

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Andover: Viking Way Signalised Crossing

Contact name: Adam Bunce

Tel: 01962 845646

Email: Adam.bunce@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Viking Way Signalised Crossing, Andover, as set out in this paper.
- 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 £128,000, to be funded from Developer Contribution.
- 1.3. That the Director approves this addition to the 2018/19 Capital Programme at a value of £128,000.

2. Reason(s) for the decision:

- 2.1. As a result of East Anton Development progressing over the next few years, the aim of this scheme is to mitigate the severance and safety issues caused by increased traffic and pedestrian volumes along Roman Way, Viking Way and Smannell Road.
- 2.2. Currently over 80% of Roman Way Primary school pupils currently walk to school. The majority of these will need to safely cross Viking Way to access the school with no current formal crossing facilities in operation.

3. Other options considered and rejected:

- 3.1. Traffic calming measures which included speed cushions and a raised crossing were considered on Roman Way and Viking Way. However this location is on a priority one winter maintenance gritting route and installing vertical traffic calming measures on these routes is against Hampshire County Council's Traffic Management Policy..
- 3.2. School Crossing Patrol (SCP) officers to assist with the crossing movements linked to the school on Roman Way (East to West) and Viking Way. This consideration will not be required if a signalised crossing is implemented in the proposed location on Viking Way.

4. Conflicts of interest:

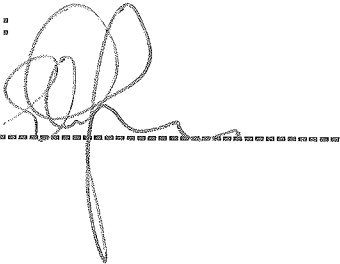
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:		Date:	21/5/18
Stuart Jarvis		-----	
Director of Economy, Transport and Environment			

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a scheme to install a controlled signalised crossing on Viking Way, Andover. There are currently no formal crossing facilities along Viking Way in the vicinity of Roman Way Primary school. Over 80% of pupils walk to school with many needing to cross Viking Way.
- 1.2. The scheme involves provision of an at-grade Puffin crossing on Viking Way in the vicinity of Roman Way Primary school. As part of the crossing the existing footway on the northern side of Viking Way will be adjusted to ensure the gradient complies with the Equalities Act 2010 legislation.
- 1.3. Pedestrian crossing counts undertaken after the scheme has been implemented will demonstrate how successful the crossing has been.

2. Background

- 2.1. The major new housing development at East Anton, north east of Andover town centre, is anticipated to have a significant impact on the surrounding transport network once fully built and occupied. The adjoining Roman Way housing estate, east of the development, was identified as being significantly affected by the development and therefore required transport mitigation measures. The Transport Assessment (TA) linked to the development predicted increases in traffic flows with some possible rat running along Roman Way North to South.
- 2.2. A feasibility study was commissioned in October 2015 to assess transport improvements within the Roman Way housing estate that would look to upgrade pedestrian facilities and enhance safety, primarily for pupils attending the Roman Way Primary School. Within the feasibility study consideration was given to traffic calming on Roman Road which was rejected as the road is a priority 1 gritting route and the introduction of a School Crossing Patrol which will not be progressed if a signalised crossing is

implemented at the proposed location on Viking Way. The third option was to implement a crossing in the vicinity of Roman Way Primary school.

- 2.3. Following representations on behalf of the local community, further consideration has been given to the need for a controlled crossing on Viking Way. PVM² surveys have previously been undertaken near the school. The most recent survey (June 2017) shows a steady growth in vehicle traffic, with the latest PMV² providing a score of 0.37. This has risen since the previous survey that was carried out in June 2015 which provided a score of 0.14. This clearly reflects increasing occupancies on the development, which is now more than 50% built out. Based upon this assessment and engineering advice, which in itself would justify a zebra crossing facility, and projected traffic levels once the development is completed, the view has been taken that a controlled signalised crossing on Viking Way will be justified within the reasonably foreseeable future.
- 2.4. Subsequent design work has been undertaken by our ITS team and Engineering Consultancy to locate the crossing on the desire line, which will support Roman Way Primary school pupils where over 80% currently walk to school. Appendix A indicates where the crossing will be constructed.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	23	18	Developer contributions	128
	Client Fee	9	7		
	Supervision	6	5		
	Construction Land	90	70		
	Total	<u>128</u>	<u>100</u>	Total	<u>128</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3	0.002%
	Capital Charges (Depreciation and notional interest charges)	12	0.008%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	04/18	07/18	09/18	09/19

5. Scheme Details

- 5.1. The scheme involves provision of an at-grade Puffin crossing on Viking Way in the vicinity of Roman Way Primary school. As part of the crossing the existing footway on the northern side of Viking Way will be adjusted to ensure the gradient complies with the Equalities Act 2010 legislation.
- 5.2. The road surface isn't up to the required standard and therefore will be resurfaced during the works. Pedestrian guard railing will be installed either side of the crossing point to prevent pedestrians from walking out into moving traffic. The existing footway and kerbing will be adjusted to ensure the crossing point meets Hampshire County Council standards.
- 5.3. The scheme is funded by developer contributions. These have been reviewed to ensure they can be used to fund the proposed crossing.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. The scheme is well supported in the community and has been subject of a campaign for a number of years. It is reported by local councillors that the proposed scheme is widely supported. This is emphasised by the amount of support Roman Way Primary school has received in the local press, with additional lobbying by local borough and town council members.
- 7.2. Hampshire County Councils ITS team have undertaken the statutory 28 day consultation notice. During this period no objections were received and no statements of support were received.
- 7.3. The local member Councillor Kirstie Locke has been very supportive of the scheme since election to the Council in 2017. The local members predecessor was also supportive of the scheme.

8. Statutory Procedures

- 8.1. None

9. Land Requirements

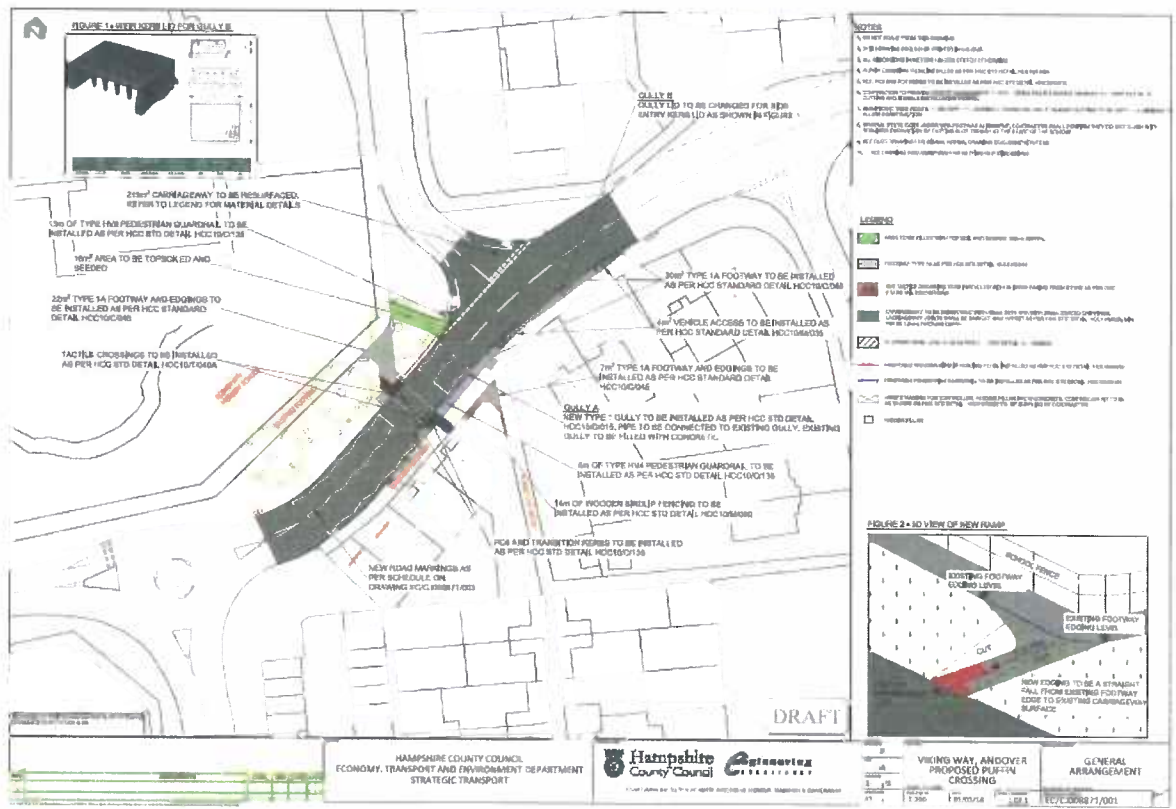
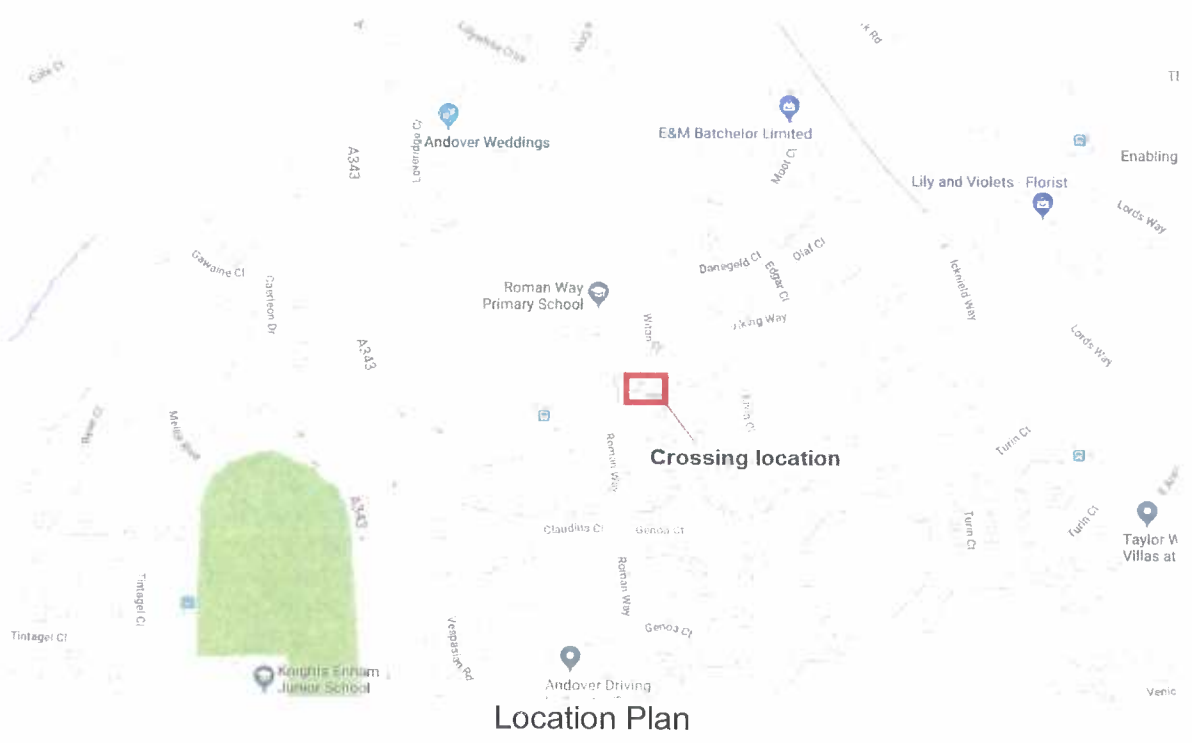
9.1. None

10. Maintenance Implications

- 10.1. There will be an increase in overall long term maintenance due to traffic signal equipment and other associated work, which will be met within existing budgets as shown in section 3.2.
- 10.2. The existing road surface is in poor condition and will be resurfaced as part of this scheme reducing the need for future maintenance work in the vicinity of the crossing site.
- 10.3. Beyond the ITS equipment that is required to deliver a controlled crossing, the scheme has been designed to enable the asset to be maintained in the future.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Viking Way Signalised Crossing, Andover, as set out in this paper.
- 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 £128,000, to be funded from Developer Contributions.
- 11.3. That the Director approves this addition to the 2018/19 Capital Programme at a value of £128,000.



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

This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:

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.

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<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	Low
Disability	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Andover

There will be a small positive impact on the elderly and young as well as those with a disability because the proposals will improve road safety in crossing the road.

2. **Impact on Crime and Disorder: None**

3. **Climate Change:**

The scheme will encourage walking in the area resulting in fewer short journey trips made by vehicles. This will result in fewer vehicles on the road network.