

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Twyford Pedestrian Improvements

Contact name: Karen Wright

Tel: 01962846879

Email: Karen.1.wright@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Twyford 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 £230,000, to be funded from Developer Contributions.

2. Reason(s) for the decision:

- 2.1. Developer contributions have been taken from recent developments in or near to Twyford to improve pedestrian linkages in the vicinity. This puffin crossing will provide a safer crossing point across the B3355 to enable residents to access local facilities.

3. Other options considered and rejected:

- 3.1. It was considered locating the new puffin crossing south of Northfields, at the southern end of the existing west side footway. However this required land purchase from frontages on the west side of High Street, and the diversion of a gas main, which was cost prohibitive.
- 3.2. It was considered locating the new puffin crossing 20m north of Old rectory Lane. However this is away from the pedestrian desire line, and also required the northbound bus stop to be relocated further away from the Northfield residential area.
- 3.3. A pedestrian refuge island was considered however there is not enough road width available.
- 3.4. A zebra crossing was considered however this was inappropriate due to high vehicle approach speeds and the lack of other Zebras on this route. The presence of Heavy Goods Vehicles on the southbound downhill approach to a Zebra crossing was also a concern; with a signal controlled crossing there is a

requirement to stop whereas a Zebra requires the pedestrian to establish priority on the crossing.

- 3.5. Widening the footway south of Old Rectory Lane near to where a footpath joins the west side footway was considered. Here a section of the footway narrows to 1.13m wide due to material from the embankment encroaching on the footway. However bank restraint in the form of a retaining wall would be required, necessitating the removal of several trees, and the relocation of some electricity poles. The need to re-grade the footpath would also have to have been considered which would have resulted in it being steeper than the current 1:7, which is already steeper than desired..
- 3.6. A pedestrian refuge within the Finch's Road bell mouth was considered, however vehicle swept path analysis showed that this was not feasible.

4. Conflicts of interest:

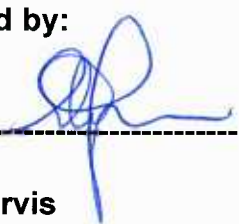
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

- 5.1. None.

6. Supporting Information:

- 6.1. None.

Approved by:	Date:
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Stuart Jarvis	
Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Twyford Pedestrian Improvements

Contact name: Karen Wright

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1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £230,000, to be funded from Developer Contributions.

1.2. Scheme Outline

This scheme consists of a new puffin pedestrian crossing and associated footway widening.

1.3. Alternative Options Considered and Rejected

- i. It was considered locating the new puffin crossing south of Northfields, at the southern end of the existing west side footway. However this required land purchase from frontages on the west side of High Street, and the diversion of a gas main, which was cost prohibitive.
- ii. It was considered locating the new puffin crossing 20m north of Old rectory Lane. However this is away from the pedestrian desire line, and also required the northbound bus stop to be relocated further away from the Northfield residential area.
- iii. A pedestrian refuge island was considered however there is not enough road width available.
- iv. A zebra crossing was considered however this was inappropriate due to high vehicle approach speeds and the lack of other Zebras on this route. The presence of Heavy Goods Vehicles on the southbound downhill approach to a Zebra crossing was also a concern; with a signal controlled crossing there is a requirement to stop whereas a Zebra requires the pedestrian to establish priority on the crossing.
- v. Widening the footway south of Old Rectory Lane near to where a footpath joins the west side footway was considered. Here a section of the footway narrows to 1.13m wide due to material from the

the footway narrows to 1.13m wide due to material from the embankment encroaching on the footway. However bank restraint in the form of a retaining wall would be required, necessitating the removal of several trees, and the relocation of some electricity poles. The need to re-grade the footpath would also have to have been considered which would have resulted in it being steeper than the current 1:7, which is already steeper than desired..

- vi. A pedestrian refuge within the Finch's Road bell mouth was considered, however vehicle swept path analysis showed that this was not feasible.

1.4. Measures of Success

The number of pedestrians safely crossing the road and accessing local services is expected to increase. The scheme will also create a safer route for school children who are required to cross this road on their journey to and from school.

2. Background

- 2.1. This scheme was the focus of the 'Twyford Summit' held on 27 September 2011 chaired by Steve Brine MP and attended by Councillor Thornber, Councillor Kendal and representatives of Winchester City Council, Twyford Parish Council and Hampshire Police.
- 2.2. Concerns have been expressed by the Parish Council and local residents about various traffic and pedestrian safety issues namely Heavy Goods Vehicles, speeds, crossings and parking. Particular issues pertaining to the northern part of the village were;
 - (a) the volume of Heavy Goods Vehicles using B3335 as a through route;
 - (b) the speed of traffic using B3335;
 - (c) the need for a pedestrian crossing on B3335 in the vicinity of its junctions with Bourne Lane / Northfields.
- 2.3. The Parish Council identified the issue of pedestrian safety due to the narrowness of the footway on the west side of B3335 between Church Lane and Old Rectory Lane. The need for the crossing was put forward, and the County Council agreed to progress a scheme for the puffin, along with footway widening where possible.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	17	Developer contributions	230
	Client Fee	8	3.5		
	Supervision	8	3.5		
	Construction	174	76		
	Land	0	0		
	Total	230	100	Total	230

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	Capital Charges (Depreciation and notional interest charges)	22	0.014%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/15	07/15	09/15	09/16

5. Scheme Details

5.1. The scheme consists of the following measures to improve the situation for pedestrians crossing the High Street in order to access the village centre:

- A controlled puffin crossing located 20m south of Bourne Lane.
- Reduction of the carriageway width to 6m in order to encourage a reduction in vehicle speeds.

- Widening of the west side footway to 1.5m from the new crossing to Old rectory Lane to provide a safer pedestrian route to the village centre.
- The removal of the two uncontrolled crossings on High Street near Old rectory Lane and Bourne Lane, to encourage use of the new puffin crossing.

6. Departures from Standards

6.1. None.

7. Community Engagement

7.1. This scheme is strongly supported by County Councillor Rob Humby, and Steve Brine MP. Local support was also demonstrated at a public exhibition in September 2014, where 88% of respondents were in favour of the proposed puffin crossing.

8. Statutory Procedures

8.1. No permanent road traffic orders are required for this scheme. The public Notice for provision of a puffin crossing will be displayed for the required 28 days prior to construction.

9. Land Requirements

9.1. None required.

10. Maintenance Implications

10.1. There will be a small increase in maintenance liabilities for ITS associated with the new puffin and associated equipment. The newly constructed, widened footway is not likely to require maintenance in the short to medium term.

11. Recommendation(s)

11.1. That the Director approves the details of the Twyford Pedestrian Improvements, 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 £230,000, to be funded from 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

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):	

Other Significant Links

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

Section 100 D - Local Government Act 1972 - background documents	
<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	High - positive
Disability	High - positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	High - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Winchester

This scheme will provide a safer route for pedestrians, which will particularly benefit more vulnerable road users such as the mobility impaired, children and the elderly.

2. Impact on Crime and Disorder:

This scheme will have no impact on this.

3. Climate Change:

This scheme will encourage walking as a sustainable mode of transport by improving facilities to make journeys to access local services safer. This will reduce car use, contributing to a healthier environment for all.