

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member – Environment |
| Date: | 29 June 2010 |
| Title: | Project Appraisal: Northern Avenue Cycles and Accessibility Improvements – Andover |
| Reference: | 1585 |
| Report From: | Director of Environment |

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1. Executive Summary

1.1. The purpose of this project appraisal is to increase public safety and access for residents living in the areas to the north of Andover by the provision of a shared use cycle route connecting with existing circuitous routes around the town centre.

1.2. The project appraisal:

- (i) provides an extended cycle network to include the northern areas of Andover and adds to the existing routes which give access to the town centre and its amenities;
- (ii) meets the needs of pedestrians and cyclists, and people with mobility impairment;
- (iii) reduces community severance between the residential areas and Andover town centre;
- (iv) upgrades existing controlled crossings using intelligent traffic technology to improve access for all; and
- (v) helps build and strengthen the local community.

HAMPSHIRE COUNTY COUNCIL
EXECUTIVE MEMBER - ENVIRONMENT

PROJECT
APPRAISAL
(Externally Funded)

29 JUNE 2010

PROJECT: PROJECT APPRAISAL: NORTHERN AVENUE, ANDOVER
- CYCLES AND ACCESSIBILITY IMPROVEMENTS

COMMENCEMENT DATE: AUGUST 2010
COMPLETION DATE: NOVEMBER 2010

PLANNED YEAR OF START IN ACCORDANCE WITH CAPITAL
PROGRAMME: 2010/11

1. **Executive Summary**

- 1.1 The purpose of this project appraisal is to increase public access for the residential areas to the north of Andover and town centre by improving and widening existing footways and upgrading existing controlled crossings for shared use by pedestrians, cyclists and the mobility impaired. The scheme is fully funded from developer contributions.

2. **Contextual Information**

- 2.1 The area to the north of Andover has poor footway and cycle links with the town centre and the industrial business parks located to the south and east. The Andover Town Access Plan identifies the aspiration to make provision for a circular cycle route as essential to prevent community severance and improve access for all.

3. **Introduction**

- 3.1 The area to the north of Andover is expanding and recently has seen the designation of two major developments (MDAs) at Picket Twenty and East Anton with the introduction of around 3,700 new homes. It is therefore important to further develop the current transport infrastructure and provide travel choice to support these new and planned developments at an early stage to encourage walking and cycling as an alternative to motor transport, rather than adding to road congestion. It would also make a positive contribution to reduce the carbon footprint of the developments.
- 3.2 Recent retail developments in the vicinity of Enham Roundabout have resulted in the upgrade of sections of Rights of Way footpaths to a shared use cycleway. Significant developer contributions have been collected for the further development and improvement of pedestrian and cycle links between the northern settlement areas, retail developments and Andover town centre.
- 3.3 The need to improve access has been identified in various studies and clearly identified in the Andover Town Access Plan and the Test Valley Borough Council Cycle Strategy.
- 3.4 Recent improvements in and around Andover have seen the introduction of a Wickes DIY centre to the north and an Asda superstore and Multi screen cinema complex at Town Mills. The town centre has seen the introduction of new clubs and restaurants and other new businesses arrive. The Bridge

Street/Winchester Street/London Street, Town Centre Accessibility scheme has also been recently completed to improve pedestrian and cycle accessibility to encourage and help reduce the dependency on motor vehicle traffic.

4. **Details**

4.1 The proposed route runs from the end of the existing cycleway just south of the Chantry Shopping Centre alongside Western Avenue to Cricketers Way.

4.2 The Western Avenue to West Street section splits into two, the first section using the existing footway which will be widened to 2.5 metres and the second part using the existing segregated cycleway.

4.3 Western Avenue–Carlton Road

The route follows the eastern verge on Western Avenue to the existing splitter island widened to 2.5 metres and continues north on new section of shared footway to Charlton Road.

4.4 Charlton Road–Folly roundabout

The proposal uses the existing footway widened to 2.5 metres. At the southern end new flush kerbs will provide safe access to Charlton Road. At Folly roundabout it crosses the A3057 Northern Avenue at the existing controlled crossing, which is proposed to be upgraded to a Toucan crossing, making it easier for cyclists and those with mobility impairments. The route then follows Northern Avenue on the existing footway which is to be converted to shared use.

4.5 River Bridge Footway – Railway Arch

Local footway widening at the southern end is proposed to achieve access to the existing ramp to the river footbridge and a new section of ramp on the northern side, which will join up to the existing shared cycleway behind the Wickes store and continue to the low narrow brick railway arch where cyclists will dismount. The existing bulk head lighting is to be improved under a permissive licence obtained from Network Rail, to provide increased security.

4.6 Railway Arch–Shepherds Spring Footway

The route proceeds north to Knights Enham estate where extensive footway reconstruction and widening is proposed to aid

both visibility, manoeuvrability and the introduction of safety barriers/railings.

4.7 Shepherds Spring Footway–Cricketers Way

Following the existing footway in a north-easterly direction via the existing controlled crossing at the A343 Newbury Road, which is also proposed to be upgraded to a Toucan crossing, the existing sections of footway are converted to shared use with some localised widening and improved street lighting.

4.8 On completion of the scheme the new extended cycleway/footway will be monitored by the installation of cycle counters at strategic points on the route. These will be correlated with the existing counters that are installed at other locations on the town centre cycle network which will provide important data to monitor any changes in the pattern of use.

4.9 A location plan is attached and detailed plans will be displayed at the meeting.

5. **Targets and Outcomes**

5.1 This significant extension to the Andover cycle network is likely to encourage more people to walk and cycle to and from areas of the town that provide retail, leisure and employment by providing increased security and ease of access for all.

The scheme will contribute towards the following Corporate Priorities:

- Hampshire safer and more secure for all
- Maximising Wellbeing
- Enhancing our quality of place

Local Transport Plan (LPT2) Objectives:

- Increase accessibility to services
- Promote safety
- Reduce impact and effect of congestion
- Widen travel choice
- Support wider quality of life objectives
- Encourage value for money and efficient asset management

Local Transport Plan (LTP) Targets:

- LTP 1 - Accessibility. Percentage of people who consider access is good
- LTP3 – Cycling trips (annualised index)
- LTP4 – Mode share of journeys to school
- BVPI 199x - Casualties. Total killed and seriously injured
- BVPI 199y - Casualties. Total child killed and seriously injured
- BVPI 187 – Footway Condition

Other targets:

(LAA National Indicators, LAA Local indicators and non-LTP)

Delivery of this scheme would contribute towards the following LAA indicators and LAA national Indicators:

- NI 47 People killed or seriously injured in road traffic accidents
- NI 48 Children killed or seriously injured
- NI 175 Access to services and facilities by public transport, walking and cycling
- NI 176 Working age people with access to employment by public transport (and other specific modes)
- NI 198 Children travelling to school – mode of transport used

LAA Local Indicator:

- LI local accessibility

6. Standards

- 6.1 These proposals have been designed to comply with the Department for Transport and Hampshire County Council's standards for highway improvement schemes, and have been subject to Safety Audits at the appropriate stages of the design process.

7. Statutory Procedures and Consultation

- 7.1 Planning permission for these proposals is not required.

8. Policy Considerations

- 8.1 The proposed improvements support the County Council's Local Transport Plan and road safety and casualty reduction policies and improves cycle/pedestrian facilities and access for the more vulnerable.

9. **Land Requirements**

9.1 No land acquisition required. All works to be confined within existing public highway limits.

10. **Alternative Arrangements**

10.1 Improvements to other areas of Andover have been considered but are restricted by the terms of the developer contribution agreement which fund this scheme.

11. **Local Member's View**

11.1 The local Member, Councillor Mutton, supports these proposals.

12. **Sustainability**

12.1 The area for improvement is seen as part of the strategic cycle network identified as essential for the future of Andover. Materials used will be of good quality but will be easily replaced and maintained. The materials used and the design of the scheme is in keeping with the Town Access Plan.

12.2 The scheme will offer good footway improvements for cyclists and pedestrians. All users will benefit from the improvements as the scheme will provide a safer and more attractive place for people who want to use the facilities, particularly in the areas along the river Anton. The area will be enhanced and opened up to provide a useful and attractive environment accessible by all. Improved footways and the provision of the Toucan crossing facilities will encourage people to walk and cycle more, and increase the activity in the Andover area.

13. **Financial Arrangements**

| | | | | |
|------|--------------------|--------------|------------------------|--------------|
| 13.1 | <u>Expenditure</u> | <u>£'000</u> | <u>Funds Available</u> | <u>£'000</u> |
| | Design Fee | 53 | Developer Funding | 365 |
| | Supervision | 17 | | |
| | Project Works | 295 | | |
| | Land | | | |
| | Total | <u>365</u> | Total | <u>365</u> |

| 13.2 | <u>Revenue Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|------|-------------------------------------|--------------|--|
| | Net increase in current expenditure | 9 | 0.008 |
| | Capital Charge | 19 | 0.014 |
| | Total Expenditure | <u>28</u> | <u>0.022</u> |

14. **Maintenance Implications**

- 14.1 The new signal equipment will operate at extra low voltage which will provide energy consumption savings. It will also provide increased electrical safety to users in the event of damage to the equipment. The equipment will be more reliable and will extend the life expectancy of the site. Traffic signal equipment is anticipated to function satisfactorily for between 10-15 years; after this time it may need to be replaced.
- 14.2 Any anti-skid, high friction material may need to be renewed at more regular intervals to ensure adequate performance.
- 14.3 The revenue implications of this proposal have been taken into account in the setting of the annual base budget.

15. **Recommendations**

15. That the project appraisal for a shared use cycleway between Cricketers Way and West Street, Andover, at an estimated cost of £365,000, be approved.
- 15.2 That, under the powers contained in Sections 65 and 66 of the Highways Act 1980, the existing and proposed footways which comprise this scheme be formally converted to shared use for pedestrians and cyclists.

Rpt/1585/BA

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

| | |
|--|-----|
| Hampshire safer and more secure for all: | Yes |
| Corporate Improvement plan link number (if appropriate): | |
| Maximising well-being: | Yes |
| Corporate Improvement plan link number (if appropriate): | |
| Enhancing our quality of place: | Yes |
| Corporate Improvement plan link number (if appropriate): | |

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.)

| <u>Document</u> | <u>Location</u> |
|---|---|
| Northern Avenue Cycles and Accessibility Improvements | Engineering Consultancy, Capital House, Winchester. |

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The improved footways will help pedestrians/cyclists and the more vulnerable user access facilities. The provision of the Toucan crossing technology will provide a safer opportunity to cross the road.

2. Impact on Crime and Disorder:

- 2.1. The scheme will have no direct impact on the crime and disorder act but by providing shared footways with clearer sight lines and improved street lighting will contribute towards a safer and more secure community.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

New, low power signal equipment will be used for this scheme. This equipment, which comprises an extra low voltage signal controller and LED signal aspects, has only recently become commercially available and reduces energy consumption. Using LED signals also increases the mean time between signal aspect failures, reducing the transport costs associated with replacing traditional lamps. This equipment is more expensive than equivalent, traditional signal equipment, but may recoup the initial additional cost over its expected life, through energy savings and an anticipated reduced failure rate. Other benefits include reduced carbon emissions through manufacturing and improved safety (using extra low voltage removes the risk of electrocution) and may outweigh any marginal additional costs.

The new upgraded installations are intended to provide safe road crossings, encouraging walking and cycling as a more sustainable transport mode, reducing in turn the carbon emissions of alternative modes, principally travel by car.

The installation will use the latest technology to ensure its efficient operation, extending the vehicle green period to the permitted maximum as necessary and only extending the crossing time when needed by slower moving pedestrians, to make sure that motorists are not unnecessarily delayed. Reducing stops and delay in this way reduces pollution, while still providing a safe and effective facility for pedestrians.

Through its asset management and procurement strategy, the ITS Group is investigating ways of extending the operational life of equipment to reduce the proportion of its whole-of-life carbon footprint attributable to

manufacturing. Ways are also being investigated to maximise the reuse and recycling of recovered materials to reduce waste through replacement. These measures form part of the sustainability action plan for ITS equipment currently being developed.