

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	A343 Newbury Road/Roman Way, Andover Pedestrian Improvements CMS Ref: 1495

**Contact name:** Brandon Breen

**Tel:** 01962846239

**Email:** brandon.breen@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the A343 Newbury Road/Roman Way, Andover pedestrian improvements, 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 £117,000, to be funded from developer contributions.

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

- 2.1. To improve pedestrian accessibility from Roman Way, the A343 Newbury Road and King Arthur's Way, Andover through a reduction in carriageway widths and the provision of an uncontrolled crossing point and a footway.
- 2.2. The decision supports the Hampshire County Council corporate strategy policies of 'making Hampshire safer and more secure for all' and 'enhancing our quality of place'.

#### 3. Other options considered and rejected:

- 3.1. Other options were initially proposed for this area and this included a traffic signal controlled crossing point. However the PV2 values were 0.003 and 0.15 which did not meet the trigger level required to install a controlled crossing point.
- 3.2. Provision of a new set of steps accessing the pedestrian footbridge from the existing footway on the eastern side of the A343 Newbury Road (to avoid a circuitous route and promote use as an additional crossing point). It was deemed unlikely that the land owner would agree to the sale of the parcel of land required to facilitate this access, as this would increase congestion within Kingsway Gardens, impacting on residents.

**4. Conflicts of interest:**

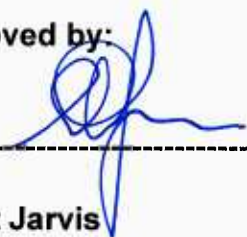
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

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

5.1. None

**6. Supporting Information:**

6.1. None

<b>Approved by:</b>  -----	<b>Date:</b> <u>21<sup>st</sup> Sept 2015</u>
<b>Stuart Jarvis</b>	
<b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	A343 Newbury Road/Roman Way, Andover Pedestrian Improvements CMS Ref: 1495

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** Brandon.breen@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a proposed scheme to improve pedestrian accessibility on the A343 Newbury Road/Roman Way/King Arthur Way roundabout junction in Andover.
- 1.2. A new (3metre wide) footpath approximately 150 metres in length will be provided from a point just south west of the junction of Meliot Rise to the western side of the new uncontrolled crossing point on the A343 Newbury Road. Another 50 metre length footway (3 metre wide) will be provided on the eastern side of the proposed crossing point on the A343 Newbury Road and leading into the southern side of Roman Way.

The reduction of one lane on the north approach and the south exit of the A343 Newbury Road/Roman Way/King Arthur's Way roundabout will reduce the number of simultaneous traffic movements through the roundabout at any one time. This will also reduce the crossing distance through the proposed uncontrolled crossing point and help to improve safety to pedestrians using the crossing. This will be achieved by widening the existing splitter island on the southern exit of the roundabout while also introducing road markings and traffic signs which will reduce the overall width of the carriageway.

- 1.3. Two other options were initially proposed for this area and the first option included a traffic signal controlled crossing point on the A343 Newbury Road. However the PV2 values were 0.003 and 0.15, which did not meet the trigger level required to install a controlled crossing point and therefore this option was rejected.

The second rejected option was the provision of a new set of steps accessing the pedestrian footbridge from the existing footway on the eastern side of the A343 Newbury Road (to avoid a circuitous route and promote use as an additional crossing point). It was deemed unlikely that the land owner would agree to the sale of the parcel of land required to facilitate this access, as this would increase congestion within Kingsway Gardens, impacting on residents.

- 1.4. The success of the scheme will be measured primarily by the increased use of the new pedestrian facilities and crossing points. Future school travel plans for both Knights Enham Infant and Junior Schools and the Roman Way Primary School will be undertaken to compare the amount of pedestrians that access the schools via walking.

## **2. Background**

- 2.1. There is considerable development occurring in Andover at the current time, in particular a large area of development taking place to the east of town at the East Anton. This will create a settlement of approximately 2500 dwellings adjacent to the village of Smannell known as Augusta Park.
- 2.2. There is significant existing pedestrian activity from the neighbouring Roman Way housing estate that leads across the A343 Newbury Road to the Knights Enham Schools complex, housing estate, shops, and onward routes south towards the town. The facilities to cater for these movements are limited or non-existent, with the exception of the existing footbridge, which is not well used. Footfall in this local vicinity is also expected to increase when the housing at East Anton becomes occupied over the next few years.
- 2.3. The Knights Enham Junior and Infant Schools serve both the Knights Enham estate and the Roman Way estate on the west side of the A343. The two residential areas are separated from by the dual carriageway (A343 Newbury Road) with only the pedestrian bridge, referred to above, linking the two. Significant numbers of children from the Roman Way estate (to the east) go to school on the Knights Enham side (west) whilst Knights Enham children also go to the Roman Way School. In the future it is likely that additional trips will be made from both areas to the new Endeavour School on the Augusta Park development.
- 2.4. The school travel plans for both the Knights Enham and Roman Way School campuses show severance and lack of footpaths between the developments as a major barrier to walking. Those parents and children that do walk rarely use the bridge as they feel channelled and vulnerable from a personal security perspective.
- 2.5. The muddy paths on the verges show the routes taken by the residents, however crossing at the desire lines, south of the Smannell Road and Roman Way/King Arthur's Way roundabouts, is difficult due to the speed of traffic and the absence of any formal facilities. To add to this, the dual carriageway is no longer a trunk road but still has a 50mph speed limit at the locations where most people are crossing and in peak periods there are limited gaps in traffic for pedestrians to cross.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	21	18	Developer contributions	117
	Client Fee	2	2		
	Supervision	9	8		
	Construction Land	85	72		
	<b>Total</b>	<b>117</b>	<b>100</b>	<b>Total</b>	<b>117</b>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.001%
	Capital Charges (Depreciation and notional interest charges)	11	0.007%

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Sept 2015	Nov 2015	January 2016	January 2017

### 5. Scheme Details

- 5.1. A location plan and scheme proposal plans are shown at the end of this section.
- 5.2. An at-grade uncontrolled crossing will be provided, incorporating a short section of footway (approximately 10 metres in length), to the south of the A343 Newbury Road/Roman Way/King Arthur's Way roundabout and is located within the existing splitter island.
- 5.3. A new section of footway approximately 115 metres in length will be provided within the existing verge on the western side of the A343 Newbury Road.

This will run from the proposed uncontrolled crossing point to a point just south west of the junction with Meliot Rise. Another uncontrolled crossing point will be constructed to assist pedestrians in crossing King Arthur's Way at this location.

- 5.4. The north approach and the south exit of the A343 Newbury Road/Roman Way/King Arthur's Way roundabout will be reduced to one lane, which in turn will reduce the number of simultaneous traffic movements through the roundabout at any one time. This will also reduce the crossing distance through the proposed uncontrolled crossing point and help to improve safety to pedestrians using the crossing. This will be achieved by widening the existing splitter island on the southern exit of the roundabout while also introducing road markings and traffic signs which will reduce the overall width of the carriageway.

A new section of footway approximately 85 metres in length will be provided from the eastern side of the A343 Newbury Road to a point 30 metres east of the roundabout junction within Roman Way which will join an existing verge path which is used to cross the road to access Roman Way Primary School.

## **6. Departures from Standards**

- 6.1. None.

## **7. Community Engagement**

- 7.1. Engagement has taken place with Test Valley Borough Council who are in support of the scheme.
- 7.2. Meetings have taken place with Knights Enham School to discuss the scheme and they are supportive of the proposed scheme recommendations.
- 7.3. County Councillor Timothy Rolt is aware of the proposals and has given his support for the improvements.

## **8. Statutory Procedures**

- 8.1. N/A

## **9. Land Requirements**

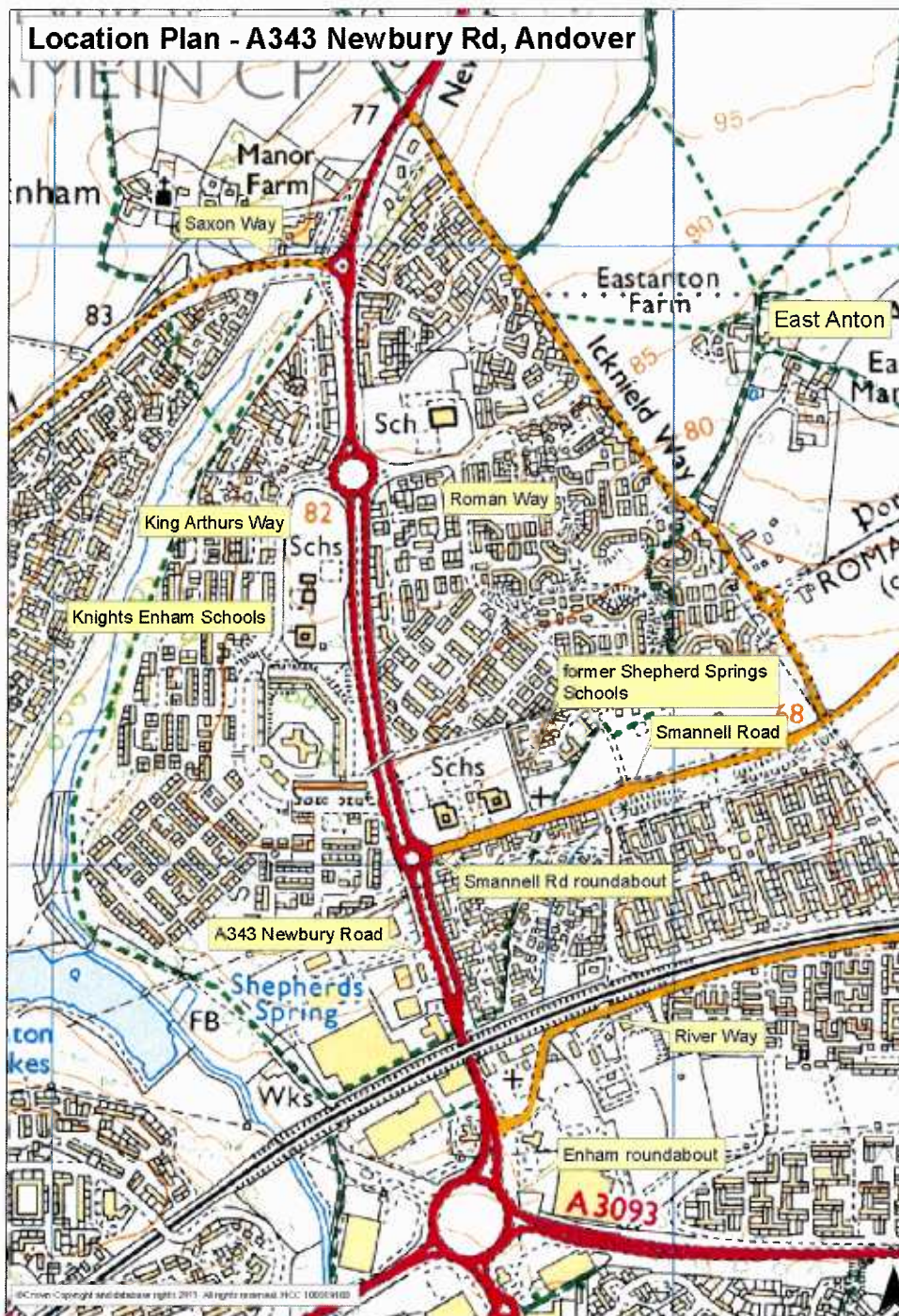
- 9.1. N/A

## **10. Maintenance Implications**

- 10.1. There will be a minor increase in overall maintenance costs to the County Council through the provision of approximately 210m of new footway.

## 11. Recommendation(s)

- 11.1 That the Director approves the details of the pedestrian improvements on the A343 Newbury Road/King Arthur's Way/Roman Way, 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 £117,000, to be funded by developer contributions.



## 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 Corporate Strategy**

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

**Other Significant Links**

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

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>

## 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	Medium
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low
Other policy considerations	
Poverty	None
Rurality	Low
Other factors	None
Geographical impact	Test Valley

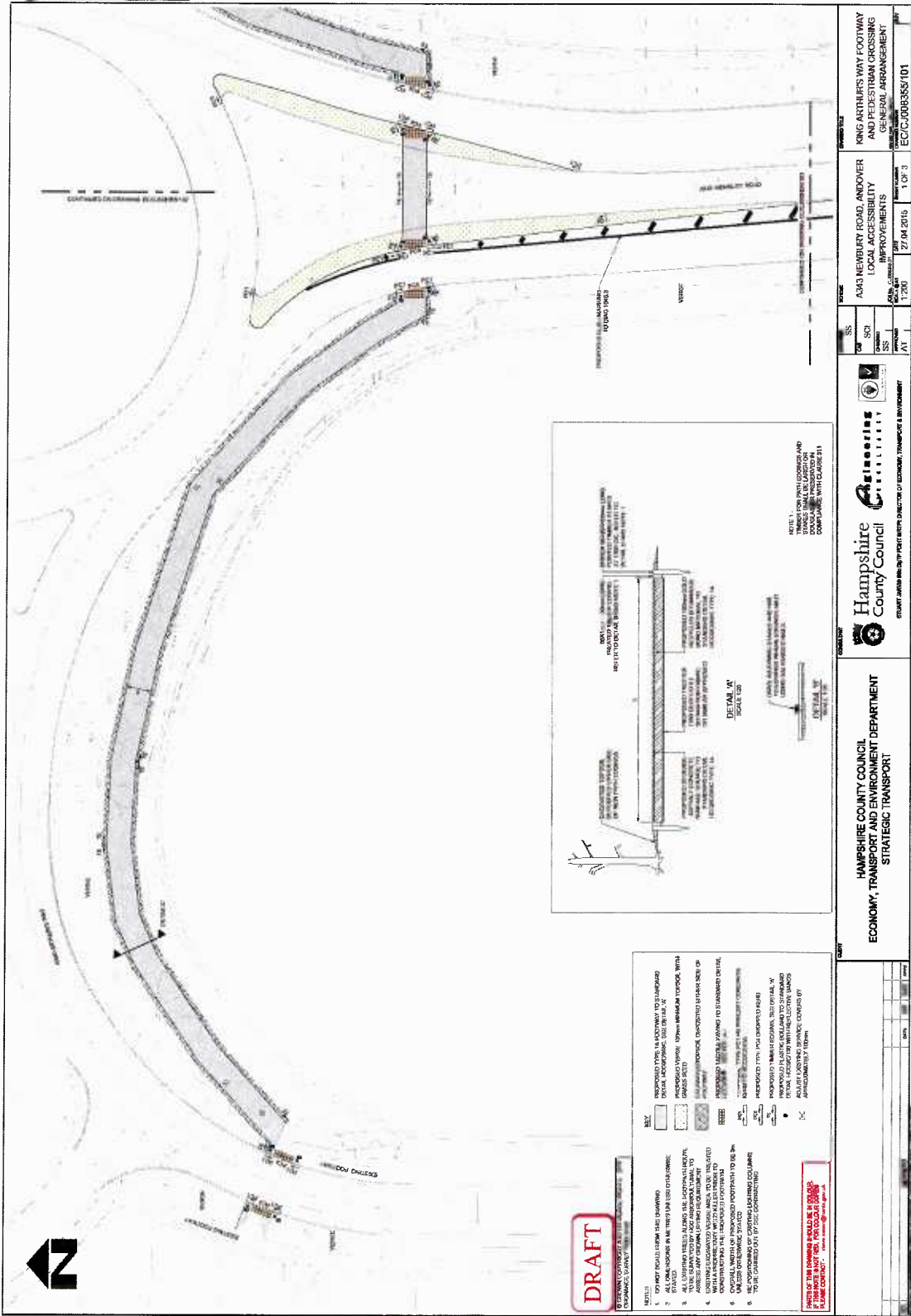
The provision of new footpaths and uncontrolled pedestrian crossing points on the A343 Newbury Road/King Arthur's Way/Roman Way will have a positive impact on the above identified impact considerations. The proposals will assist those considered vulnerable such as young school children, pregnant or disabled persons, to safely cross the A343 Newbury Road or King Arthur's Way. The proposals will also help to link the two communities to the east and west of the A343 Newbury Road, which at present, is difficult for pedestrians due to the lack of provision and geographical constraints.

### 2. Impact on Crime and Disorder:

None

### 3. Climate Change:

The provision of pedestrian improvements including new footpaths and uncontrolled crossing points will help to encourage pedestrians to walk which will help to reduce the dependency on car journeys.



**DRAFT**

- NOTES**
1. DRAFT ONLY. PLEASE READ DRAWING CAREFULLY.
  2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  3. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.
  4. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.
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<p><b>Hampshire County Council</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>		<p><b>Hampshire County Council</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>	
<p>PROJECT TITLE KING ARMSWAY FOOTWAY AND PEDESTRIAN CROSSING IMPROVEMENTS</p>	<p>DATE 27/04/2015</p>	<p>SCALE 1:200</p>	<p>NO. 1 OF 3</p>
<p>PROJECT NO. EC/008355/101</p>	<p>DATE 27/04/2015</p>	<p>SCALE 1:200</p>	<p>NO. 1 OF 3</p>

