

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 June 2014
Title:	Project Appraisal: Folly Roundabout Andover – Cycle and Pedestrian Improvements
Reference:	5848
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to gain approval to construct improved crossing facilities for pedestrians and cyclists on three out of the six arms of the Folly roundabout, and provide a designated cycleway route that links the existing National Cycle Network route 246 around Folly roundabout to the Andover Railway station. A key requirement was that the proposals could integrate with future roundabout capacity improvements anticipated for the period 2022 to 2027.

2. Scheme Outline

2.1. The scheme aims to address various issues relating to accessibility and safety for all users, in particular the more vulnerable users, namely pedestrians and cyclists. There have been 7 recorded personal injury accidents on the roundabout over the past 5 years involving these user groups which have led to the improvements being pursued.

2.2. There is also an identified need to provide a cycle link from the roundabout to Andover Railway Station. This is due to the lack of a designated cycle route and the conflict between cyclists, pedestrians and motor vehicles that arises from this. This new link will be incorporated as part of the National Cycle Network 246.

2.3. To achieve these objectives the scheme will provide toucan crossings on the Western Avenue and Charlton Road (west) roundabout arms, an uncontrolled crossing on the Redon Way arm, a cycle route that will be shared with pedestrians between Western Avenue and Charlton Road (west) and an on road advisory cycle route between Charlton Road and the Railway station.

2.4. Alternative Options Considered and Rejected

a). Western Avenue - The original proposals to incorporate a controlled crossing on Western Avenue included carriageway widening to maintain the existing dual carriageway. However, the costs were considered too high, and so a lower cost option that reduced the Western Avenue arm southbound exit to a single lane that required no realignment of the highway was developed. It was then only approved once it had been demonstrated that it would not prejudice the future roundabout capacity requirements predicted.

b). Charlton Road (west) – An option to position the proposed controlled crossing at the existing uncontrolled crossing location was considered. However, it was not deemed feasible due to the proximity of existing vehicular accesses.

c). Redon Way - A controlled crossing was considered but was not deemed feasible due to the need for it to be located too far from the roundabout and therefore not on the identified desire line.

d). Redon Way - The possibility of reducing the gradient of the existing footway between Redon Way and Artists Way was investigated but the works required and the associated costs were deemed to outweigh the potential benefits.

e). Charlton Road (east) - It was suggested that the two lane roundabout approach could be reduced to one lane to decrease the crossing distance for pedestrians. However, it was predicted that this could create queuing traffic at busy times. Following a safety audit the crossing was not raised as an issue and, due to the potential queuing issues that could arise, it was decided to retain the current junction layout.

f). Cycleway Link to Andover Railway Station – The possibility to implement an off-road shared cycleway along Charlton Road (west) was not deemed feasible as the carriageway would have to be reduced in width significantly below minimum recommended standards.

2.5. Success of the scheme will be measured by a reduction in accident rates on the Folly roundabout and associated junctions, and by the number of cycles using the new cycleway.

3. Background

3.1. Folly roundabout is a six arm, two lane circulatory carriageway roundabout that forms part of the Andover inner ring road and provides connections to the main outer ring road. There are four main arms: the A3057 which follows Northern Avenue and Western Avenue, the A343 which follows Redon Way, and Charlton Road (west) which leads to Andover Railway Station. Charlton Road (east) is more minor in nature and provides access to Andover College

as well as offices and town centre amenities, whilst Artists Way, again more minor in nature, provides access to local housing.

- 3.2. The Folly roundabout exhibits a large number of cycle and pedestrian movements and it has been recognised that there are a variety of issues regarding the accessibility and safety of users, particularly on Redon Way, Western Avenue and Charlton Road (west). The Andover Town Access Plan identifies that the Folly roundabout has traffic management and accessibility issues that could be addressed through the implementation of controlled crossings. This need for the controlled crossings is supported by the pedestrian count data commissioned by Hampshire County Council Strategic Transport in 2011. It is also recognised that there is no designated cycle lane from the Folly roundabout National Cycle Network 246 route to Andover train station, and this leads to further accessibility and safety issues on and off the carriageway. In support of the issues raised in the Andover Town Access Plan and the need to make improvements, the Personal Injury Accident database was interrogated and identified over the last 5 years a total of 7 personal injury accidents involving pedestrians and cyclists.
- 3.3. The feasibility study also investigated the roundabout capacity in 2012, 2017, 2022 and 2027 and highlighted that capacity improvements are predicted to be required to the Northern Avenue arm in the period 2022 to 2027. It was therefore a requirement to develop the pedestrian and cycle schemes to ensure they could integrate with these future requirements.
- 3.4. To support the proposals speed and lane discipline were assessed, and whilst there was a perception that the traffic was moving quite fast, the recorded speeds were below the posted speed limits.
- 3.5. Objectives
 - a). To improve road safety for pedestrians, cyclists, and motor vehicles on the roundabout.
 - b). To encourage modal shift from the private car to walking and cycling for local journeys.
 - c). To improve health of Andover residents by facilitating more active travel.
 - d). To improve access to employment for those without access to the private car.
 - e). To improve the economic vitality of Andover town centre by providing a clearly signed, safe, and legible route for pedestrians and people on bicycles to the town centre from the railway station, the hospital, and residential areas, addressing issues of severance and poor legibility.
 - f). To support the achievement of modal shift targets set out in the Andover Station Travel Plan.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	32	11.0	Developer Contribution	182
	Client Fee	1	0.3	LSTF North	30
	Supervision	9	3.1	Developer Contribution (Picket Twenty)*	80
	Construction	250	85.3		
	Total	<u>292</u>	<u>100</u>	Total	<u>292</u>

Funding from the Picket Twenty development has yet to be received but funding is payable 4 years after 1st occupation. Occupation occurred in 2011 therefore the first payment is due in 2015. There is also a 'spend in advance' clause in the Section 106 agreement, allowing for the use of funding in advance of payment receipt.

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	10.5	0.009%
	Capital Charge	28.0	0.018%

5. Programme

- 5.1. Construction is programmed to start in August and works to finish in November.
- 5.2. A temporary speed limit reduction will be used to reduce the need for road closures and to maintain the traffic flow.

6. Scheme Details

- 6.1. Western Avenue – To provide a pair of staggered toucan crossings including widening of existing splitter-island and narrowing of southbound carriageway from two lanes to one. Associated adjustments/additions to existing footways and traffic signs.
- 6.2. Charlton Road (west) – To provide a Toucan crossing including associated adjustments/additions to existing footways and traffic signs.
- 6.3. Redon Way – To provide an uncontrolled crossing including widening of existing splitter-island.
- 6.4. Connection of National Cycle Network route 246 from Western Avenue to Andover Railway Station – via an off road shared pedestrian and bicycle path from Western Avenue to the junction of Charlton Road (west) and Heather

Drive, which will include widening / adjustments to existing footways as required, and an on road 'Advisory Cycle Lane' thereon.

(All details are shown on the attached plans)

7. Departures from Standards

7.1. None.

8. Community Engagement

8.1. The County Member for the area, Councillor Rolt, supports the improvements.

8.2. Councillor West, Councillor Rolt and Councillor Hooke have all been consulted on this project and were invited to a member's briefing on 1 July 2013.

8.3. Scheme proposals for the crossings on Western Avenue and Charlton Road (west) were displayed at the site locations for four weeks from 27 January 2014 to 23 February 2014. One comment was received and it was in favour of the Charlton Road crossing.

8.4. Scheme proposals were displayed online on Hampshire County Council's Transport and Road Improvements Schemes webpages from 21 March 2014 and comments were invited for three weeks up until 4 April 2014. No comments on the scheme were received.

8.5. As a reminder of the proposed works a leaflet information drop will be carried out to those directly affected two weeks prior to works commencing.

8.6. Residents directly affected by the Charlton Road (west) controlled crossing will be contacted with regard to coordinating access requirements during the construction process.

9. Statutory Procedures

9.1. New controlled crossings will be provided as part of the scheme and the proposal to implement them has been advertised in accordance with the relevant statutory procedure.

9.2. An application for a Temporary Traffic Regulation Order will be made to reduce traffic speeds on Redon Way and Western Avenue for the duration of the works.

10. Land Requirements

10.1. None.

11. Maintenance Implications

- 11.1. The installation of new controlled crossings will create additional maintenance costs. However, the benefits the scheme will create are predicted to outweigh these.
- 11.2. Although there will be a minor increase in overall maintenance cost throughout the scheme, areas that would be subject to maintenance will be renewed, thereby minimising future maintenance liability.

12. Recommendation

- 12.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to pedestrian and cycling facilities on the Folly roundabout, Andover, and cycling improvements between the Folly roundabout and Andover Railway Station, as set out in this report, at an estimated cost of £292,000 to be funded from developer contributions and the Local Sustainable Transport Fund.

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 safe and well managed highways in Hampshire.
- 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.

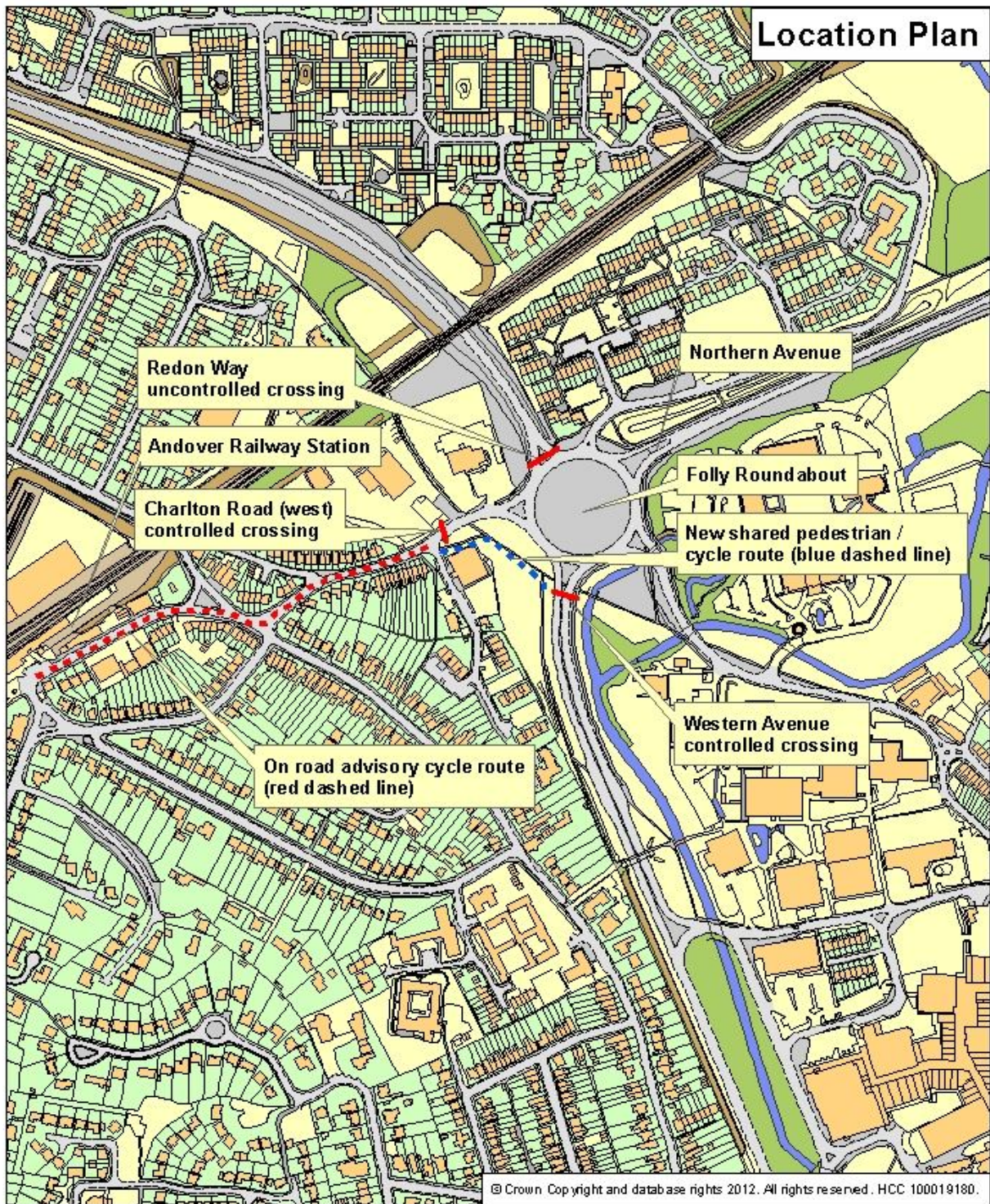
2. Impact on Crime and Disorder:

- 2.1. None

3. Climate Change:

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

By increasing the safety of pedestrians and people on bicycles, improving the experience of using the routes, and providing a more connected and legible cycle network, people are encouraged to make more sustainable travel choices.



TITLE: Folly Roundabout Andover - Cycle and Pedestrian Improvements



Scale: NTS

FS21845

DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT

Date 14 April 2014

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Hampshire
County Council

Economy, Transport and Environment