

HAMPSHIRE COUNTY COUNCIL**Executive Decision Record**

Decision Maker:	Executive Member – Environment and Transport
Date:	24 July 2012
Title:	Project Appraisal: Hedge End to Botley Cycleway, Phase 1 – Lower Northam, Hedge End
Reference:	4014
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- a) That, at an estimated cost of £350,000, approval be given to the Project Appraisal for a shared use footway/cycleway, on the northern side of the A334 Broad Oak, commencing close to Poplar Cottage, and continuing onto the northern side of Lower Northam Road to Cedar Close, via the Lower Northam Road/Grange Road/Broad Oak/Kings Copse Avenue Maypole roundabout, and for two new pedestrian refuges on Lower Northam Road in Hedge End.
- b) That the new section of shared use footway/cycleway be incorporated into the Highway network under Sections 65 and 66 of the Highways Act 1980.

2. Reasons for the decision:

- 2.1 This scheme will provide a minimum width 2.5 metre new shared use footway/cycle route commencing at a drop kerb on the northern side of the A334 Broad Oak, close to Poplar Cottage and continuing onto the northern side of Lower Northam Road, via the Lower Northam Road/Grange Road/Broad Oak/Kings Copse Avenue, Maypole roundabout, and ending at the north east corner of the Lower Northam Road/Cedar Close junction. It will include two 2.1 metre wide pedestrian refuges, one approximately 30 metres to the west of the Hobb Lane junction, and the second, 100 metres to the west of Hilton Road. This provides a crossing point close to the local Doctor's surgery. The scheme also includes improvements to uncontrolled pedestrian crossing facilities at the Maypole roundabout.
- 2.2. The route will provide an important link for pedestrians and cyclists accessing Wildern, Shamblehurst and Freeground Schools, Hedge End retail centre, and other local services, including a medical centre, nursing homes, and a

library. There is currently a high level of public and political concern regarding the lack of cycle route and crossing provision, with the submission of a petition in 2008.

2.3 This proposal forms part of the wider Hedge End to Botley cycle route and will form an important part in the strategic cycle network in Eastleigh; it has been identified in the Eastleigh Borough Council cycle strategy (2006) as a priority.

2.4 The proposal supports the Corporate aims:

- (i) making Hampshire safer and more secure for all;
- (ii) maximising well-being; and
- (iii) enhancing our quality of place.

3. Other options considered and rejected:

3.1 An on-road route was considered initially, but an off-road route is preferred, given the high traffic speeds on Lower Northam Road and the fact that the primary users of the route will be school children. The presence of a high number of private driveways also prevents a suitable off-road solution along the southern side of Lower Northam Road.

3.2 Consideration was given to complete the cycle route at the western end of the scheme at the new proposed pedestrian refuge, just to the west of Hilton Road. Here, the cyclists would re-join the carriageway. Further examination and consultation identified the desire to continue the off-road route to the Hedge End shops, on the east side of Cedar Close. Cyclists can still rejoin the carriageway at the new refuge, should they wish to.

3.3 A number of options were considered to provide a pedestrian crossing on Lower Northam Road. These included:

(i) *A Signalised crossing in the vicinity of Hobb Lane* - Options for a controlled crossing either side of the junction close to Hobb Lane on the desire line were not considered technically possible, due to the close and frequent location of private driveways. The nearest available location that could have been considered was in the vicinity of Hilton Road. The PV2 value, calculated at this location, was 0.014×10^8 . The Hampshire County Council criteria for considering a signalised controlled crossing is 1×10^8 . Therefore, a controlled crossing was not justified;

(ii) *A splitter Island as part of a mini roundabout* - Consideration was given to the provision of crossing facilities as part of junction improvements. The option of a splitter island, positioned on Lower Northam Road to the west of a mini roundabout, was considered but was not feasible.

(iii) *An uncontrolled crossing point without refuge island*- This would have provided a designated crossing point, with drop kerbs,

between Hobb Lane and the Allen Road footpath, and on the desire line. This could have been provided at a relatively low cost, but offered little improvement on the existing situation.

3.4 Speed surveys undertaken on Lower Northam Road show the 85th percentile speed (at 37mph) and the mean speed (at 32mph) are in excess of the 30mph speed limit. There are also concerns about the level of difficulty for drivers exiting Hobb Lane onto Lower Northam Road. Therefore, potential measures to encourage speed limit compliance and assist road users exiting Hobb Lane were investigated. However, it was identified that neither a signalised junction, nor a mini roundabout at the Lower Northam Road/Hobb Lane junction was viable.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None.

4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable.

5. Dispensation granted by the Conduct Advisory Panel : None.

6. Reason(s) for the matter being dealt with if urgent: Not applicable.

7. Statement from the Decision Maker:

Approved by: -----	Date: 24 July 2012
Executive Member for Environment and Transport Councillor M J Kendal	