

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 July 2014
Title:	Project Appraisal: Andover Town Centre Accessibility Improvements Chantry Street/High Street/Newbury Street
Reference:	5936
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to construct pedestrian, cyclist, and environmental improvements in Chantry Street, High Street, and Newbury Street, Andover.
- 1.2. The scheme seeks to address current issues of narrow pavements, lack of crossing points for pedestrians, and the lack of a convenient east to west route for cyclists at the northern edge of Andover town centre. The scheme falls within a Conservation Area with a number of listed buildings and others of local historical interest, fronting a narrow network of streets that are probably medieval in origin.
- 1.3. The upper High Street is dominated by retail outlets and restaurants, but the footfall is lower here than on the pedestrianised section of the High Street, so this scheme seeks to make this part of the High Street more attractive for pedestrians.
- 1.4. A number of options were discounted during the design stage. These included widening the footway on both sides of the road (rejected as there was minimal gain); footway widening on the western side (rejected as ineffective due to vehicle movements on the corner of Newbury Street/High Street); and on carriageway cycle lanes (rejected as the carriageway is too narrow to accommodate this).
- 1.5. It is expected that there will be an increase in the number of pedestrians and cyclists using the area which will assist with increasing footfall in this shopping area. Existing levels of use have been measured, and after surveys will be undertaken to quantify the expected increase.

2. Background

- 2.1. The upper part of Andover High Street, Newbury Street and Chantry Street host a number of service and retail units. This small network of streets provides important walking links into the main part of the town centre and its further retail facilities. The streets are currently open to all traffic and are governed by a one-way traffic order; the highway network essentially creates a short cut between Eastern and Western Avenue (the inner ring road). Chantry Street also provides onwards access to the bus station, Andover College, Leisure Centre and The Lights theatre.
- 2.2. Pedestrians and cyclists from the north east of the town access the town centre via Shepherds Spring Lane which leads on from a number of shared use pedestrian and cycle routes provided from the East Anton development. Shepherds Spring Lane then connects with Marlborough Street and onto the upper High Street and is well used. This route is expected to become even more popular as the development becomes fully occupied.
- 2.3. From the east of the town a direct shared use pedestrian/cycle link from the Picket Twenty development area will be provided along London Road and through Vigo Park to meet East Street where a new toucan crossing facility will be provided. This leads directly to Newbury Street via the existing cycleway on Eastern Avenue. There are currently inadequate facilities to deliver pedestrians and cyclists to the top of the High Street from this point onward.
- 2.4. On the west side of the town, Chantry Street links to West Street/bus station and on to the existing Western Avenue cycle facility where cyclists can use the underpass to join Junction Road which provides a route to the railway station and hospital.
- 2.5. It is therefore evident that a number of key radial access routes for both pedestrians and cyclists converge in this part of the town.
- 2.6. Currently, the highway layout along Newbury Street, upper High Street, and Chantry Street restricts the easy movement of pedestrians due to very narrow footways and no formal crossing locations and facilities, with the exception of a few mismatched dropped kerbs. There are currently no formal facilities or signage for cyclists although there is evidence that cyclists are currently using the High Street to access the town centre. The 2009 Test Valley Cycle Strategy and Andover Town Access Plan refer to an aspiration to provide the completion of the town centre circular cycle link of which this location provides the northern section.
- 2.7. This part of the town is currently one way in a west/north/west direction and motorists often drop off foot passengers at the top of the pedestrianised section of the High Street for access to the shops. Traffic surveys show that 90% of vehicles are through traffic, using the route as a short cut between Eastern Avenue and Western Avenue rather than using the inner ring road.

- 2.8. The large majority of traffic entering Newbury Street (from its roundabout junction with East Street) is doing so to access the Black Swan Yard car park. The junction of the Black Swan Yard access road has a very wide bell mouth which encourages high vehicle entry speeds as well as presenting pedestrians with more carriageway than necessary to cross.
- 2.9. There is a marked distinction between the environment in the upper High Street and the pedestrianised High Street and the high quality highway and surface treatments that were applied to the south of the High Street (London Street/Bridge Street) in 2009/10.
- 2.10. The upper High Street, Newbury Street and the eastern end of Chantry Street lie within the Andover Town Conservation Area, which was designated because of its special architectural and historic interest, and unique character. There are a number of listed buildings and buildings recognised as being of local historic interest directly fronting what is in most parts a network of narrow streets, which are probably medieval in origin. The northern portion of the Conservation Area is at the highest part of the town centre with St. Mary's Church providing a significant landmark. This area is also registered as an area of High Architectural Importance.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	5	HSTT LSTF	110
	Client Fee	18	3	Developer	443
	Supervision	65	12	Contributions	
	Construction	440*	80		
	Land	0			
	Total	553	100	Total	553

* includes additional drainage survey/investigation at an approximate cost of £10,000.

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4	0.004%
	Capital Charge	53	

4. Programme

- 4.1. The scheme is on track for contract let in December 2014 and start of works in early February 2015. This means the busy Christmas period will be avoided, but the scheme will start in time to spend the Local Sustainable Transport Funds, which need to be spent by the end of March 2015.

5. Scheme Details

- 5.1. A location plan is shown in Appendix 1, and the general arrangement of the scheme is shown in Appendix 2.
- 5.2. The scheme involves a series of improvements for pedestrians and cyclists, along with environmental enhancements.
- 5.3. The carriageway is to be narrowed through some sections to encourage slower vehicle speeds and increase the width of the footway. The existing narrow footways are known to discourage pedestrians in this area due to the need to walk in the carriageway in busy periods to pass slower moving pedestrians or those with push chairs etc.
- 5.4. A contra-flow cycle facility is being provided by a Traffic Regulation Order. This will be highlighted to all road users by the use of traffic signs, but no lane markings will be provided; this will essentially legalise the existing practice. There is a refuge area included in the design to enable cyclists to stop and wait for vehicles to pass on the right angled bend of Newbury Street/High Street if required.
- 5.5. A designated loading bay has been provided to prevent larger vehicles from blocking the carriageway, which is what occurs with the current layout. A short term parking layby has also been provided.
- 5.6. Existing pedestrian crossing points will be improved, and new crossing points provided. Some of these crossing points will be across raised tables to be constructed as part of the scheme. These tables will also encourage reduced vehicle speeds and highlight the presence of pedestrians by using the carriageway elevation.
- 5.7. Sections of the carriageway will be resurfaced to ensure a consistent appearance and to provide longer term carriageway strength and life.
- 5.8. Existing road signs will be rationalised and new signage supplied as appropriate.
- 5.9. Public realm/environmental improvements include the use of granite setts and street furniture to match the existing installations.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with local and National standards. There are no departures from these highway standards.
- 6.2. A road safety audit was carried out, and items identified addressed through the detailed design process. A further safety audit will be undertaken on completion of the works.

7. Community Engagement

- 7.1. During the study phase of this scheme, Test Valley Borough Council and the business community of Andover set up an initiative to investigate ways to improve the town centre economy. The Andover Town Summit was held in November 2012 and identified objectives, one of which was to improve the town centre environment. Consequently, the objectives and proposals for this scheme were shared with, and supported by, the Summit working group and then set out in their manifesto to publicise with others.
- 7.2. A consultation event was held for interested parties, prior to which the local and County Councillors were briefed on the proposals. Local traders were also consulted with a specific letter drop outlining the scheme objectives and requesting further details on any access arrangements.
- 7.3. The event was a one day exhibition on the High Street, along with a web consultation. 89% of those that commented at the event or online supported the scheme. A number of issues were raised, most of which could be accommodated in the detailed design.
- 7.4. The local Member for the area, Councillor Tim Rolt, supported the scheme through early liaison during the study phase, but has now expressed concerns over the scheme's justification given the amount of maintenance work required on the High Street. He has requested that the scheme be cut back to divert funds towards carrying out maintenance of the High Street. County officers have met with him and explained that the funding identified for this scheme can not be used for maintenance, and the area maintenance teams are aware of the issues that need addressing which include paving and drainage. A site meeting was held between officers and Councillor Rolt on the 2nd June 2014 to discuss this matter further. It has been agreed that an amount of additional resurfacing would be undertaken as part of the scheme, along with cleaning of the existing York stone paving.
- 7.5. Additional funding has been secured to undertake a drainage investigation on both parts of the High Street in response to Councillor Rolt's concerns regarding flooding and maintenance problems. This will help ensure that this scheme doesn't have a negative impact on the rest of the High Street.

8. Statutory Procedures

- 8.1. Traffic regulation orders are required for the loading bay, the short term parking bay and the contra-flow cycle facility. These are being prepared by Test Valley Borough Council based on the engineering drawings provided.
- 8.2. A revocation of the existing Order is required to enable the removal of the existing disabled parking bays.

9. Land Requirements

- 9.1. Not applicable as the scheme is located on the public highway.

10. Maintenance Implications

- 10.1. Although there will be a minor increase in overall maintenance cost, some areas in need of maintenance will be renewed as part of this scheme.

11. Recommendations

- 11.1. That approval be given to procure, spend, and enter into necessary contractual arrangements to implement the proposed improvements to Chantry Street, High Street, and Newbury Street in Andover Town Centre as set out in this report, at an estimated cost of £553,000 to be funded from Developer Contributions and the Hampshire Sustainable Transport Towns Local Sustainable Transport Fund.
- 11.2. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment in consultation with the Executive Member for Economy, Transport, and Environment.

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):	

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 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 ETE Objective 1.4 Develop Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The scheme will have no impact on crime and disorder

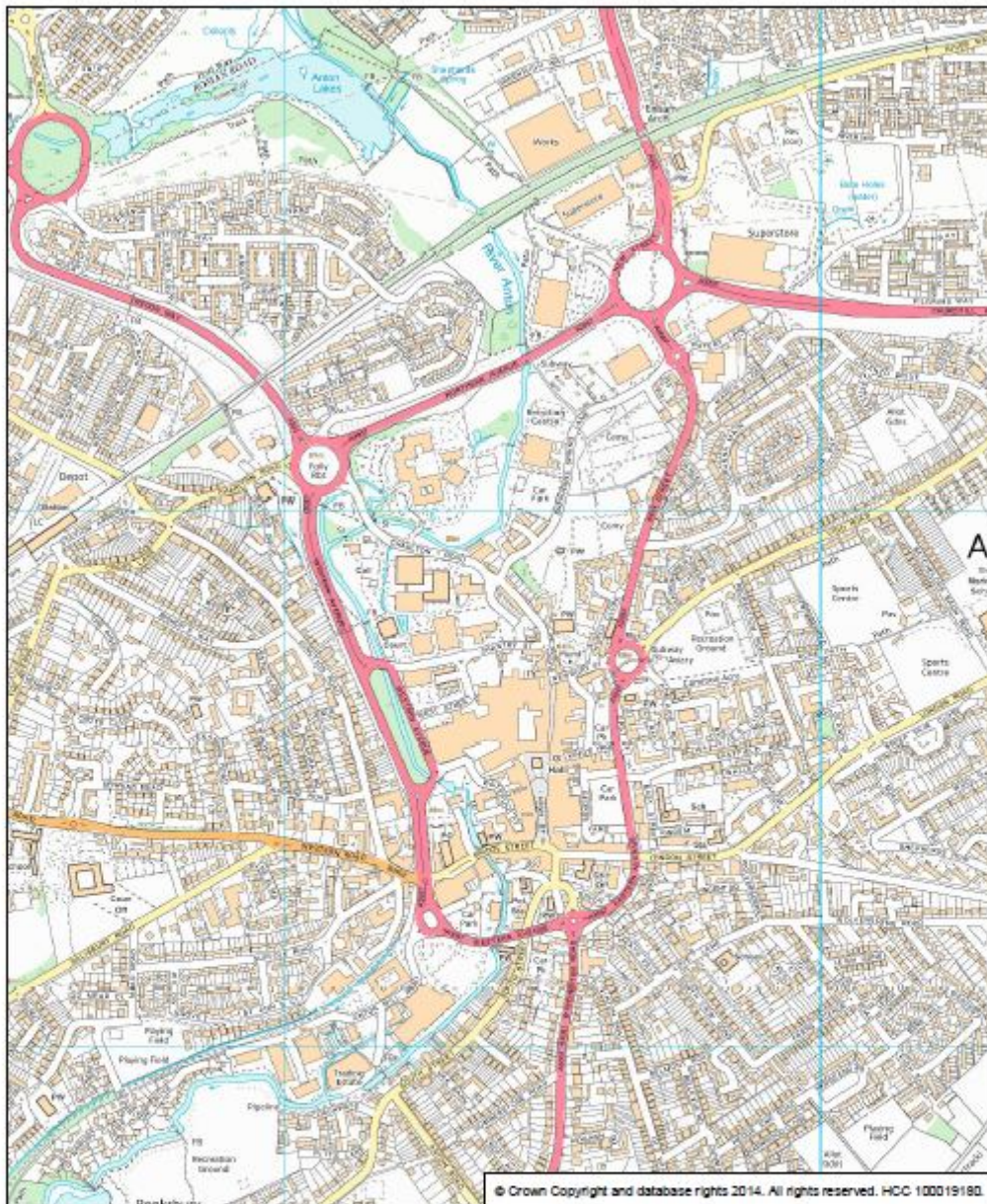
3. Climate Change:

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

The scheme encourages the use of sustainable travel, so is thought to have a positive impact on energy consumption.

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

As above, the scheme encourages the use of sustainable travel, particularly from the growing new developments on the edge of the town.



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Project Appraisal; Andover Town Centre



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**DIRECTOR OF ECONOMY, TRANSPORT
AND ENVIRONMENT**

Date 11 July 2014

Drawn by: envnor



**Hampshire
County Council**

Economy, Transport and Environment