

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	9 July 2015
Title:	Project Appraisal: B3035 High Street, West End Cycle Route
Reference:	6799
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a proposed scheme to improve pedestrian and cyclist accessibility along the A27 Swaythling Road and the B3035 High Street in West End village near Eastleigh.
- 1.2. The scheme will enable the provision of a shared use cycle and pedestrian facility along sections of the north and south side of the B3035 High Street between the junctions with the A27 Swaythling Road and Chapel Road. The scope of works will include localised widening and resurfacing of the proposed footways to facilitate a more suitable surface for cycling and walking.
- 1.3. The scheme will see the existing traffic signal controlled junction of the A27 Swaythling Road and B3035 High Street upgraded to a Toucan crossing point enabling cyclist and pedestrians to cross at this point. The improvements will also see the junctions at Chapel Road and Orchards Way realigned in order to reduce the overall carriageway width, thus making the road easier to cross while also addressing the personal injury accident clusters near both junctions. The existing pedestrian refuge island in Chapel Road will also be widened in order for cyclists and pedestrians to safely cross the road. A pinch point will be constructed in the B3035 High Street just east of Orchards Way reducing the overall carriageway width and this will assist pedestrians and cyclist to cross this busy section of road.
- 1.4. Two other options were investigated for the Chapel Road/High Street junction to provide a suitable crossing of Chapel Lane and to help address the Personal Injury Accident Cluster (PIA).
- 1.5. A raised table would provide a level crossing and would slow down traffic on all approaches. However, this option has been rejected due to the potential flooding that could be caused to adjacent properties.

- 1.6. A mini-roundabout would act as a speed reducing measure and would signal a change of environment to motorists at the western end of the shopping area. However, the compact location means that deflection of vehicle movements cannot be achieved. Also there is concern about the reduced visibility to the right from Chapel Road. A Departure from Standard would be required and, depending on a post-construction speed survey, further traffic calming measures might be necessary. Consequently this option was not recommended.
- 1.7. The success of the scheme will be measured by a positive reduction in the (PIA) record involving pedestrians, cyclists and motor vehicles as well as the scheme achieving the objectives of the Eastleigh Borough strategic cycle route network. This aims to ensure the new cycle route effectively connects to the existing cycle and pedestrian networks. The improvements will also form an effective terminus of the proposed cycle route.

2. Background

- 2.1. The A27 and B3035 corridors are part of the Eastleigh Borough strategic cycle route network, as identified in the Eastleigh Borough Council Cycling Strategy 2007-2011. The Cycling Strategy identifies the B3035, between the junction of the A27 and Chapel Road as a missing link in the network and following the implementation of the A27 Swaythling Road cycle link, is the next logical phase in the cycle route network to deliver. This will provide a continuous cycle route from the Eastleigh Borough Council boundary eastwards to West End Village.
- 2.2. The proposed cycle route along the B3035 is listed on the Eastleigh Borough Transport Scheme Inventory and has been prioritised by Borough Members and endorsed by the local County Members.
- 2.3. The junction of the B3035 High Street and Chapel Road has been identified as the terminus of the proposed cycle route, which coincides with the start of the main shopping centre of West End Village. Hampshire County Council Safety Engineering has previously identified this junction as a PIA cluster with a worsening accident record over a five year period up to May 2011. There were six PIAs in the vicinity of the High Street/ Chapel Road junction in the 5 years leading up to 2011, four involving vehicle collisions associated with turning movements at the junction and two associated with pedestrians crossing the road. Since 2011 there have been a further four PIAs leading up to February 2015. Three of these most recent accidents involved vehicles and associated turning movements while one serious pedestrian accident occurred at the junction of the B3035 High Street and the A27 Swaythling Road.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25	8	Developer Contributions	293
	Client Fee	3	1	LTP	12
	Supervision	18	6		
	Construction Land	259	85		
	Total	<u>305</u>	<u>100</u>	Total	<u>305</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.3	0.003%
	Capital Charge	15.0	0.010%

4. Programme

Gateway Stage				
	3- Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/15	09/15	12/15	12/16

5. Scheme Details

- 5.1. A location plan is shown at the end of report.
- 5.2. The scheme will enable the provision of a shared use cycle and pedestrian facility along the north side of the B3035 High Street between the junctions with the A27 Swaythling Road and Chapel Road. The scope of works will include resurfacing and localised widening of the proposed footways to facilitate a more suitable surface for cycling and walking.

- 5.3. The scheme will also deliver pedestrian and cycle improvements to the A27 Swaythling Road/B3035 High Street and Ivy Lane junctions to ensure the new cycle route effectively connects to the existing cycle and pedestrian route networks. This will include resurfacing of the footway on the south side of the A27 Swaythling Road between its junction with Ivy Lane and the B3035 High Street traffic signal junction. The existing traffic signal junction will be upgraded to incorporate a Toucan Crossing and this will also include widening of the existing central pedestrian island.
- 5.4. The kerb lines at the junctions of both Orchards Way and Chapel Road will be re-aligned in order to narrow the width of the carriageway allowing for a shorter distance for pedestrians and cyclist to cross. Pinch points will also be provided on the B3035 High Street just east of Orchards Way and this will help reduce the overall carriageway width to 6 metres allowing a shorter distance for cyclist and pedestrians to cross this busy section of road.
- 5.5. An existing bus shelter just east of the junction with Barbe Baker Avenue will require relocating approximately 15 metres to the East of its current location in order to provide sufficient width for the shared use facility in the footway.

6. Departures from Standards

- 6.1 None.

7. Community Engagement

- 7.1. Eastleigh Borough Council has been consulted on this scheme. The Borough Council's Hedge End, West End and Botley Local Area Committee, of which County Councillor Tennent is a member, and West End Parish Council have approved the scheme design and provided comments that have been addressed in the final design.
- 7.2. County Councillor Tennent has been briefed and is fully supportive of the scheme. Local residents will be notified of the scheme via letter drops and advanced warning signs prior to the commencement of the scheme. The scheme will also be advertised on the County Council web site for information purposes.

8. Statutory Procedures

- 8.1. None.

9. Land Requirements

- 9.1. None.

10. Maintenance Implications

- 10.1 There will be a minor increase in overall long term maintenance cost due to the addition of a Toucan traffic signal controlled pedestrian crossing and this is highlighted in the finance section of this report. In the short term, maintenance will be reduced given the improvements being undertaken as well as the use of new materials including kerbing, road markings and tactile paving.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the proposed cycle route at the B3035 High Street, West End (Eastleigh) as outlined in this report.
- 11.2. That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the B3035 High Street West End (Eastleigh), as set out in this report, at an estimated cost of £305,000, to be funded from developer contributions and Local Transport Plan funding.
- 11.3 That approval be given 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
- 11.4 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.

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

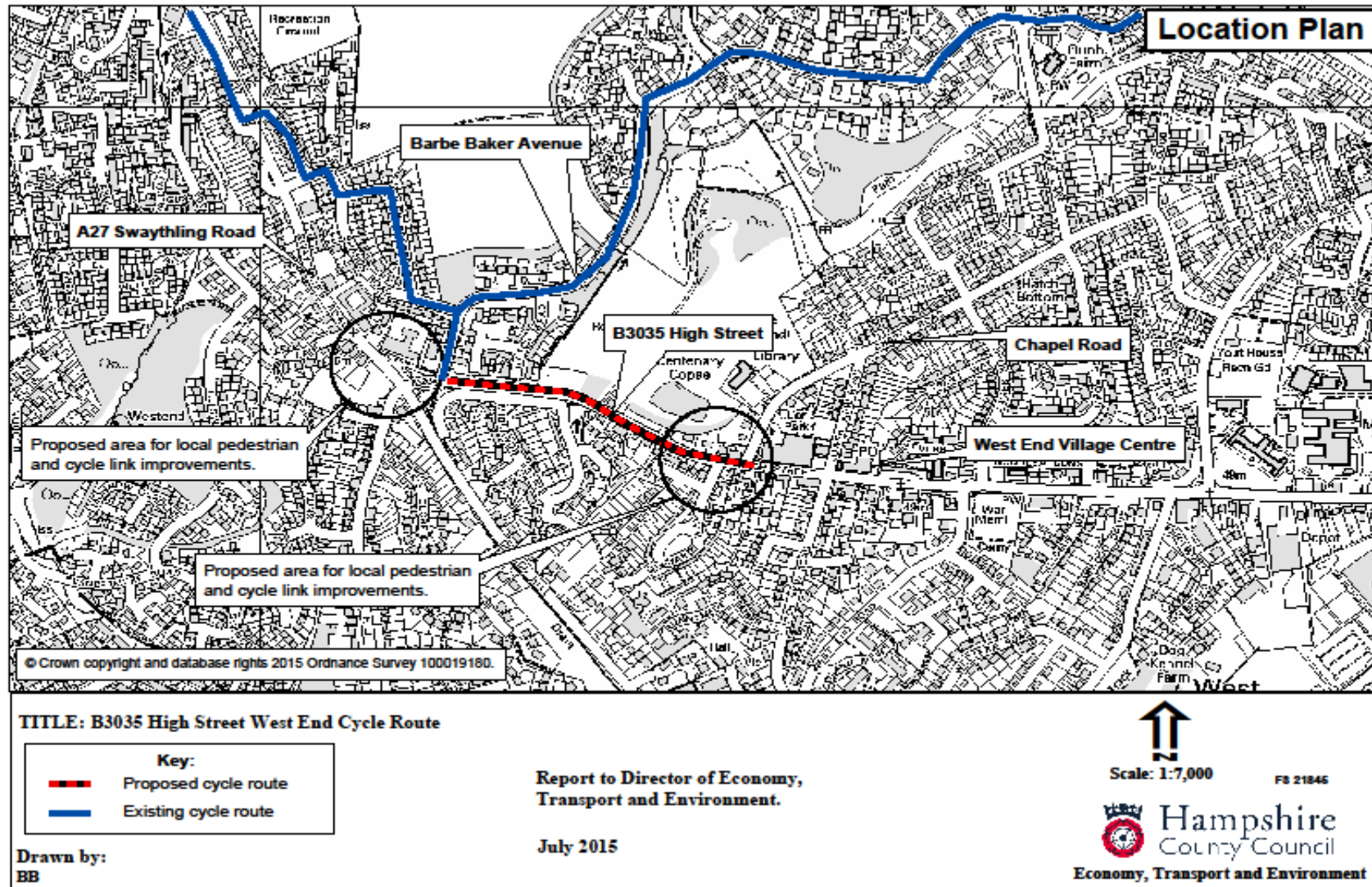
14 Policy Objectives

- 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

None



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. 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:

The provision of a shared use cycle facility on the B3035 High Street and A27 Swaythling Road will help to provide a safer environment for those cyclist/pedestrians considered most vulnerable such as children and people with disabilities. The provision of pavement widening and pinch points in the various locations within the scheme will also reduce the width of carriageway that pedestrians and cyclist have to cross, therefore making the crossing points safer.

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?

The provision of improved crossing facilities, shared use cycle facility and build outs and pinch points will increase safety along the A27 Swaythling Road and B3035 High Street corridor. This will also encourage cyclists and pedestrians to use the route, therefore reducing the dependency on car journeys.