

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Environment and Transport
Date:	12 June 2012
Title:	Land Adjoining Andover Ring Road
Reference:	4001
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to clarify the County Council's position on the safeguarding for highway purposes of two strips of land adjoining Andover Ring Road (identified in Appendix 2 as Plot A and Plot B).

1.2. The land in question has historically been safeguarded for highway and public transport purposes, but in response to a request from Test Valley Borough Council this status has been reviewed.

1.3. This paper seeks to:

- (i) set out the background to the issue;
- (ii) consider the need for highway and transport schemes in the area;
and
- (iii) recommend a change in the status of Plot A.

2. Contextual information

2.1. Following significant post-war development in Andover, the Ring Road was built in the 1970s in order to provide a northern bypass for traffic not using the town centre. The A303 effectively provides the southern half of the Ring Road. A map of Andover Ring Road is provided at Appendix 1.

2.2. Sections of the Ring Road route were originally intended as dual carriageway and land was safeguarded for this purpose in the County Structure Plan as recently as 2006. However, with the exception of short sections to enable access to retail parks, the dualling proposals were never implemented and are not now considered viable or necessary.

- 2.3. The County Council's second Local Transport Plan (2006-11) continued to safeguard the land but for public transport improvements instead of dualling, and this is the status that is now reported through land searches.

Request by Test Valley Borough Council

- 2.4. Appendix 1 highlights a section of the Ring Road between Walworth and Enham Arch roundabouts (known as Churchill Way in this section).
- 2.5. Appendix 2 shows County Council land held for highway purposes in the area immediately to the south of Churchill Way.
- 2.6. This land is divided on the map between Plot A, which is separated from Churchill Way by a bund and includes all the land to the south of the foot of the bund, and Plot B, which runs along the path originally intended for dual carriageway.
- 2.7. Test Valley Borough Council, which is leading on a partnership project to improve the appearance and amenity of Andover Ring Road, has informally approached the County Council with a request for it to review the safeguarding status of Plot A. A review of the need for safeguarding has accordingly been carried out.

Need for highway and transport schemes along Churchill Way

- 2.8. Officers in Passenger Transport have confirmed that they foresee no need for continuing to safeguard either plot for public transport purposes.
- 2.9. Highways officers consider it unlikely that any highway schemes will come forward in the foreseeable future that would make use of Plot A.
- 2.10. The only currently planned Highways scheme that would make use of Plot B is the future signalisation of the Walworth roundabout at the eastern end of Churchill Way. A significant developer contribution is due on 700 occupations at Picket Twenty for the County Council to implement capacity and pedestrian/cycling improvements, which may include a cycle path parallel to Churchill Way, and a reassessment of the number of lanes required for optimum future operation of the roundabout. It is likely that Plot B will be needed for these facilities.
- 2.11. The conclusions of this review are that Plot A is no longer required to be safeguarded for highway purposes, while Plot B should continue to be safeguarded. Plot A can therefore be declared surplus to highway requirements and a decision as to its potential disposal referred to the Executive Member for Policy and Resources.

3. Finance

- 3.1. As no schemes are planned for Plot A there is no cost incurred or avoided.

3.2. The improvements planned for Plot B are fully funded by developer contributions.

4. Recommendations

4.1. That the land identified in Appendix 2 as Plot A be no longer safeguarded for highway purposes.

4.2. That, as a consequence, Plot A be declared surplus to highway requirements and a decision on its potential disposal be referred to the Executive Member for Policy and Resources.

4.3. That the land identified in Appendix 2 as Plot B continue to be safeguarded for highway purposes.

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

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The implications of this decision have been assessed and no adverse impact has been identified.

2. Impact on Crime and Disorder:

- 2.1. It is considered that there will be no direct impact from the decision on crime or disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

As no decision on the future use of Plot A is proposed at this time, it is not possible to make an assessment of the impact of the decision to discontinue safeguarding of this land for highway purposes.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The continued safeguarding of Plot B will permit improvements to Walworth roundabout which will improve traffic flow and provide a cycle path along Churchill Way, enabling residents of the new development at Picket Twenty to reach retail parks at Enham Arch roundabout without having to drive.