

**HAMPSHIRE COUNTY COUNCIL**

**Executive Decision Record**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	5 November 2013
<b>Title:</b>	Project Appraisal: Bishopstoke to Eastleigh Rail Station Cycle Link
<b>Reference:</b>	5304
<b>Report From:</b>	Director of Economy, Transport and Environment

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**1. The decision:**

- 1.1. That approval is given to fund and construct the Bishopstoke to Eastleigh Rail Station cycle link at a cost of £352,000, funded through the Transport for South Hampshire Local Sustainable Transport Fund and developer contributions.
- 1.2. That the works be procured and let through the County Council's sub-regional SE7 framework contract.
- 1.3. 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. To provide a safe and attractive route for cyclists and pedestrians along Bishopstoke Road, Eastleigh to access the town centre, sports centre and railway station in order to encourage walking and cycling as an alternative to car use.
- 2.2. The completion of this missing cycle link between Fair Oak and Eastleigh Town Centre has been identified in Eastleigh Borough Council's Cycle Strategy (2006-2011) as a high priority.
- 2.3. To legitimise the existing situation where cyclists use the footway along Bishopstoke Road to avoid the congested traffic.

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

**3.1. Alternative Options:**

Continuing the on-road cycleway, which currently terminates at the Riverside junction, along Bishopstoke Road would have been the most economic option. However the carriageway width is insufficient and significant widening, around 1.3metres, would be required. Widening is not possible in many areas due to close proximity of the road to bridges, railway lines and building frontages.

Taking the cycle route along the north side of Bishopstoke Road was considered briefly. However this was option was dismissed due to:

- the north side missing a section of footway;
- another section of footway along the route being significantly more narrow than standard (0.45m wide) without the possibility of widening; and
- and the fact that the southern footway is much wider.

**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:**

<b>Approved by:</b>  ----- <b>Executive Member for Economy, Transport and Environment Councillor Seán D T Woodward</b>	<b>Date:</b>  <b>5 November 2013</b>
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