

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Westgate and Western Schools Campus Accessibility Improvements - EM3 LGF

**Contact name:** Paula Edwards

**Tel:** 01962 826988

**Email:** Paula.edwards@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Westgate and Western Campus Accessibility 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 £220,000, to be funded from the Enterprise M3 Local Enterprise Partnership Sustainable Transport programme and Developer Contributions.

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

- 2.1. The project is designed to improve pedestrian accessibility and promote sustainable travel choices and improve linkages to the school campus for residents and school children travelling from the east and west to Westgate School. New junction tables in Cheriton Road and an improved crossing point in Stockbridge Road will assist in achieving the objective.
- 2.2. The proposals to deliver improvements in this part of Winchester align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP).
  - Management of traffic.
  - Improvement of road safety.
  - Promoting walking and cycling.

### 3. Other options considered and rejected:

#### 3.1. Western pedestrian access to the school – Chilbolton Ave via Green Lane

An alternative to the now proposed formal adoption, taking the path into the freehold of the School was considered to allow its maintenance as part of School property. This was rejected as in law ownership can only be applied

for if a landowner owns both sides of the path or road, whereas in the relevant section of Green Lane three private households lie to the north of the path.

### **3.2. Westgate School footpath inside southern boundary of the campus**

This route was prioritised by Westgate School at the initial consultation with them in 2013. Starting at the car park entrance on Cheriton Rd it would proceed along the top of the embankment on the southern boundary of the School campus and terminate at the entrance to Western School.

It was envisaged that due to the proximity and level of the proposed footpath to the neighbouring properties objections on noise and light pollution grounds would be received. The path is wholly within the campus grounds and as such will have no useable value to the general public and it is therefore questionable whether developer funding could be spent on it.

In the light of these considerations it was agreed by the two schools that this proposal should not proceed subject to the availability of a suitable alternative route along Green Lane.

### **3.3. Love Lane Footway**

This length of existing footway was investigated for upgrading to shared pedestrian/cycle use. The study revealed that the footway could be widened to 2.5m over its length to accommodate shared use between pedestrians and cyclists. At a meeting with the School Heads it was stated that that only a few Westgate School pupils use this route and that its improvement was not a priority compared with the Green Lane, the school crossing points and junction table improvements.

The business case recommended that the proposal should not proceed at this stage but would be considered as part of the Stockbridge Road corridor study (a part of the Barton Farm transport mitigation studies).

## **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.

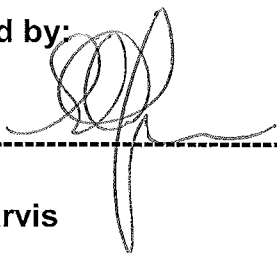
## **5. Dispensation granted by the Head of Paid Service:**

**5.1.** None.

## **6. Supporting Information:**

**6.1.** None.

Approved by:



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Stuart Jarvis

Director of Economy, Transport and Environment

Date:

16/6/16  
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# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Westgate and Western Schools Campus Accessibility Improvements - EM3 LGF

**Contact name:** Paula Edwards

**Tel:** 01962 826988

**Email:** Paula.edwards@hants.gov.uk

### 1. Executive Summary

**1.1.** The purpose of this paper is to seek approval to procure, spend and enter into necessary contractual arrangements to implement accessibility improvements to the Westgate and Western School, at a total estimated cost of £220,000, to be funded from the Enterprise M3 Local Enterprise Partnership Sustainable Transport programme and Developer Contributions.

### 1.2. Scheme Outline

The project is designed to improve the pedestrian environment for residents and school children travelling from the east and the west to Westgate School. By surfacing the western section of Green Lane and installing new junction tables in Cheriton Road together with an enhanced crossing point in Stockbridge Road the measures will contribute to achieving the objective.

### 1.3. Alternative Options Considered and Rejected

#### **Western pedestrian access to the school – Chilbolton Ave via Green Lane**

An alternative to the now proposed formal adoption, taking the path into the freehold of the School was considered to allow its maintenance as part of School property. This was rejected as in law, ownership can only be applied for if a landowner owns both sides of the path or road, whereas in the relevant section of Green Lane three private households lie to the north of the path.

#### **Westgate School footpath inside southern boundary of the campus**

This route was prioritised by Westgate School at the initial consultation with them in 2013. Starting at the car park entrance on Cheriton Rd it would proceed along the top of the embankment on the southern boundary of the School campus and terminate at the entrance to Western School.

It was envisaged that due to the proximity and level of the proposed footpath to the neighbouring properties objections on noise and light pollution grounds

would be received. The path is wholly within the campus grounds and as such will have no useable value to the general public and it is therefore questionable whether developer funding could be spent on it.

In the light of these considerations it was agreed by the two schools that this proposal should not proceed subject to the availability of a suitable alternative route along Green Lane.

### **Love Lane Footway**

This length of existing footway was investigated for upgrading to shared pedestrian/cycle use. The study revealed that the footway could be widened to 2.5m over its length to accommodate shared use between pedestrians and cyclists. However, at a meeting with the School Heads it was stated that that only a few Westgate School pupils use this route and that its improvement was not a priority compared with the Green Lane, the school crossing points and junction table improvements.

The business case recommended that the proposal should not proceed at this stage but would be considered as part of the Stockbridge Road corridor study (a part of the Barton Farm transport mitigation studies).

## **1.4. Measures of Success**

The success of the project will be assessed by a measurable decrease in traffic speed together with positive feedback from local residents and staff and pupils from the schools.

## **2. Background**

- 2.1 The Westgate Secondary School lies to the northwest of Winchester City Centre (see location plan) in a broadly residential area. Directly north of the secondary school is the existing Rotherly Nursery and a boarding house. To the west is Western Primary School.
- 2.2 A planning application to bring forward a Two Form Entry Primary Element to the Westgate School, on land that was occupied by the Rotherly Nursery and boarding house on the northern part of Westgate School's grounds, was approved in June 2013. The addition of this Primary Element has expanded the existing Westgate School to a '4 -16 All Through School'. The Primary Element of the proposed expansion is a two form entry, with a capacity for 420 pupils, aged between four and eleven years.
- 2.3 Pedestrians and cyclists access the School via the main entrance from Cheriton Road, and also from Green Lane. Vehicle access by staff is from Links Road, Green Lane and from Cheriton Road and in total another 53 additional car parking spaces and 52 spaces for cycles and scooters have been provided.

- 2.4 A study was carried out to examine a range of accessibility improvements to promote sustainable travel choices and improve the “Safer Routes” to the school campus. The study referred closely to the measures identified in the Action Plan of the Framework School Travel Plan for the Western/ Westgate Schools, April 2013 (FSTP). The STP was written in response to the planning application and also refers to some of the measures suggested by consultees. The study also considered existing transport issues and proposals as identified in the HCC Winchester Transport Statement and took account of the Section 278 off site highway improvements that the school development was required to deliver.
- 2.5 The study focused on identifying a package of accessibility improvements aimed at improving the sustainable transport options and safe routes to the Western and Westgate school campus from its immediate residential catchment area. It considered measures as identified in the FSTP and the existing proposals listed in the Winchester Transport Statement as well as proposals identified from recent stakeholder input that has arisen from the consultation on the school expansion.
- 2.6 The study also undertook a comprehensive review of the school catchment area, including data collection of pedestrian flows, accident data and vehicle flows as well as early stakeholder engagement. Transport planners from Strategic Transport led on the initial scoping and prioritisation of the key proposals of primary importance to ensure that the full feasibility design focussed on a smaller number of schemes.
- 2.7 The study also considered existing transport issues and proposals as identified in the HCC Winchester Transport Statement and took account of the s.278 off site highway improvements, which are now completed and which the school expansion was required to deliver.
- 2.8 This project has therefore been developed following recommendations made at the conclusion of the study.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25.0	11.5	Developer contributions	160.0
	Client Fee	3.0	1.5	EM3 Sustainable Transport Fund	60.0
	Supervision	9.5	4.0		
	Construction	181.0	82.5		
	Adoption	1.5	0.5		
	<b>Total</b>	<u>200.0</u>	<u>100</u>	<b>Total</b>	<u>220.0</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3	0.003%
	Capital Charges (Depreciation and notional interest charges)	20	0.0013%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	June 16	August 16	October 16	October 17

#### 5. Scheme Details

##### 5.1 Western pedestrian access to the school from Chilbolton Ave via Green Lane.

###### Footpath

The proposal is to replace the existing unmade footpath as shown on drawing numbered EC/CJ008512/001 with tarmac type 1A footpath construction.

The existing alignment has undergone some recent work involving laying a scalping walking surface. It is intended that a large percentage of this can be included in the construction works as preliminary sub-base. The existing wooden edgings will need to be removed and new edgings (concrete or wood) can be laid to suit the new levels and to allow for the new binder and surface course.

It has been confirmed that the footpath is not highway or in HCC ownership with the actual ownership unknown. The legal process to adopt this length of footpath is being undertaken retrospectively by the client and necessitates the placing of a Section 228 formal notice on site for 28 days, informing the public of the Council's intention to adopt this land.

The preferred option for lighting the path is the installation of standard 4m lighting columns with LED heads to reduce the light spill in order to minimise the effects on adjacent properties. (EC/CJ008512/300)

## **5.2 Raised Junction Tables**

### **Junction of Cheriton Road and Fordington Road and Junction of Cheriton Road/Milverton Road and Western Road**

The project requires raised tables at these two locations to help pedestrians and school children to cross Cheriton Road and the associated side roads, as well as slowing vehicle speeds in the immediate vicinity of the junctions. Tarmac raised tables (75mm high) are to be introduced at the junctions; the work will include 1:20 ramps to the approaches with edge and carriageway lining. Tactile paving needs to be introduced to direct pedestrians crossing the table. The tables will be over 7.5m in length, which is the minimum length allowable on a bus route. Kerb lines and drainage gullies will require adjusting to accommodate the ramp and some vegetation clearance will be necessary.

The kerb line to the corner of Cheriton Road and Fordington Avenue will require adjustment to accommodate the crossing point and some vegetation clearance to the south east corner of Cheriton Road and Fordington Road will also be needed to aid visibility. The Cheriton Road/Milverton Road and Western Road junction is overly large and staggered. Local maintenance issues have been identified requiring attention at this location; these include collapsed kerbing and verges, and damage to footways and drainage gullies. An adjacent telephone kiosk may also require relocating as its present location might obscure visibility at the crossing point.

Refer to Drawing Nos. EC/CJ008512/004 and 006

## **5.3 Upgrading the existing school crossing point – Stockbridge Road adjacent to Hatherley Road**

Following the successful recruitment of a school crossing person, the SCP point is to be upgraded with bollards installed on the footways either side together with the provision of antiskid surfacing applied to the carriageway to HCC standard details.

Refer to Drawing No EC/CJ008512/008

## **6. Departures from Standards**

**6.1.** There are no departures from standards for this project.

## **7. Community Engagement**

**7.1.** The local County Member Cllr Tod has supported the study throughout and is fully supportive of the study findings and proposed works and has urged close co-operation with the Schools.

**7.2.** The Heads of both schools and their Governors have confirmed that they support the study findings and have urged the early implementation of the priorities identified above. This liaison will continue at the design stage and

consultation will necessarily include householders adjacent to the upgraded footpath, who are to be affected by the proposals.

## **8. Statutory Procedures**

**8.1.** A Traffic Regulation Order will be necessary under the Highway (Road Humps) Regulations 1999.

**8.2.** This work will be carried out by the Traffic Team.

## **9. Land Requirements**

**9.1.** The length of Green Lane that is to be made up to adoption standard will be advertised under a Section 228 notice. Subject to no objections the path will be adopted in due course.

## **10. Maintenance Implications**

**10.1.** As indicated in the finance tables, the proposed works will result in an increase in annual maintenance expenditure in future years from current budgets for the additional footpath surfacing and adoptions, bollards and signing. However, no maintenance will be required in the short term because in a number of instances the project is replacing existing materials with new. The works at the Cheriton Road/Milverton Road and Western Road junction will improve the existing situation and remove the immediate need for maintenance to be carried out at this location.

## **11. Recommendation(s)**

**11.1.** That the Director approves the details of the Westgate and Western Campus Accessibility 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 £220,000, to be funded from the EM3 LEP Sustainable Transport programme and Developer Contributions.