

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	10 March 2020
<b>Title:</b>	Project Appraisal: Access Improvements to Kings' School, Winchester
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### Purpose of this Report

1. The purpose of this paper is to provide details of a scheme to implement a shared use footway along Romsey Road between Stanmore Lane and Battery Hill, and along Battery Hill to connect into Kings School, as well as the upgrading of the Battery Hill crossing to a toucan crossing.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Access Improvements to Kings' School Winchester, as outlined in this report.
3. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal services, to implement the proposed improvements to the shared use footway and improvements to pedestrian crossing along Romsey Road, Winchester, as set out in this report, at an estimated cost of £430,000 to be funded from developer funding.
4. That authority to make the arrangements, including third party access arrangements to implement the scheme and minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

#### Executive Summary

5. According to the School Travel Plan, the majority of potential student cyclists to Kings School live on the eastern side of Romsey Road and a safe cycling route from Stanmore Lane to the proposed Toucan at Battery Hill would allow many of them to reach Kings School by bicycle.

6. The recommended option to achieve this is to widen the existing footway on Romsey Road which varies between 1.5 and 1.8 metres in width to provide a shared use footway of 2.5 metres in width. From the Stanmore Lane end and for approximately 70 metres eastwards this width will be achieved by removing and cutting back highway trees and small shrubs.
7. From the Battery Hill end of the shared use footway and approximately 60 metres westwards, the widening to 2.5 metres will be achieved by the re-alignment of the kerb line into the carriageway. The entire footway would be resurfaced during the works to provide a suitable running surface.
8. The study looked at widening the existing footway between Kings Road and Kilham Lane on the northern side of Romsey Road to provide a cycle/pedestrian shared use footway. However, the costs of this option were higher than the proposed shared use footway and entailed greater delivery risk.
9. Cycle and walking count surveys will be undertaken following completion of the scheme, which can be compared to previous data to determine how successful the shared use route is in improving active travel in the area.
10. The main works will take place in the summer holidays, but to minimise the risk of birds nesting the proposal is to remove trees in March and take specialist ecological advice before any tree felling is carried out.
11. A site meeting took place with officers from Winchester City Council in August 2019 to look at replacement locations in the vicinity. The most likely locations were on Kilham Lane (where there is a pattern of planting where some of the trees have been lost), and the open green area north east of the Romsey Road/Battery Hill junction where there is an avenue of planting but with missing and damaged trees. All replacement planting (up to 9 potential locations) is on highway land.

### **Contextual Information**

12. Kings School is a mixed 11-16 comprehensive school which is accessed via Kings Road from Romsey Road. It is located on the western side of Winchester, and with pupil numbers over 1,600, access and travel requirements are a major consideration for which this project looks to provide potential improvements.
13. From the top of Stanmore Lane heading towards Kings School, pedestrians use the existing footway running along the south eastern side of Romsey Road, utilising the puffin crossing facilities to access the footway in Kings Road. This footway is typically 1.8 metres wide but narrows to nearer 1.5 metres near to the junction of Romsey Road and Battery Hill due to pedestrian guard rails and insufficient highway land to its rear. Several areas of this footway are overgrown with highway vegetation/trees.
14. There is currently no off-road provision for cyclists at this location, but despite this, some cyclists have been observed using the existing footway. It is considered that the legal option of travelling on the carriageway is not

ideal for younger riders attending Kings School due to the heavy flow of vehicles using Romsey Road in peak periods.

15. The existing puffin crossing located at the junction of Romsey Road and Battery Hill provides a signalised pedestrian crossing phase, allowing school children safe passage across the busy Romsey Road. During peak traffic periods this facility is deemed vital and is the optimum location to provide such a crossing. Unfortunately, there are no facilities for cyclists to cross at this location.
16. The existing puffin crossing located at the signalised junction of Romsey Road and Battery Hill provides an opportunity to modify the traffic signals to provide a toucan crossing facility at this location to aid and promote cyclist access to Kings School, and to widen the crossing for all users.

## Finance

17.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	60	14	Developer contributions	26.0
	Client Fee	13	3		
	Supervision	10	2	CIL	404.0
	Construction	347	81		
	Land	0			
	Total	<u>430</u>	<u>100</u>	Total	<u>430.0</u>

18.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0.5	0.000%
	Capital Charges (Depreciation and Notional interest charges)	41	0.026%

## Programme

19.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/20	07/20	09/20	09/21

## **Scheme Details**

20. The proposal will see widening of the existing footway on the southern side of Romsey Road between Stanmore Lane and Battery Hill, which varies between 1.5 and 1.8 metres in width to provide a shared use footway of 2.5 metres. From the Stanmore Lane end, and for approximately 70 metres eastwards, this width will be achieved by removing and cutting back highway trees and small shrubs (refer to Appendix B).
21. The kerb will be moved a maximum of 0.6m into the carriageway of Romsey Road in order to create room for the additional footway width near Battery Hill junction. This should have no effect on the vehicular capacity of Romsey Road, as lane widths are retained.
22. The proposal removes six trees along the boundary of highway and private land. This has been considered by Hampshire County Council arboricultural team and a planning application 10/01892/TPO to remove these trees was approved by Winchester City Council on the 20<sup>th</sup> November 2019. Officers are working with Winchester City Council to identify suitable locations to replant six trees of suitable type at suitable locations within Winchester.
23. The removal of the trees is required as the proposed works may cause damage to, and/or the need to remove any structural roots, thus making their retention unsafe. These trees are of poor form, having lopsided crowns, stems leaning over the highway, and three of them have reduced structural integrity through the presence of included bark unions.
24. The existing puffin crossing connecting Battery Hill to Kings Road will be upgraded into a toucan crossing. This upgrade would allow cyclists and pedestrians to cross the busy Romsey Road to access Kings School. The upgrade would require the crossing to be widened to 4 metres (refer to Appendix B).
25. On Kings Road there are two wide footways either side of The Avenue of trees right up to the School, and here a 2.5 metre shared use footway is proposed. As a result, there should be little need to undertake any civil engineering works apart from improving dropped crossings at the side road; and as the footway surface is in good condition, only signage and markings will be required. Vegetation clearance from within the highway boundary will be required to provide better visibility for drivers exiting Nightingale Close (refer to Appendix B).

## **Departures from Standards**

26. None.

## **Community Engagement and Equalities**

27. Kings School, Winchester District Strategic Partnership (WDSP) cycling group, and the Winchester Action on Climate Change (WINACC) environmental group have all been consulted on the scheme, and they are all supportive of the proposals.

28. The local member, Councillor Tod, has been briefed and he is supportive of the scheme.
29. Due to the proposal to remove six trees, a street notice was put up on site for consultation as part of the planning consent process from Winchester City Council (planning application 10/01892/TPO), and this was approved on 20 November 2019.
30. The provision of a shared use footway and Toucan Crossing on Romsey Road will have a neutral impact on people with protected characteristics. The improvements will provide better access for all users, including those considered most vulnerable such as older people and young children.

### **Statutory Procedure**

31. Under Sections 65 and 66 of the Highways Act 1980 the footway will be converted to a shared use footway/cycleway.

### **Land Requirements**

32. Due to the nature of the required widening of the existing footway in Romsey Road, five trees (approximately 30 metres east of the Stanmore Lane Junction), which are detailed on the scheme plan in the appendix of this report, will need to be felled in order to prevent the demise of the tree root structures. These trees are currently outside the highway boundary. A third party licence for access arrangements has been drafted and agreed in principle with the landowner and this is currently being progressed by the County Council's Legal team. Once this is signed by both parties, Hampshire County Council will be able to work on the third-party land in order to remove the affected trees. Once the agreement has been finalised, advance works for tree felling and coring works are planned during the school holidays prior to the commencement of the main works. No further land arrangements will be required to carry out the works and there will be no future requirement to access or maintain the third-party land.

### **Maintenance Implications**

33. The scheme has been consulted with our Asset Management Team who have undertaken a maintenance check for this scheme.
34. There will be maintenance implications as a result of the widening of the existing footway.
35. There will be an impact to the future revenue budget of approximately £500 per annum.

## 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.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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.

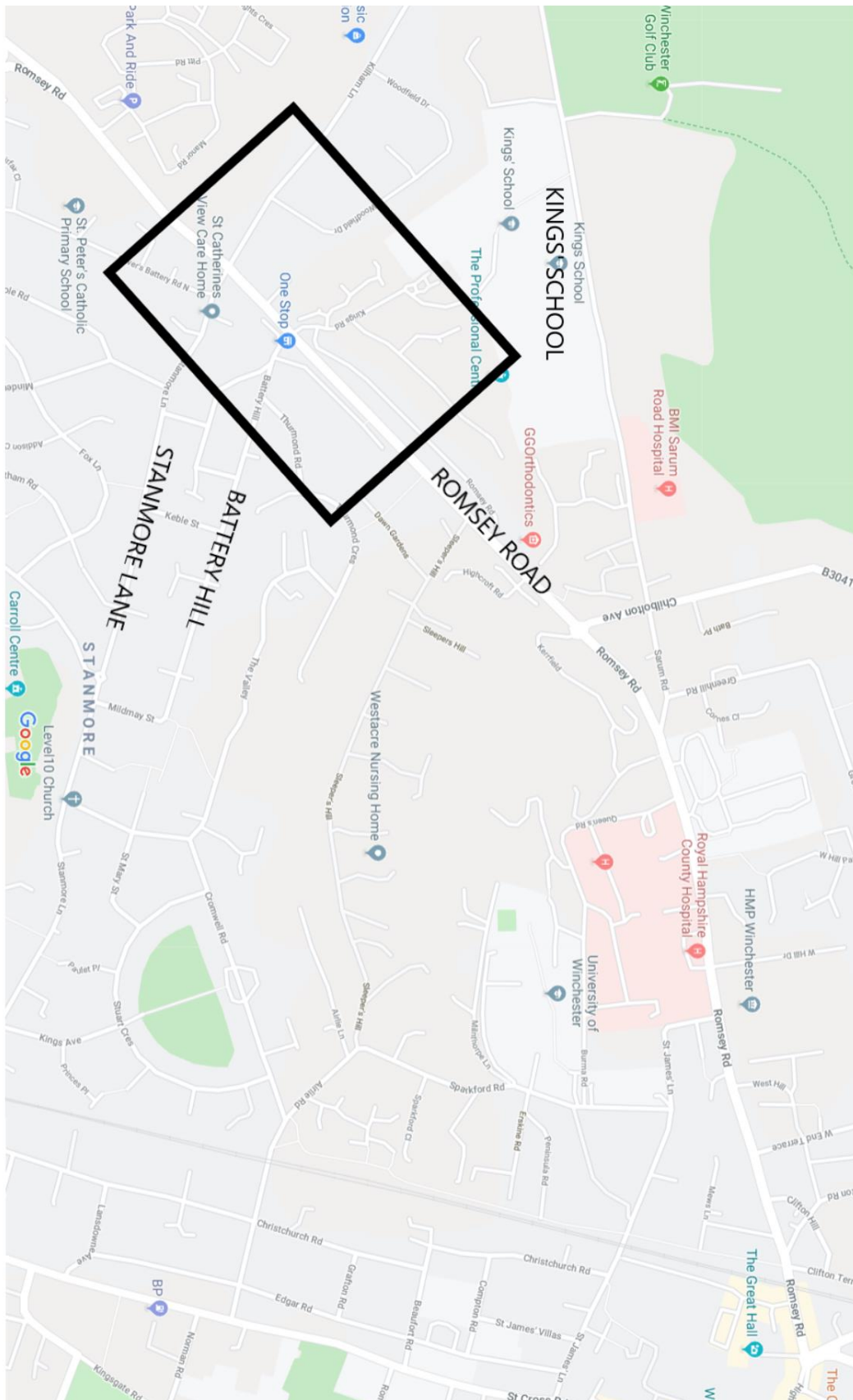
Due regard in this context involves having due regard in particular to:

- 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.

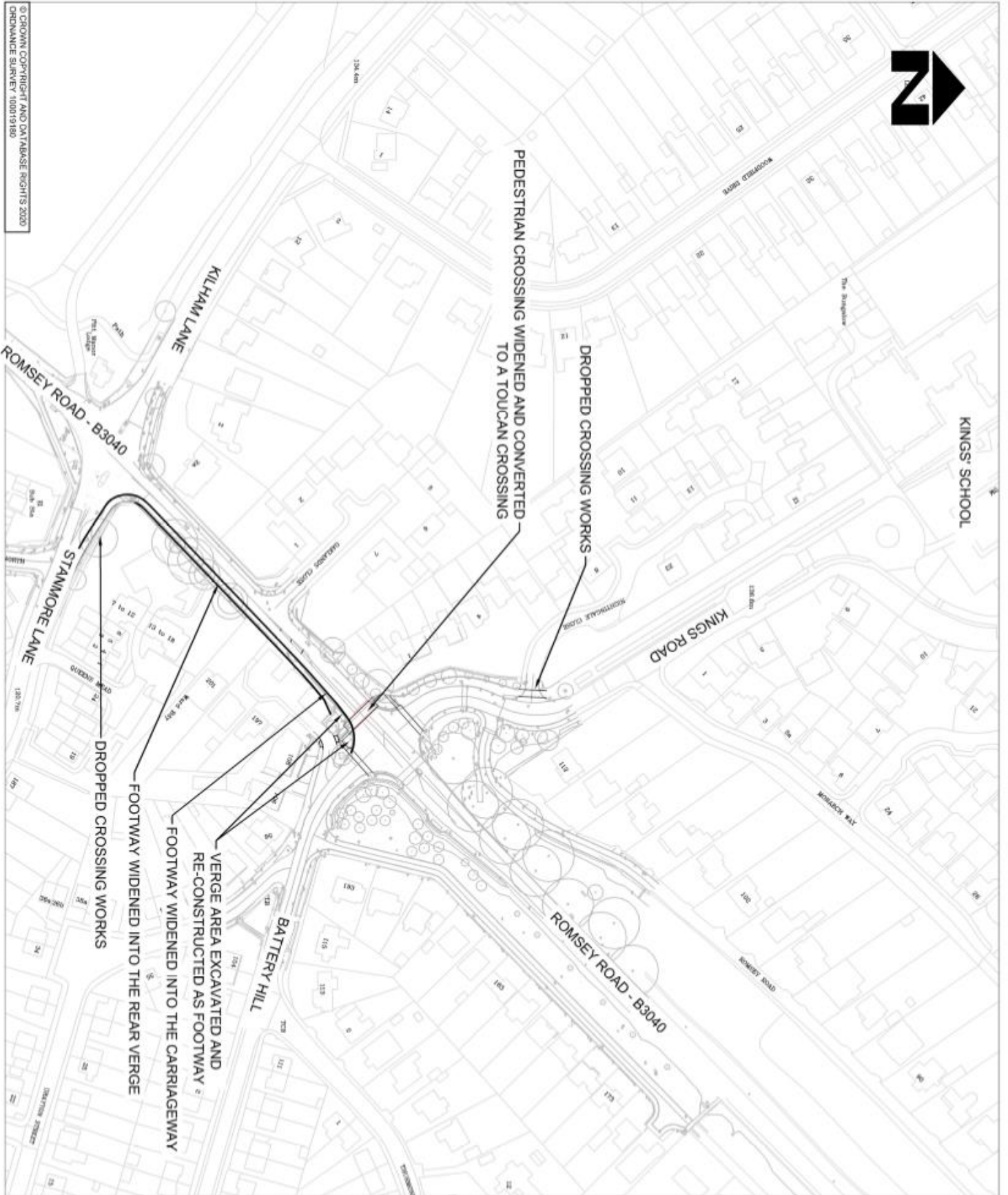
### **2. Equalities Impact Assessment:**

The provision of a shared use footway and Toucan Crossing on Romsey Road will have a neutral impact on people with protected characteristics. The improvements will provide better access for all users, including those considered most vulnerable such as older people and young children.

Appendix A : Location Plan – Romsey Road



Appendix B : Access Improvements to Kings' School General Arrangement



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