

**HAMPSHIRE COUNTY COUNCIL****Executive Decision Record**

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 March 2013
<b>Title:</b>	Project Appraisal: A335 Leigh Road, north side, Eastleigh  Phase 1 - Footway widening, between Woodside Avenue to Brookwood Avenue, Eastleigh  Phase 2 – Conversion to shared use footway/ cycleway, between Woodside Avenue to Brookwood Avenue, Eastleigh.
<b>Reference:</b>	4768
<b>Report From:</b>	Director of Economy, Transport and Environment

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**1. The decision:**

- a) That, at an estimated cost of £250,000, approval be given to the Project Appraisal for the widening and resurfacing of the footway on the north side of the A335 Leigh Road, between the Passfield Avenue/ Woodside Avenue junction and Brookwood Avenue (Phase 1), enabling future conversion to a shared use footway/ cycleway (Phase 2).
- b) That approval be given in principal for the new section of widened footway to be converted to a shared use footway/cycleway and for it to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980, when measures to upgrade the A335 Leigh Road/Passfield Avenue/ Woodside Avenue junction (to incorporate controlled pedestrian and cyclist crossing facilities) are implemented.

**2. Reasons for the decision:**

- 2.1. The scheme will improve the footway on the north side of the A335 Leigh Road, between the Leigh Road/ Passfield Avenue/ Woodside Avenue junction and Brookwood Avenue, thereby providing improved pedestrian facilities. The proposals will enable the future conversion of this section of the route to a dedicated shared use pedestrian/ cycle route and provide improved connections between local schools, leisure facilities, local businesses and areas of employment and Eastleigh town centre.

2.2. Approval of the scheme will contribute towards the Corporate Strategy:

- (i) 'Making Hampshire safer and more secure for all' by providing improvements to the cycle and pedestrian network that will help those more vulnerable to access local facilities;
- (ii) 'Maximising well-being' by improving opportunities and the ease with which people can access local facilities and services; and
- (iii) 'Enhancing our quality of place' by improving access in this area of Eastleigh.

**3. Other options considered and rejected:**

**Cycle Route**

- 3.1 Whilst assessing options for when the proposed widened footway between Woodside Avenue and Brookwood Avenue, a segregated pedestrian/ cycle route was considered. However, the required widths associated with a segregated route would not be achievable at this location and therefore it was not viewed as an appropriate option.
- 3.2 Following petitions in 2004 and 2011 concerning the proposed route along the northern side of Leigh Road, the Eastleigh Local Area Committee requested alternative options for the cycle route were investigated. The existing footway on the south side of Leigh Road, between the Leigh Road/ Passfield Avenue/Woodside Avenue junction and Dew Lane is not wide enough to enable conversion to a shared use footway/cycleway, so another option considered was to provide an on-road advisory cycle facility in Dew Lane. Cyclists would be able to access this from the existing sections of a south side cycle route, between Sopwith Road and Dew Lane. However, to provide a safe route for cyclists, traffic management measures would be required on Dew Lane, in order to encourage cyclists to use such a route. The implementation of traffic management arrangements in Dew Lane would cause a displacement of traffic to Leigh Road, through the Woodside Avenue/Passfield Avenue junction. The existing junction capacity is currently exceeded at peak times and increasing flows through the junction by implementing traffic management measures in Dew Lane was not considered to be advisable without capacity and efficiency improvements in the area. It is also apparent that although Dew Lane provides a useful link between Fleming Park Leisure Centre and Leigh Road, it cannot act as a substitute for a route contained within Leigh Road for cyclists with other destinations, particularly schools located to the north of Leigh Road. This option was therefore not progressed further.

**Crossing facility**

- 3.3 Various feasibility studies have examined options to improve connections between existing and proposed shared pedestrian/cyclist routes by providing

a pedestrian/cyclist crossing facility on Leigh Road, between the Dew Lane and Brookwood Avenue junctions. As there is insufficient space to continue the cycle route on the north side of Leigh Road, from Brookwood Avenue to Eastleigh town centre, a crossing point would enable cyclists to access the existing cycle route on the south side, where a shared use route already exists, between Dew Lane and Sopwith Road. This was completed as part of the Pirelli development. A number of options were therefore investigated to provide a crossing point for pedestrians and cyclists on Leigh Road, in the vicinity of the Brookwood Avenue junction.

- 3.4 The provision of a controlled crossing was investigated and a  $PV^2$  survey undertaken, to the west of the Brookwood Avenue junction, near 70 Leigh Road. A  $PV^2$  of 0.09 was recorded and therefore, did not meet the required Hampshire County Council  $PV^2$  criteria of 1.0. The numbers of pedestrians crossing Leigh Road are therefore not sufficient to meet the criteria for a signal controlled crossing and the only viable remaining option is the implementation of a pedestrian refuge.
- 3.5 Locations for a pedestrian refuge were examined. Investigations identified that in order to provide a 2.5m wide refuge, the minimum width required for cyclists, carriageway widening would be required, which would entail the removal of existing trees on one side of Leigh Road. Following consultation with Eastleigh Borough Council and Hampshire County Council Tree Officers, such a loss of any of the trees would not be supported as they form a historic avenue along Leigh Road. Other locations for a crossing refuge were not found to be suitable, due to allowing for required large vehicles swept paths, accessing Sopwith Road and Brookwood Avenue. However, a pedestrian and cyclist crossing refuge will be constructed just to the east of the Leigh Road/Dew Lane junction by the developer of the Prysmian development, Bellway, as part of a Section 278 agreement, which has still to be signed. The proposed refuge will be a minimum width of 2.5 metres to accommodate cyclists.

**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: None

**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:**

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**5 March 2013**

**Executive Member for Environment and Transport  
Councillor M J Kendal**

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