

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Project Appraisal: Andover Road pedestrian crossing, Winchester

**Contact name:** Jakub Styszynski

**Email:** Jakub.styszynski@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the Project Appraisal for the Andover Road signal controlled pedestrian crossing scheme, as set out in this report.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with Head of Legal Services, to implement this scheme, at a total estimated cost of £299k, to be funded from S106 agreements for the Kings Barton development.
- 1.3. That the Director approves the increase in the capital programme value of Andover Road signal controlled pedestrian crossing scheme, from £0.260 million to £0.299 million, with the increase to be funded from S106 contributions.

### 2. Reason(s) for the decision:

- 2.1 Currently there is no suitable vehicle access to the Barton Farm Primary School due to the development works at Kings Barton. This has caused people to cross over the B3420 directly opposite where the footpath is sited, across a busy carriageway of 50mph.
- 2.2 The need for this improvement has also been highlighted as a safety improvement for users of the primary school coming from the west of Andover Road. The scheme will provide safe access to Barton Farm Primary School and the Kings Barton development for both pedestrians and cyclists, encouraging safe and sustainable active travel in the area.

### 3. Other options considered and rejected:

- 3.1. Option of not constructing the crossing has been considered and rejected.

Pedestrians, including school children, are already crossing a busy higher speed road showing a demand for a safer controlled crossing. There is a strong safety and public value case for providing the crossing.

**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.

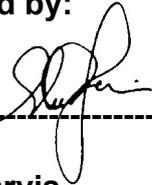
**5. Dispensation granted by the Head of Paid Service:**

5.1. None.

**6. Supporting Information:**

6.1. None.

**Approved by:**



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**Stuart Jarvis**

**Director of Economy, Transport and Environment**

**Date:**

**27/5/2022**

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Project Appraisal: Andover Road pedestrian crossing, Winchester

**Contact name:** Jakub Styszynski

**Tel:** 0370 779 2660      **Email:** Jakub.styszynski@hants.gov.uk

### 1. Executive Summary

1.1. The proposed scheme is on a single carriageway section of the Andover Road B3420, Winchester at the junction with Grove Place to link to an existing footpath that runs east to the new Barton Farm Primary School on the Kings Barton development. Currently there is no suitable vehicle access to the primary school due to the development works at Kings Barton. This has caused people to cross over the B3420 directly opposite where the footpath is sited, across a busy carriageway of 50mph.

The need for this improvement has been highlighted as a safety improvement for users of the primary school coming from the west of Andover Road.

The scheme will provide safe access to the Barton Primary School and the Kings Barton development for pedestrians and cyclists. This will encourage safe and sustainable active travel in the area.

#### 1.2. Alternative Options Considered and Rejected

Pedestrians, including school children, are already crossing a busy higher speed road showing a demand for a safer controlled crossing. There is a strong safety and public value case for providing the crossing.

#### 1.3. Measures of Success

The level of use of the crossing will be monitored by recording the number of activations. Feedback will also be sought from the local schools following implementation.

### 2. Background

2.1. There has been a need identified to provide a safe crossing point across the Andover Road, Winchester, linking the junction of Grove Place with the footpath that leads to Barton Farm primary school on the Kings Barton

development. Currently there is no suitable vehicle access to the primary school, only a footpath that runs from the Andover Road B3420 east to the school. This has caused people to cross over the B3420 directly opposite where the footpath is sited, across a busy carriageway of 50mph

- 2.2. The study was carried out looking to provide a new signalised Puffin crossing on the Andover Road, in Winchester. This scheme is planned to provide better pedestrian infrastructure, improving the connectivity between the west side of Andover Road and the new Kings Barton development.
- 2.3. The study met the Local Transport Plan objective of ensuring that the highways network supports the economy and is accessible to all by improving the sustainable transport infrastructure in the area. Improving the cycle/pedestrian infrastructure will support one of the aims of HCC's cycling and walking strategies; to enable everyone to reach education and training opportunities by cycling and walking.
- 2.4. A pedestrian and vehicle flow survey was undertaken in March 2020 to assess the P/V2 value for the site. The highest recorded value was 0.11 which was recorded during the morning peak. This is a low value and would not normally warrant a controlled crossing. However, the criteria has since changed and initial crossing assessment is not solely based on P/V2 survey results and considers a wider site of criteria. The survey was also undertaken March 2020 during the COVID19 crisis which would have potentially skewed the results.
- 2.5. The accident history data for this site shows that there were two accidents at this site within the past five years. One involving a minor collision between motorised vehicles at the junction with Grove Place and one fatal collision with a pedestrian at the location of the junction with the public right of way connecting Halls Farm Close and Andover Road.
- 2.6. The need for this improvement has been highlighted as a safety improvement for users of the primary school coming from the west of Andover Road.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	56	18	Developer contributions	299
	Client Fee	13	5		
	Supervision	17	6		
	Construction Land	213	71		
	Total	<u>299</u>	<u>100</u>	Total	<u>299</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2.5	0.002%
	Capital Charges (Depreciation and notional interest charges)	29.0	0.019%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	6/22	9/22	12/22 (civils works) 3/23 (planting)	11/24

#### 5. Scheme Details

5.1. The site is located on a section of single carriageway between the junction of the public footpath and Andover Road and the junction with Grove Place (as shown on page 9). The scheme consists of a Puffin type signalised pedestrian crossing with associated works (shown on page 10). The works will include:

- Trial hole preliminary exploratory works
- Stats diversions (electrical and gas tbc),
- Ground clearance and pre-planting works
- Civil engineering works and associated electrical works for the crossing infrastructure
- Installation of the crossing infrastructure
- Surfacing and roadmarking works

- Installation of 2 new street lightis
- Planting works including removal of 1 tree and planting of 3 new trees

## **6. Departures from Standards**

6.1. None

## **7. Community Engagement**

7.1. Community engagement has been mainly done through the Barton Farm forum where the need for the crossing has been discussed. This also included liaison with Barton Farm Primary School. Cllr Jackie Porter is in support of the scheme. Local MP Steve Brine is in support of this scheme.

The need for this improvement has also been highlighted by Councillor Humby as a safety improvement for users of the primary school coming from the west of Andover Road.

The crossing was also advertised with notices as part of the statutory process highlighted below.

## **8. Statutory Procedures**

8.1. The proposed puffin crossing was advertised in January 2022 in line with Road Traffic Regulation Act of 1984.

Emergency services have not raised any objections.

There were comments received from two residents following the advertising of the scheme. We have received comments from one resident which we have been responded to and the resident was content with the response. The second resident has raised the below continuing concerns and a summary of responses is provided below:

Concern 1: “Any crossing will hold traffic. This will detrimentally affect the environment from both a noise and a pollution viewpoint.”

Response 1: It is recognised that a signal crossing will result in vehicles slowing down and accelerating when it is activated. However this is considered to be outweighed by the benefits of providing a safe crossing facility which will encourage walking to and from the Kings Barton development. In turn this will help to reduce future reliance on motor vehicles for these short journeys and promote sustainable modes of transport. A crossing on Andover Road would be used for a variety of purposes but the main one would be for school journeys. The school travel plan surveys for Barton Farm Primary school currently show that around 41% of children travel to school by car. In total around 10% of pupils travel by car from the west of Andover Road. The school has been open for two years and the number of

pupils is expanding each year. Eventually the school role is expected to increase by up to sevenfold from the current level. The provision of a safe crossing on Andover Road will encourage those from the west who are currently travelling by car to walk and will provide a facility for future pupils to walk.

At Henry Beaufort school around 25% of pupils come from the east of Andover Road. Of this number around 4% travel to school by car and 85% by school bus. It should be noted that the school bus service from Kings Worthy will be withdrawn shortly once the pedestrian link along Wellhouse Lane and through the Kings Barton development is opened. This has the potential to substantially increase the numbers travelling by car. The provision of a crossing on Andover Road will form an important part of a route which will encourage pupils to cycle or walk to school.

The need for a crossing has been raised locally through the Barton Farm forum. This group includes local schools and parents. In supporting the provision of a crossing it is expected to have a positive impact in reducing the number of car journeys particularly associated with those going to and from the local schools.

Concern 2: "Any crossing will emit further noise pollution if an audible alarm is used in the "green man" condition"

Response 2: It is intended that the crossing would include an audible sound when the green pedestrian signal appears. An audible signal is a standard feature at signal crossings and it is particularly helpful to those with visual impairments. The volume can be altered and this can be set up when the crossing is constructed. Additionally the audible sound would be turned off overnight between 2200 and 0700.

Concern 3: "Most significant is the new development formerly known as Barton Farm. the planning permission for this development includes a condition that requires the Andover Road to be diverted, making the section in question a pedestrian zone (other than local traffic for access). Therefore, it is my view that the installation of a crossing in the proposed location is not required and is a waste of tax payers money. The solution is already in place- execute the planning condition."

Response 3: The planning permission for the Kings Barton development includes the closure of Andover Road to through traffic and diversion of traffic through the new development. The completion of these highway changes are triggered by the number of house occupations (650) at the Kings Barton development. This trigger point is still a number of years away and there is currently a need for a new pedestrian crossing on Andover Road. At the time the Kings Barton application was assessed it was understood that the construction rate would be faster than it has been, that Andover Road would be closed to through traffic at an earlier date, and that the majority of children

attending the primary school would be from the Kings Barton estate itself. However, the construction rate has been slower than expected, and this has resulted in school children/families needing to cross Andover Road.

8.2. A TTRO will be required for night time resurfacing works. This is currently in the process of being drafted and will be in place for the works.

## **9. Land Requirements**

9.1. No additional land needed. The scheme is being built within the public highway boundary.

## **10. Maintenance Implications**

10.1. The Asset Management team has been consulted on the proposals and has agreed to the materials being used.

10.2. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £2,500 per annum

## **11. Climate Change Impact Assessments**

11.1. 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**

11.2. The adaptation tool has identified the following minor vulnerabilities:

- The scheme will rely on drainage on the adjoining road or natural runoff into the verge and therefore there is minimal risk of additional surface water during extreme precipitation events, but this is expected to be accommodated within existing drainage systems;
- There is a low overall risk of extreme storm and wind events affecting the feasibility and operation of this project.

11.3. The project is important for meeting Hampshire County Councils' strategic priorities and listed below are the key strategic priority justifications:

- The scheme will have a positive impact on the economy giving local contractors an opportunity to secure local construction contracts;

- The scheme will enhance opportunities for residents to travel by walking which is likely to have a positive impact on their health; and
- The scheme will enable better and safer access for residents to schools in the area.

### **Carbon Mitigation**

11.4. The scheme will result in an increase in carbon emissions during the construction phase. However, the scheme is designed to encourage more people to walk and therefore this should contribute to a long-term reduction of carbon emissions due to more people using sustainable modes to travel (I.e., active travel).

11.5. As a mitigation measure, three new trees will be planted to replace one tree which will be removed as part of the works.

In addition, a 93 m<sup>2</sup> of new grass planting is being provided in an area which was previously an informal layby.

Lastly, On the west side some HBM material has been employed for use in the footway widening which is a recycled material.

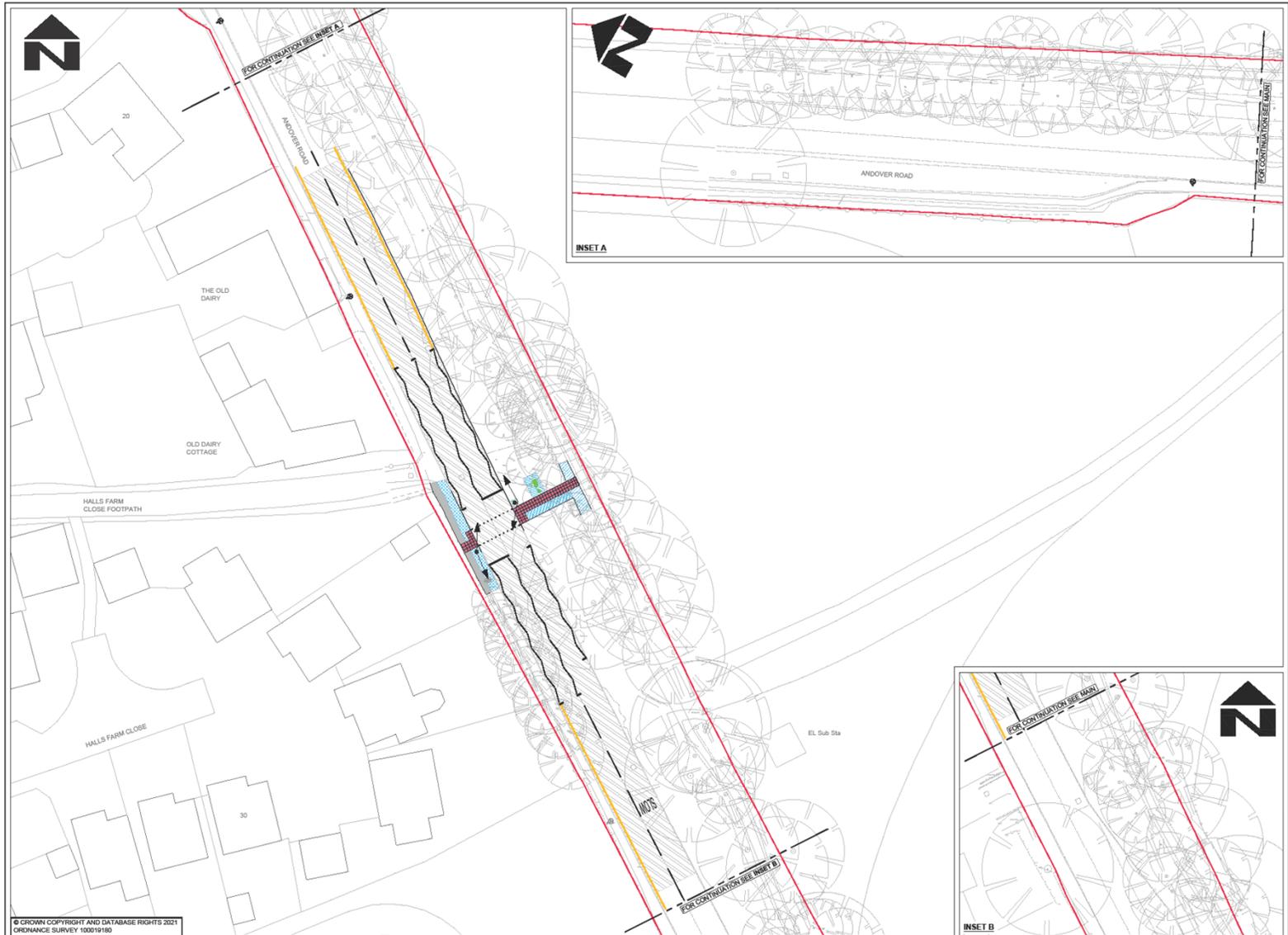
### **12. Recommendation(s)**

12.1. That the Director approves the Project Appraisal for the Andover Road signal controlled pedestrian crossing scheme, as set out in this report.

12.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £299k, to be funded from S106 agreements for the Kings Barton development.

12.3. That the Director approves the increase in the capital programme value of Andover Road signal controlled pedestrian crossing scheme, from £0.260 million to £0.299 million, with the increase to be funded from S106 contributions.





- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - REFER TO DRAWINGS C/J009328-ECH-HGN-44305128-DR-HE-0001 WITH RELEVANT VOL CODE INDICATED IN BRACKETS FOR LAYOUTS OF:
    - (#M#) - VOLUME CODE DESCRIPTION
    - (#R#) - KERBS, FOOTWAYS AND PAVED AREAS
    - (#L#) - LIGHTING
    - (#M#) - ROAD MARKINGS
    - (#P#) - ROAD PAVEMENT
    - (#S#) - TYPICAL SECTIONS
    - (#C#) - SITE CLEARANCE
    - (#U#) - STATUTORY UTILITIES

- KEY**
- PROPOSED PRECAST CONCRETE KERB OR TIMBER EDGING. SEE NOTE 3
  - PROPOSED RED COLOURED TACTILE BLISTER PAVING. SEE NOTE 3
  - EXISTING LIGHTING COLUMN
  - PROPOSED LIGHTING COLUMN
  - PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION
  - PROPOSED FOOTWAY RESURFACING
  - PROPOSED CONCRETE HARDSTANDING FOR SIGNAL EQUIPMENT
  - PROPOSED CARRIAGEWAY INLAY RESURFACING
  - PROPOSED WHITE COLOURED ROAD MARKING
  - PROPOSED YELLOW COLOURED ROAD MARKING
  - PROPOSED FEEDER PILLAR
  - PROPOSED SIGNAL POLE RETENTION SOCKET
  - PROPOSED SIGNAL CONTROLLER UNIT ON CHAMBER
  - PROPOSED PRIMARY TRAFFIC SIGNAL HEAD
  - EXISTING HIGHWAY BOUNDARY

PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY



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ORDNANCE SURVEY 100019180

NO	REV	AMENDMENTS	DATE	BY	CHKD	APPD
S3	PD	FOR INTERNAL REVIEW	21.12.2021	DF	JR	(S)
S2	PD	FOR INFORMATION	16.11.2021	DF	JS	(S)

CLIENT  
**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT  
**Hampshire County Council Engineering CONSULTANTS**  
STUART JARVIS BSc DipTP FCIHT MRTPI DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: JY  
SCALE @ A1: 1:250  
CAD: DF  
DATE: 13.04.2021  
CHECKED: JS JS  
SHEET NUMBER: 1 OF 1  
APPROVED: IMS IMS  
JOB No. C\_J009328\_01  
DRAWING NUMBER: C/J009328-ECH-HGN-44305128-DR-HE-0001

SCHEME: ANDOVER ROAD PUFFIN CROSSING WINCHESTER  
DRAWING TITLE: GENERAL ARRANGEMENT  
HCC JOB NOF: 201908111810  
DATE: S3  
REV: P 02

CCD FILE: K:\Eng\Roads\General\CJ009328\_01\_Puffin\_Crossing - Andover Rd\Winchester\01-09\01-Local\_Team\C3-Drawing\CD-General\CJ009328-ECH-HGN-44305128-DR-HE-0001\_GENERAL\_ARRANGEMENT.dwg



## 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
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
<b>OR</b>	
<b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b>	
<i>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.</i>	

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<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:

<b>Impact</b>	
Age	medium
Disability	medium
Sexual Orientation	n/a
Race	n/a
Religion and belief	n/a
Gender Reassignment	n/a
Sex	n/a
Marriage and civil partnership	n/a
Pregnancy and maternity	n/a
<b>Other policy considerations</b>	
Poverty	n/a
Rurality	n/a
Other factors	n/a
Geographical impact	Winchester

As the scheme will facilitate a safer crossing of the carriageway this should have a positive impact on younger age groups as this is the group that will use it to get to local schools. It should also encourage all age groups (young and old) to use walking as a preferred/healthier form of transport. Any increase in walking should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution.