

DECISION TAKER: CABINET MEMBER FOR SERVICE QUALITY AND TRANSFORMATION – CLLR MARTIN TOD

REPORT TITLE: TRAFFIC AND TRANSPORT PROGRAMME 2020/21

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WARD(S): VARIED

PURPOSE

To consider and agree and a programme of work in relation to traffic and transport schemes for 2020/21 and a process to deal with schemes which have not been included in the programme.

RECOMMENDATIONS:

1. That the draft Traffic and Transport prioritisation principles be approved as set out in paragraph 8.2 and resulting programme for 2020/21 as appended to this report.
2. That the process for prioritising remaining reserve list schemes be approved as set out in paragraph 8.3 which are not included in the 2020/21 Traffic and Transport programme.
3. That the Head of Programme considers resourcing options for progressing the reserve list of schemes and bring these forward for approval in due course.

IMPLICATIONS:**1 COUNCIL PLAN OUTCOME**

- 1.1 The traffic and transport programme of schemes and the proposed new prioritisation principles support the Council plan and the Parking and Access Strategy, along with road safety considerations in order to help deliver the following objectives:

- Tackling the Climate Emergency and Creating a Greener District

An increase in the proportion of journeys taken by walking, cycling and public transport

Deliver the City of Winchester Movement Strategy, refresh the air quality management action plan and prioritise walking, cycling and public transport throughout the district

- Vibrant Local Economy - The city, market towns and rural communities across our district have a compelling and competitive visitor offer
- Living Well – making it safer and more appealing for our residents to cycle and walk to their destination
- Your Services, Your Voice - involving the public, businesses, stakeholders and ward councillors earlier and more deeply in the design and decision-making process

2 FINANCIAL IMPLICATIONS

- 2.1 The proposed programme will be delivered through current resources. The programme is jointly funded by the Council and Hampshire County Council.

- 2.2 The current funding available from both Winchester City Council and Hampshire County Council is set out below.

HCC

£23,000 works

£3,600 advertising costs

£26,600 total

Plus £35,000 for staffing

WCC

£19,200 works

£2,700 advertising

£21,900 total

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Road Traffic Regulation Act 1984, and associated regulations, set out the requirements for implementing parking restrictions, crossing points and other speed management infrastructure on the public highway.
- 3.2 The Traffic Management Act 2004 places a specific duty on Traffic Authorities in respect of managing the road network, 'the Network Management Duty'. This sets out a specific duty for local authorities to ensure expeditious movement of traffic on the network.
- 3.3 The schemes proposed will require statutory consultation to be undertaken, such as, a statutory period will also be observed where traffic restrictions are to be implemented, giving any relevant person an opportunity to make representations for or against a proposed scheme
- 3.4 The legal team will be consulted prior to the final decision point of the implementation of any proposed programme in the appendix and resources will be required to assist with the implementation of each individual scheme.

4 CONSULTATION AND COMMUNICATION

- 4.1 The draft programme reflects the principles and priorities agreed with the Cabinet Member for Environment and Transport – outlined in 8.2 below.
- 4.2 A process is set out below for consultation with Ward Members regarding schemes, which have not been prioritised in the 2020/21 Programme, for inclusion on the reserve list and subsequent delivery beyond 20/21.
- 4.3 The detailed design and development of individual schemes will be subject to appropriate consultation and engagement with representative groups, residents and ward Councillors.

5 ENVIRONMENTAL CONSIDERATIONS

- 5.1 These are considered on a scheme by scheme basis in line with the Council Plan, the Winchester Movement Strategy, the Carbon Neutrality Plan and the Parking and Access Plan.

6 RISK MANAGEMENT

- 6.1 Risks are assessed on a scheme by scheme basis taking into account local circumstances, equality issues and reflecting Hampshire County Council policies as highways and transport authority.

7 OTHER KEY ISSUES

- 7.1 Traffic Management is run under an agency agreement from Hampshire County Council. As such, County Council funded projects need to be consistent with their policy for traffic management.

8 SUPPORTING INFORMATION:

- 8.1 The draft programme includes 16 schemes in various wards. There are a further 32 potential schemes /requests which need to be considered for future delivery and which are included in a reserve schemes list. Schemes raised prior to the start of 2018 with no further issues arising since are not included in the draft programme or the reserve list.

- 8.2 In order to formulate the draft programme each scheme has been assessed and we propose to give district-wide priority to those schemes which meet at least one of these requirements including consideration of equality issues set out below:

- Safety Projects - relating specifically to road casualties or to safety led schemes such as Safer Routes to School Projects or School Travel Plans and/or in relation to issues along busy roads with high volumes of pedestrian movement.
- Development related schemes required to fulfil Section 106 commitments
- Schemes required by Hampshire County Council as highways and transport authority.
- Schemes linked directly to the City Council's Major Strategic Programmes – such as the Parking & Access Strategy and the City of Winchester Movement Strategy
- Resolution of formally agreed Experimental Schemes
- Completion of Traffic Regulation Orders already in process

- 8.3 Because Ward Councillors know their wards best, we propose to ask them to prioritise remaining schemes which have not been given district-wide priority under the criteria outlined in 8.2, in consultation with Parish Councils, for inclusion on the 2020/21 reserve list or the provisional priority list for 2021/22.

9 OTHER OPTIONS CONSIDERED AND REJECTED

- 9.1 Continuing with an undeliverable list of project priorities or ad hoc prioritisation without clear principles agreed and without explicit involvement of ward members.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

Other Background Documents:-

Hampshire County Council Policy

<https://www.hants.gov.uk/transport/roadsafety/makingroadssafe>

APPENDICES:

1. Traffic and transport programme 2020/21