BAPA) for the construction of this scheme.

35. An Equalities Impact Assessment (EIA) has been carried out resulting in mostly neutral impacts on protected characteristics apart from Poverty and Rurality where there are positive impacts. There is a positive impact on the poverty characteristic due to the scheme providing improved infrastructure for lower cost travel (cycling and walking). There is a positive impact on the rurality characteristic due to the improved facilities for local cycle and walking journeys provided by the scheme.

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 Adaptation

37. A Climate Change Adaptation Project Screening Tool has been completed.
38. The outcomes of the screening show that the scheme has a low risk of being affected by heat waves, extreme heat, sea level rise, and coastal flooding as it is not near the coast. The project also has a low risk of surface flooding, as it is near a ditch that can handle excess water. To mitigate any flooding risk on the south side of Winchester Road a double gully will be installed and piped to the ditch on the north side. The scheme is close to trees that might lose branches in high winds, potentially blocking new paths. These trees are on highways land and are part of a regular maintenance programme managed by the local authority.

Carbon Mitigation

39. The Scheme will improve accessibility for both pedestrians and cyclists along a busy section of the A3090 Winchester Road by providing a widened section of footway on the south side and an improved crossing over Halterworth Lane. This will help to promote walking and cycling for short journeys and reduce dependency on car journeys, contributing to reduced carbon impacts from motorised vehicles.
40. The contractor will be cognisant of the requirements to undertake measures to reduce carbon where possible, throughout the use of construction methods.

Statutory Procedures

41. Ordinary Water Course consent has been applied for and is expected to be granted and in place before commencement of construction.
42. Works will be delivered under permitted development rights as all works are within the existing highway boundary.
43. Following completion of the Romsey to Ampfield cycle route the footway will be designated as shared use under section 65 of Highways Act 1980.

Land Requirements

44. All works are within the publicly maintainable highway boundary. See Appendix 3 - Highway boundary & Scheme extents. However, an access licence will be required to undertake the culvert extension where it abuts the privately owned Silverwood Rise. The Hampshire County Council Estates team is liaising with the landowners to arrange this. Should permission to access third party land not be given within the timescales required, the widening of the footpath over the culvert will be considered for construction as part of a future scheme. The exclusion of this does not affect the viability of the rest of the scheme.

Maintenance Implications

45. As above, the ongoing maintenance implications are estimated at £1,500 per annum. The Asset Management team has made two comments related to drainage and culvert work which are being accommodated within the design following further site investigation.

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:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

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.)

Document

Location

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.

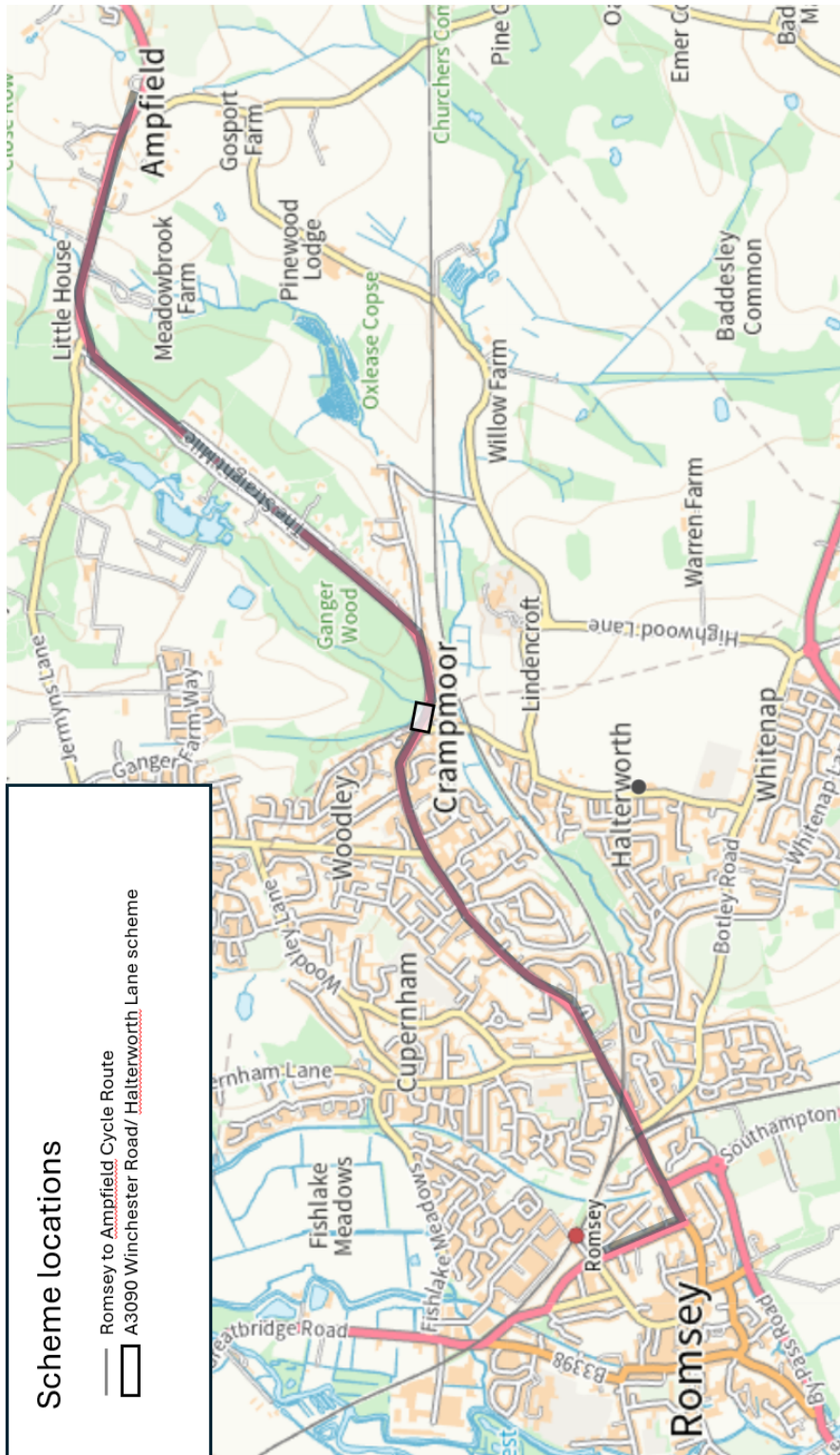
Due regard in this context involves having due regard in particular to:

- 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.

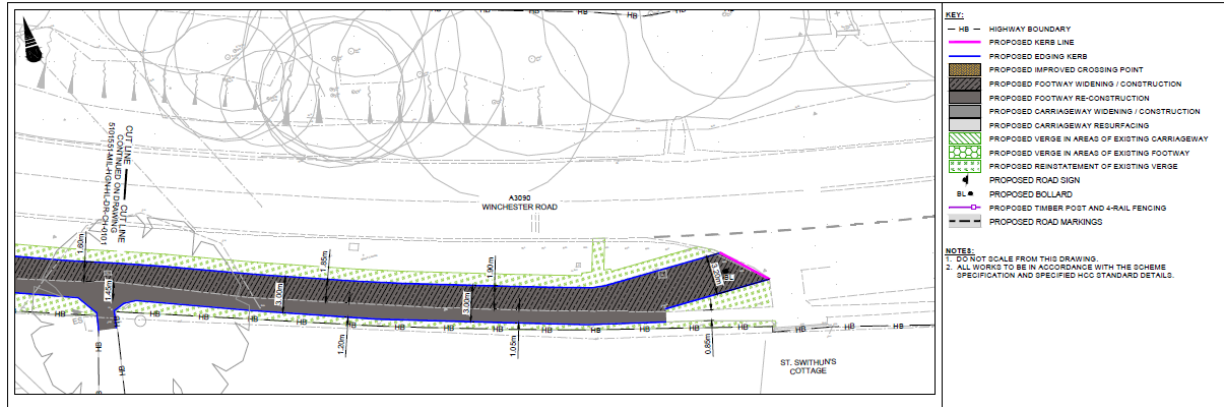
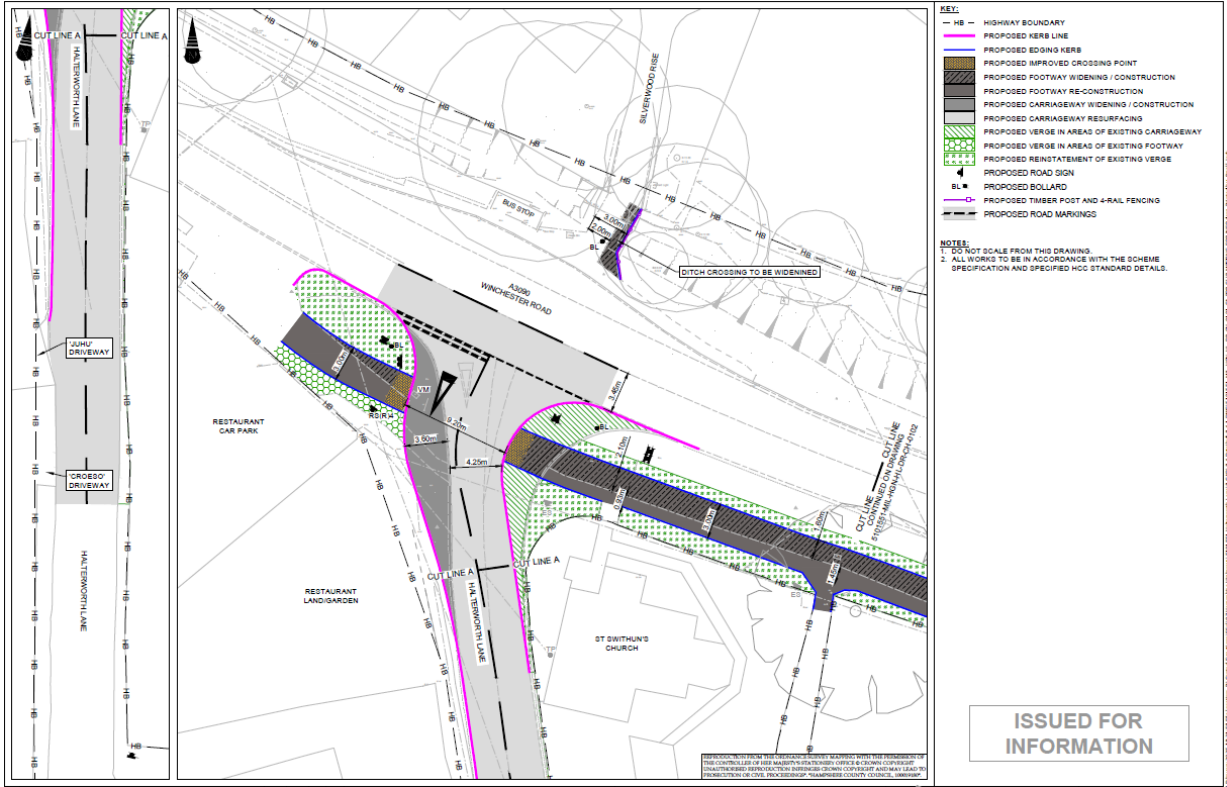
2. Equalities Impact Assessment:

Impacts are neutral on all protected characteristics apart from Poverty and Rurality where there are positive impacts. There is a positive impact on the poverty characteristic due to the scheme providing improved infrastructure for lower cost travel (cycling and walking). There is a positive impact on the rurality characteristic due to the improved facilities for local cycle and walking journeys provided by the scheme.

Appendix 1- Scheme locations



Appendix 2 – General Arrangement Drawing



Appendix 3 – Highway boundary & Scheme Extents

