

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways and Waste
Date:	3 March 2025
Title:	Project Appraisal: Andover: A343 Newbury Rd footway & Smannell Road Roundabout improvements
Report From:	Director of Universal Services

Contact name: John Rider

Email: John.rider2@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek the necessary approvals to deliver developer funded highway and footway improvements on the A343 and at Smannell Road Roundabout in Andover.

Recommendations

2. That the Executive Member for Highways and Waste approves the Project Appraisal for Andover: A343 Newbury Road footway & Smannell Road Roundabout improvements, as set out in this report.
3. That approval be given to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Andover: A343 Newbury Road footway & Smannell Road Roundabout improvements, as set out in this report, at a cost of £658,000 to be funded from Developer Contributions.
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.
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, permissions, rights or easements necessary to enable implementation of this scheme.

Executive Summary

6. The scheme consists of a new in-line signalised crossing over the A343 at the Smannell Road roundabout (Phase 1) and footway improvements

between Vespasian Road and the A343 (Phase 2), improving walking access to the Knights Enham school complex.

7. The scheme is being funded from Developer Contributions secured from a series of approved developments across Andover and these improvements were deemed as necessary mitigation for the developments to proceed. The most significant of these were development of the former Shepherd Spring Junior School and the East Anton Major Development Area both near Smannell Road.
8. The scheme follows the principles of the Local Transport Plan 4 (LTP4), putting people and places at its core and reducing the dependency on private cars.
9. These improvements will make the A343 and approaches to Knights Enham school complex safer for pedestrians, especially students from schools nearby. This will encourage people to walk and avoid using vehicles for short trips promoting a more active travel approach to their journeys, reducing traffic congestion around the area.
10. £658,000 developer funding has been allocated for this project and detailed preparations are already underway with the main contractor (Milestone) to commence delivery of the project in June 2025, should approval be given to proceed.

Contextual Information

11. Originally, the Phase 1 scheme included partial signalisation and reconfiguration of Smannell Road roundabout along with a staggered crossing over the A343 Newbury Road.
12. Due to construction costs, this was not possible, and a cheaper alternative was sought whilst still providing a crossing point to link the King Arthurs Way/A343 Newbury Road and Smannell Road.
13. The proposed scheme now incorporates an in-line crossing over the A343 Newbury Road approximately 30m from the Smannell Road roundabout entrance but importantly does not require any modifications to the roundabout itself meaning it can be delivered within budget. A location plan and layout are included as Annex 1.
14. Initially the crossing is being installed as a standard Puffin (pedestrian) crossing due to funding limitations and the need to wait for offline connections which will be delivered through the Local Cycling and Walking Infrastructure Plan (LCWIP). However, the design widths proposed allow for a seamless upgrade to a Toucan (shared pedestrian and cycle) crossing when appropriate.

Strategic Case

15. Substantial populations are within catchments for schools which require students to cross Newbury Road to get from home to school. The Cricketers Way/Swallowfields area is within the Knights Enham primary and junior school catchments. This area has a population of around 1,500 and the route via the proposed crossing provides the most logical, direct route to access the two schools. The crossing will also improve access to the Children's Centre and nursery on Smannell Road.
16. The current concrete overbridge is an indirect route for some journeys, with steep gradients which make using it more difficult for people with prams/buggies.
17. The proposed at-grade crossing will be designed to accommodate future cycle trips, while the bridge is not wide enough for this. This is particularly important as the draft LCWIP includes routes which will require a crossing at this location to link them together. The crossing has been designed to be future proofed to enable cycle use, once connections at either side can be established.
18. The crossing will improve access to the bus stops for the service 7 on Newbury Road. This route is particularly important due to the diversion of services away from Smannell Road following the review by Stagecoach last year of its services. Through its use, the crossing should naturally improve conditions for Smannell Road traffic to enter the Smannell Road/Newbury Road roundabout at peak times, as pedestrians utilise the new crossing, thereby reducing queue lengths on Smannell Road.
19. The accident report for this site shows seven incidents since May 2020.
20. The scheme will contribute across a number of the Local Transport Plan outcomes as set out below:-

LTP 4 Outcome	Scheme Contribution
Reduce transport related carbon emissions to net zero (neutrality) by 2050	Supporting efforts to encourage more walking and cycling for journeys to /from school, resulting in lower levels of private car use.
A network that supports and enables active travel and active lifestyles to improve our health and wellbeing	Encouraging more journeys to be undertaken by cycling and walking.
A system that provides more equitable access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire	Enabling easier walking for mobility impaired and people with buggies/prams. Providing opportunities to learn key life skills to children and foster independence.

21. In summary, there is a strong strategic case to deliver this project which was identified as a necessary mitigation arising from the granted planning consent for development of the former Shepherd Spring Junior School and the East Anton Major Development Area amongst other smaller schemes.

Finance

22.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	148	22	Developer Contributions	658
Client Fee	17	3		
Supervision	10	2		
Construction (inc. Risk)	478	72		
Land	5	1		
Total	658	100	Total	658

23. The conditions of the Developer Contributions assigned to this project have been checked and are fully aligned to the recommended scheme and are therefore appropriate for use.

24. The recommended scheme is fully funded from Developer Contributions, has a strong strategic case and the preferred delivery route will ensure confidence in forecast programme. The scheme will also mitigate the impact of development. Therefore, the scheme is assessed as providing good value for money.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	8	0.007%
Capital Charge	57	0.033%

Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/25	06/25	10/25	10/26

25. Delivery of the scheme will be through the existing term contract with 'Milestone'. Works are expected to take up to four months and construction will be managed to minimise disruption to existing users. The working assumption is that works on the crossing would take place overnight with a road closure and diversion one carriageway at a time.

Scheme Details

26. The scheme is composed of two phases, to be delivered concurrently:-
- (i) Phase 1 of the scheme is to construct a new signalised crossing across the A343 at the Smannell Road roundabout. A layout plan of the crossing is shown at Annex 1.
 - (ii) Phase 2 is to construct a new footway link between Vespasian Road and the A343 to improve and deliver safe routes to walk in the vicinities of Knights Enham school complex. In order to future proof this scheme as a potential shared route, a minimum 3m footway width is being proposed throughout.
27. Road safety audits have been undertaken for both phases of the work. The Phase 1 audit has been revised in light of changes to the design with no significant concerns raised relating to the signalised crossing.
28. Traffic management requirements during construction are still to be confirmed and will be communicated with stakeholders and residents through a range of channels, primarily focussed on the webpages.

Departures from Standards

29. The signalised crossing over A343 Newbury Road involves a Departure from Standard against two criteria:
- (i) Distance of a stand-alone signal-controlled crossing from a roundabout;
 - (ii) Overall carriageway crossing distance without a stagger.
30. Design guidance on Signal Controlled Crossings is set out in Hampshire Technical Guidance Note TG4-2 Signal Controlled Crossings. Two clauses are of specific interest:-
- (i) Clause 4.3.11 states that stand alone signal crossings shall not be located less than 40m from a roundabout. Based on the proposed design, the crossing would be located approximately 32m from the exit of the roundabout.
 - (ii) Clause 4.3.6. states that where the overall carriageway crossing distance exceeds 15 metres the pedestrian crossings shall be staggered. The proposed crossing is 22.3 metres.

31. Work to secure the formal approval has been completed and both departures have been approved.

Consultation and Equalities

32. Meetings have been held with Knights Enham school to ensure that the proposed improved pedestrian routes to school are supported. The local County Council Member, Councillor North, has been advised of the proposals.
33. This scheme mitigates the impact of development in the local area and delivers measures agreed within the Section 106 agreement therefore there has been no specific consultation on the principle as this would have been considered through the planning process.
34. Whilst there has been no formal public consultation on the specific details of the scheme, a webpage has been published online and shared via social media. Residents, local schools and road users will be notified prior any construction works taking place. The scheme will be uploaded to the Developer Contributions webpages, which provide information on scheme progress and key impacts.
35. 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.
36. The proposals will reduce barriers for parents and children in walking to/from school promoting independence and improving health and wellbeing. The new crossing will also reduce the walking distance to key community facilities making journeys quicker.
37. Improved footways will be easier for those with a physical disability. The new crossing will be designed with appropriate measures to aid both visually and auditorily impaired people.
38. The footway and crossing are being designed to the highest standards with a wider 3m path, making it easier for not only disabled users but also people with prams/buggies or people with shopping trolleys.
39. Highways improvements will improve choice and reduce reliance on the private car, giving more options for lower income households to participate in everyday activities.
40. Therefore, the project has been assessed as having a positive impact on the protected characteristics of age, disability, pregnancy and maternity, and poverty. It is deemed to have a neutral impact on all other protected characteristics.

Climate Change Impact Assessments

41. 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.
42. Both the Climate Change Adaptation and Carbon Mitigation tools were used to assess the scheme impact.
43. Overall, the proposed improvements will encourage more walking trips and therefore reduce the number of trips in private vehicles, with benefits to both health and carbon emissions.

Climate Change Adaptation

44. The scheme was assessed as having a Low level of impact across all criteria except Heat, Heat Waves and Extreme temperatures where the impact was assessed as Medium. Under extreme heat or cold events, the road surface could be subject to melt/cracking respectively, which could affect wider network and transport links across the area. This is common to highway developments.

Carbon Mitigation

45. Carbon Emissions from construction of this scheme have been assessed at 0 (tCO₂e). Any potential emission sources will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical.

Statutory Procedures

46. Prior to the installation of a signalised crossing on the highway, legislation requires a statutory notice to be issued and published for 28 days. The Notice was issued on 27 January 2025 and the process will be completed before the start of construction.
47. Hampshire and Isle of Wight Constabulary has confirmed there are no objections to the installation of the crossing.

Land Requirements

48. Discussions are underway with Test Valley Borough Council to obtain a Deed of Dedication for a small strip of land on the southbound verge of Newbury Road to link to Vespasian Road which is necessary to enable a continuous 3m footway to be provided and future proof the scheme for potential shared use. The Borough Council is supportive of the scheme and no problems in regards the Deed of Dedication are envisaged.

49. In the event that negotiations are not completed by the start of works, construction will be phased, starting with the signalised junction then proceeding to the footway improvements once the Deed is completed. In the highly unlikely scenario that the Deed of Dedication cannot be completed, Phase 2 of the scheme, the footway improvements near Vespasian Way may have to be delayed to a later date or redesigned. In this scenario, the signalised crossing which was identified as a necessary mitigation from planning in its own right would still offer value for money as a standalone element.
50. All other proposed works are within the Highway boundaries.

Maintenance Implications

51. As above, the ongoing maintenance implications are estimated at £8,000 per annum which will be met from the existing highways maintenance revenue budget. The Asset Management team has reviewed the scheme design and there are no concerns regarding the on-going maintenance.

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:

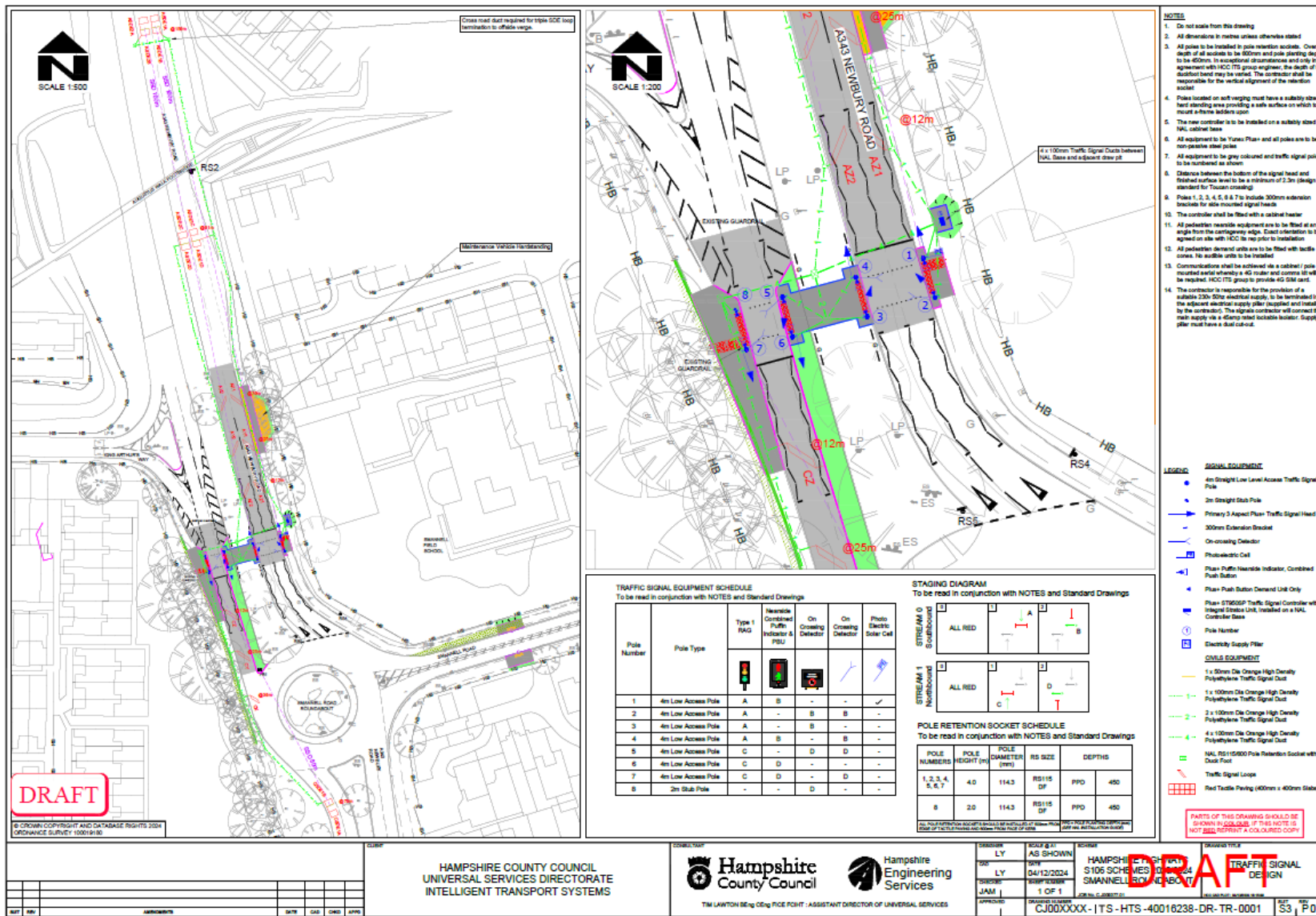
2.1 The proposals will reduce barriers for parents and children in walking to/from school promoting independence and improving health and wellbeing. The new crossing will also reduce the walking distance to key community facilities making journeys quicker.

2.2 Improved footways will be easier for those with a physical disability. The new crossing will be designed with appropriate measures to aid both visually and auditorily impaired people.

2.3 The footway and crossing are being designed to the highest standards with a wider 3m path, making it easier for not only disabled users but also people with prams/buggies or people with shopping trolleys.

- 2.4 Highways improvements will improve choice and reduce reliance on the private car, giving more options for lower income households to participate in everyday activities.
- 2.5 Therefore, the project has been assessed as having a positive impact on the protected characteristics of age, disability, pregnancy and maternity, and poverty. It is deemed to have a neutral impact on all other protected characteristics.

ANNEX 1 – Proposed location and layout of new signalised crossing



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ORDNANCE SURVEY 100019180

NO.	REV.	DESCRIPTION	DATE	BY	CHECKED	APPROVED

HAMPSHIRE COUNTY COUNCIL
UNIVERSAL SERVICES DIRECTORATE
INTELLIGENT TRANSPORT SYSTEMS

Hampshire County Council
Hampshire Engineering Services

TM LAWTON 86mg Odmg POSE POINT ASSISTANT DIRECTOR OF UNIVERSAL SERVICES

DRAFT

DESIGNED BY: LY
CHECKED BY: JAM
DATE: 04/12/2024
SCALE: 1 OF 1
PROJECT: S106 SCHEMES
DRAWING NO: SMANNELL
JOB NO: C-000077-01
ISSUE NO: 3
REV: S3
P01