

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	23 April 2019
<b>Title:</b>	Project Appraisal: Jermyns Lane Footway to Braishfield, Romsey
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approve the Project Appraisal for Jermyns Lane Footway to Braishfield, Romsey, as outlined in this report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Jermyns Lane Footway to Braishfield, Romsey, as set out in this report, at an estimated cost of £450,000, to be funded from developer contributions.
- 1.3 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.

### 2. Executive Summary

- 2.1 The purpose of this paper is to provide details of the proposed Jermyns Lane footway to Braishfield, as shown in the attached Scheme overview plan in Appendix 1.
- 2.2 A 1.8 metre footway (approximately 800 metres) will be provided in Braishfield Road from the roundabout junction with Jermyns Lane through to the vehicle entrance of the Dog and Crook public house.
- 2.3 A further 3-metre-wide shared use footway (approximately 400 metres in length) will be constructed from the roundabout junction with Braishfield Road/Jermyns Lane to the existing 3-metre-wide footway facility just north of the roundabout junction with Freemantle Road/Braishfield Road. This existing 3 metre wide section (approximately 200 metres in length) will be converted to a shared use facility upon completion of the scheme and will link with the proposed shared use footway.

- 2.4 An uncontrolled tactile paved crossing point will be constructed just south of the Dog and Crook public house car park entrance so that pedestrians can cross from the east side of Braishfield Road and join the existing footway to the north of the car park entrance.
- 2.5 Due to the width of the proposed footway, some areas of the route will require the existing drainage ditch to be culverted/piped in order to adequately disperse surface water from the carriageway/footway.
- 2.6 An option was investigated to provide a section of the footway on the northern side of Jermyns Lane (from the entrance to Sir Harold Hillier's Arboretum and Gardens) and within Hillier's estate, through to the roundabout junction of Jermyns Lane/Braishfield Road, as well as a 300 metre section on the east side of Braishfield Road. However, this was rejected due to the Secretary of State (SoS) Planning Inspectorate rejecting proposals for the existing ROW path 712 to be diverted in line with the new footway proposal. It was also rejected due to the significant amount of vegetation that would need to be cleared, as well as land from Hillier's needing to be dedicated to Hampshire County Council.
- 2.7 The scheme's success will be measured by liaising with Braishfield Parish Council and the Ramblers Association to ascertain their views on the success of the scheme as well as undertaking monitoring of the route.

### **3. Background**

- 3.1 A new housing development on land at Abbotswood, to the northeast of Romsey town, is currently being constructed and will deliver a total of 800 new homes. At the time of writing this report, around 500 properties have been occupied. The development is situated in the Romsey Extra Parish.
- 3.2 As part of the Section 278 works associated with the development, a number of highway improvement schemes that provide traffic management to offset the impact of the additional vehicle movements have either already been completed or are underway. At the Jermyns Lane/Sandy Lane/Braishfield Road junction, a new roundabout has been constructed. This junction upgrade provides pedestrian facilities linking to Braishfield Road footway. To link up the Abbotswood development with Braishfield village, a footway is proposed from the Jermyns Lane/Braishfield Road roundabout junction to Braishfield village.
- 3.3 A specific Section 106 contribution has been agreed to provide a new footway along Braishfield Road in order to link the new housing development at Abbotswood with the local facilities in Braishfield and the Hillier's Arboretum. Initial discussions between the Test Valley Borough Council engineer and Hillier's have indicated that to provide a new footway within the Highway boundary would be difficult given the existing drainage ditch. It was therefore agreed by all parties that the best and most cost-effective option would be to provide a footway within the boundary of the Hillier's estate. Hillier's supported this as they have been looking to divert the existing ROW through their land for security and estate management reasons.

- 3.4 The Secretary of State (SoS) Planning Inspectorate did not confirm the order to divert the RoW 712. This decision was received on 14 November 2017. This scheme will therefore be proceeding with the option to construct the footway on public Highway land only.
- 3.5 The proposed new footway seeks to deliver improved access between the new development at Abbotswood and the Sir Harold Hillier's Arboretum (Sir Harold Hillier Gardens is a charitable trust and the County Council is the sole trustee) and the village of Braishfield. The scheme will, on delivery, provide a continuous pedestrian surfaced route between the emerging new community at Abbotswood and the local facilities/amenities provided in Braishfield Village (2 public houses, a school, village hall, and recreation ground), encouraging sustainable travel choices. The new footway will also provide access to the Hillier's Arboretum (a Site of Importance to Nature Conservation) by providing a footway along Braishfield Road towards Braishfield Village.
- 3.6 Since the original feasibility study of this scheme, a further residential development has since come forward and is currently being progressed on the land at the southern side of Jermyns Lane (known as Ganger Farm) opposite the entrance to Hillier's Gardens. As part of the planning agreement, the developer is required to construct a shared use footpath that is within its land extents and runs parallel with Jermyns Lane from Braishfield Road (just south of the roundabout junction) and the entrance to its site from Jermyns Lane. This path will create further continuity for those pedestrians/cyclists wishing to access Braishfield, Abbotswood or Romsey.
- 3.7 Significant ecological assessments have been undertaken by the County Council's Ecology Team during the detailed design stage, and there has been no evidence of any protected species apart from historical evidence of the presence of Great Crested Newts within the Hillier's Garden/Arboretum land. E-DNA assessments will be required in April 2019, and should this protected species be present, these should provide confirmation. Such confirmation will not be detrimental to the proposed scheme. However, as a formality, a licence will be required from Natural England which will demonstrate how the County Council intends to mitigate and protect any identified Great Crested Newts during construction. The Ecology Team will undertake the work to secure the licence, which is a standard procedure and typical of these types of works.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	32	7	Developer contribution	450
	Client Fee	11	2		
	Supervision	7	2		
	Construction Land	400	89		
	<b>Total</b>	<b>450</b>	<b>100</b>	<b>Total</b>	<b>450</b>

4.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	2.3	0.002%
	Capital Charge	43.0	0.027%

#### 5. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on Site	End on Site	4 - Review
Date (mm/yy)	04/19	07/19	11/19	11/20

#### 6. Scheme Details

- 6.1 The scheme comprises the provision of a 1.8-metre-wide footway from the roundabout junction with Jermyns Lane/Braishfield Road through to the Dog and Crook public house (approximately 800 metres). A new uncontrolled pedestrian crossing point will be constructed just south of the access to the Dog and Crook pub to allow pedestrians to cross Braishfield Road and continue north towards Braishfield village on the existing footway.
- 6.2 The existing footway on the west side of Braishfield Road and south of the roundabout junction of Jermyns Lane/Braishfield Road, will be widened to 3 metres and converted to a shared use facility. This will link to the existing 3 metre footway, 400 metres south of the roundabout. This section is

approximately 200 metres in length and will be converted to a shared use facility upon completion of the scheme.

- 6.3 The existing “cyclist re-join carriageway” sign and the drop kerb where the shared use footway terminates (just north of the Freemantle Road/Braishfield Road roundabout junction), will be removed. This will provide a more continuous off-road cycle route for cyclists, which will then link them to the Sandy Lane/Braishfield Road roundabout junction, as well as linking to the existing shared use footway going east through the Ganger Farm residential development.
- 6.4 As a result of the required construction of the 1.8-metre-wide footway in Braishfield Road, this will require the existing adjacent ditch to be culverted/piped in order to adequately discharge the surface water from the carriageway/footway.
- 6.5 A short section of the existing footway on the north west side of the Sandy Lane/Braishfield Road will be widened to 3 metres to allow cyclists to safely navigate the roundabout using the existing refuge island and then re-join the carriageway just north of the roundabout.
- 6.6 Cyclists travelling east on Sandy Lane will be able to join the new section of shared use facility by way of a ramp just north west of the Sandy Lane/Braishfield Road roundabout junction should they wish to continue their journey north towards Braishfield, which eventually returns cyclists back onto the carriageway.

## **7. Departures from Standards**

- 7.1 None.

## **8. Community Engagement**

- 8.1 Hampshire County Councillor Alan Dowden has been consulted on the scheme and is fully supportive. Councillor Roy Perry has also been consulted, as the sole trustee of the Hillier’s Garden charity, and his electoral division boundary is adjacent to Councillor Dowden’s. He also fully supports the proposals.
- 8.2 Braishfield Parish Council has been consulted on the proposed improvements, and also fully supports the scheme. In addition, the Ramblers Association was consulted on the scheme and was supportive of the improvements.
- 8.3 Several meetings have been held with the director of Hillier’s Gardens and they are fully supportive of the improvement proposals. Those residents directly affected by the work will be written to in due course, informing them of the scheme and likely dates of the work.

## **9. Statutory Procedures**

- 9.1 Due to the known presence of Great Crested Newts (in the adjacent area of Hillier's Gardens/Arboretum), a further E-DNA ecology assessment will be required in mid-April 2019. Should these tests confirm the presence of this protected species, a formal working licence will be required from Natural England detailing the process Hampshire County Council will undertake to either protect or mitigate their presence. This is a common procedure and should have no impact on the delivery of the scheme.
- 9.2 Due to the proposed culverting to some of the drainage ditches in Braishfield Road, an Ordinary Water Course Consent application will be required with the Hampshire County Council Watercourse team. This consent has been submitted to the water course team and approvals will be in place prior to any work commencing on site.

## **10. Land Requirements**

- 10.1 No land will be required, and all the proposed work will be undertaken within the existing highway boundary. The area of existing 3-metre-wide footway on the west side of Braishfield Road (400 metres south of the Jermyns Lane/Braishfield Road roundabout junction) will be converted to a shared use facility under Section 65 of the Highways Act 1980. The remaining section of footway on the western side (from the Braishfield Road/Jermyns Lane roundabout junction) leading to the existing 3-metre-wide footpath, will be widened to 3 metres and link to the newly converted shared use footway just south of this. All work will be within the public highway boundary as the footways form part of the carriageway in Braishfield Road.

## **11. Maintenance Implications**

- 11.1 The improvements will have a modest impact on future year's maintenance budgets and this is expected to be approximately £2,236 annually. The Asset Management team has been consulted on the proposals and has not raised any concerns.
- 11.2 The County Council watercourse team has also been consulted on the proposals as there will be some culverting/piping of the existing drainage ditch on the east side of Braishfield Road due to the limited options for constructing the footway there. Whilst no immediate concerns have been raised, advice has been received that a formal Ordinary Watercourse Consent application will need to be completed and submitted prior to any work being undertaken.

## 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 Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	no
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**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. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

An equalities impact assessment has been undertaken, and no negative impacts have been identified for people with protected characteristics.

The proposed pedestrian and cyclist improvements will have a positive impact on all users as it will assist pedestrians and cyclists in accessing amenities in the local area. It will also provide continuity for people wishing to travel between Romsey, Abbotswood and Braishfield Village.

### **2. Impact on Crime and Disorder:**

2.1. None

### **3. Climate Change:**

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

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

The provision of a shared use footway facility will improve access for pedestrians and cyclist which will help to promote walking and the use of alternative modes of transport. This will also reduce the dependency on car journeys for short distances.