

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<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

**Contact name:** Paula Edwards

**Tel:** 01962 826988

**Email:** paula.edwards@hants.gov.uk

### 1. Executive Summary

1.1. The purpose of this paper is to gain approval to fund and construct the Bishopstoke to Eastleigh Rail Station cycle link at a cost of £352,000, funded by Section 106 contributions and Local Sustainable Transport Fund (LSTF).

1.2. The scheme is going to deliver an off-road share use footway/cycleway which will link Eastleigh railway station and town centre with users of 'The Hub' sports and recreational centre and local businesses, as well as residents of Bishopstoke Road and the surrounding area.

#### 1.3. 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 was not possible in many areas due to proximity of 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,
- the fact that the southern footway is much wider.

1.4. Success will be measured by an increase in cyclists using the route.

## 2. Background

- 2.1. Eastleigh Borough Council has an approved cycling strategy involving the development of a borough-wide safe cycle network. Thus far some 44km of dedicated cycle routes have been built. B3037 Bishopstoke Road is part of an east-west cycle route to connect Bishopstoke and Fair Oak to the town centre. Cycle routes exist both westwards through the town centre and eastwards along Fair Oak Road but the section along Bishopstoke Road itself is a missing link.
- 2.2. Bishopstoke Road is a single carriageway road subject to a 30 mph speed limit. West of Chickenhall Lane it is built up, with a lengthy bridge over the railway lines, and serves the industrial area to the south via Barton Road and Chickenhall Lane. East of this road it is more open passing fields, The Hub sports hall and pavilion, Bishopstoke recreation ground and crossing the Barton River, Itchen Navigation and the River Itchen.
- 2.3. On the south side of the road there is a continuous footway but of varying width. On the north side there are sections with narrow or no footway, such as on the railway bridge. There are few safe crossing points.
- 2.4. Bishopstoke Road is part of a busy transport corridor. It is a bus route, a traffic sensitive street, and is used by abnormal load vehicles. A one week count on Fair Oak Road, which is continuous with Bishopstoke Road, in March 2010 showed 12 hour 5-day average traffic volumes of 6,682 vehicles eastbound and 7,303 westbound, of which about 7% were heavy goods vehicles. Heavy congestion can occur westbound in the morning peak period.
- 2.5. In the five years before 2012, 28 Personal Injury Accidents occurred on Bishopstoke Road between its junctions with Station Hill and Riverside. Seven were serious and 21 were slight. Cyclists were involved in four (one serious) and pedestrians in two (one serious). There are perceived safety issues for pedestrians and cyclists.
- 2.6. Cyclists using this route have to either cycle on the road or illegally use the footway where available. From Bishopstoke Road, it is difficult for cyclists to safely access Eastleigh rail station and the existing cycle links within Eastleigh Town Centre.
- 2.7. The completion of this missing cycle link has been identified in Eastleigh Borough Council's Cycle Strategy (2006-2011) as a high priority. The proposed scheme was also identified as a high priority in the Borough's Transport Scheme Inventory, which was adopted by Eastleigh Local Area Committee Members on 10 March 2009 and Bishopstoke, Fair Oak & Horton Heath Local Area Committee Members on 8 April 2009. The scheme is also identified in the County Council's Transport Statement for Eastleigh.
- 2.8. The aim is to complete this part of the east-west cycle route to encourage cycling locally between Bishopstoke, Fair Oak and Eastleigh, providing a safer link to schools, employment sites, local amenities and services.

- 2.9. The objective is to provide an off-road cycle route where feasible along Bishopstoke Road and to improve crossing facilities across the side roads and the main road.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	8.5	S106 Contributions	184
	Client Fee	6	1.7	LSTF Funding	168
	Supervision	8	2.2		
	Construction	306	87.0		
	Land	2	0.6		
	Total	<u>352</u>	<u>100</u>	Total	<u>352</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	32	0.029
	Capital Charge	32	0.021
	Total Expenditure	<u>64</u>	<u>0.05</u>

### 4. Programme

- 4.1. The programme for hedge removal and construction of the retaining wall has been pulled forward to start mid November 2014. This is because the hedge needs to be removed before bird nesting season in March and road closures in Colden Common planned for January to March 2014 mean no works can be carried out on Bishopstoke Road during those months.
- 4.2. The work to construct a pedestrian refuge outside 'The Hub' sports and recreational ground and the surfacing to the footway on the southern side can only be programmed in the school summer holidays; this will be a six week construction period. Given that the LSTF funding for the project has a spend deadline of 31 March 2015, this work needs to be carried out in the 2014 summer holidays.
- 4.3. Construction between the railway station and Chickenhall Lane will be started in May 2014 so as to lead into the school holidays and therefore up to the start of the work outside 'The Hub'.

## **5. Scheme Details**

- 5.1. A 120metre length of hedge and shrubbery along Bishopstoke Road will be removed to gain the required 3.0metre width for a shared use footway and a new retaining wall will be built in its place.
- 5.2. A 460metre long section of footway on the south side of Bishopstoke Road, between 'The Hub' sports and recreation centre and Southampton Road will be resurfaced, widened in parts, and converted into a shared use footway/ cycleway.
- 5.3. A new pedestrian refuge will be installed on Bishopstoke Road to the east of the entrance into 'The Hub' sports and recreation centre.
- 5.4. A 55metre long section of footway on the north side of Bishopstoke Road, outside 'The Hub' sports and recreation centre will be resurfaced and the kerb line realigned to fit in the new pedestrian refuge and altered bus layby.
- 5.5. The section of footway, approximately 32metres long, over the river is 2.0metres wide. This is narrower than the preferred minimum width of 3.0metres but widening is not a practical option as it would require the construction of a new bridge that would be prohibitively expensive. Guidance suggests that whilst not ideal, localised narrowings under 50metres in length on shared use footways are acceptable where no other option is available.
- 5.6. Two sections of footway either side of the junction with Barton Road, 32metres and 24metres in length, will be widened to between 2.25metres and 2.6metres wide.
- 5.7. An existing pedestrian refuge on Chickenhall Lane, by the junction with Bishopstoke Road, will be removed and replaced with a wider one in a similar location in order to enable cyclists to use it.

## **6. Departures from Standards**

- 6.1. None.

## **7. Community Engagement**

- 7.1. Eastleigh Borough Council carried out community engagement with Blue Star Buses, which is dedicating a small section of land, and with frontages along the route, all of whom now support the scheme.
- 7.2. Eastleigh Borough Council and County Members have given their support for the scheme as listed in the Transport Scheme Inventory, which was adopted by the Eastleigh Local Area Committee and Bishopstoke, Fair Oak and Horton Heath Local Area Committee in April 2009. Both Local Area Committees identified the scheme as a high priority in relation to other transport schemes proposed in the local area.

## **8. Statutory Procedures**

8.1. None.

## **9. Land Requirements**

9.1. In order to achieve the preferred minimum shared use width a 44m<sup>2</sup> section of land outside the Blue Star Bus depot on the southern side of Bishopstoke Road opposite Dutton Lane, is being dedicated to the County Council. An agreement has been drawn up and passed to Blue Star's solicitors for signing. All parties are in agreement with the principal of the dedication which is moving forward and this is not anticipated to be an issue.

## **10. Maintenance Implications**

10.1. A small amount of extra maintenance will be required due to the two new pedestrian islands and slightly wider footway. However the resurfacing of the wider footway area will improve the overall standard of the shared use facility and will reduce the level of maintenance needed to the surfacing in the short to medium term.

## **11. Recommendations**

- 11.1. 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.
- 11.2. That the works be procured and let through the County Council's sub-regional SE7 framework contract.
- 11.3. 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.

## **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**

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

**CORPORATE OR LEGAL INFORMATION:**

**Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	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.)

Document

Location

None

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

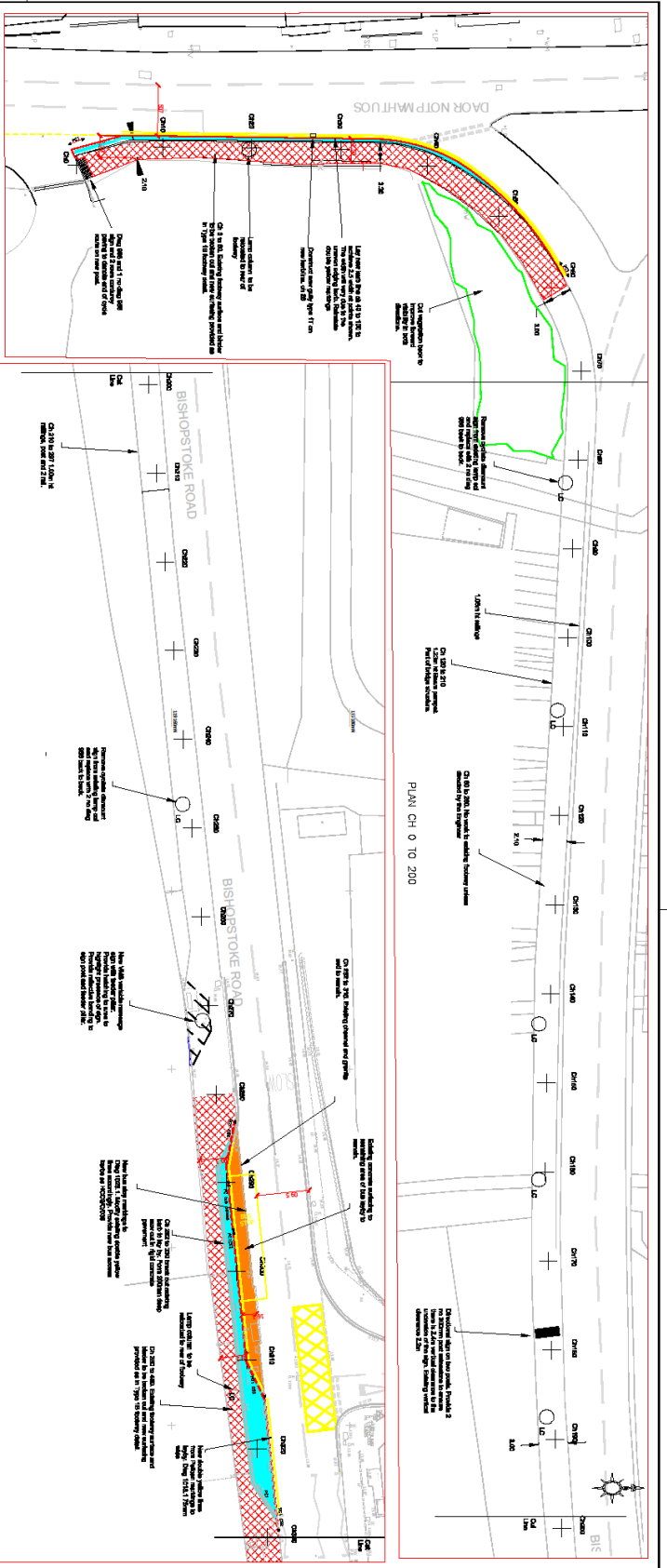
- 2.1. The scheme is not expected to have an impact on crime and disorder in the local area.

### **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?

By providing a safe and attractive route for cyclists and pedestrians to reach the town centre, sports centre and railway station it encourages people to make use of alternative modes of transport, reducing car use and therefore emissions.





STATUS

**EASTLEIGH BOROUGH COUNCIL**

Bishopstoke Road Cycleway  
 Transport and Engineering Services  
 Telephone: 01292 450000  
 Email: [transport@eastleigh.gov.uk](mailto:transport@eastleigh.gov.uk)

**BISHOPSTOKE ROAD CYCLEWAY**

EASTLEIGH STATION TO CHICKENHALL LANE

Scale: 1:500  
 Date: 2012  
 Author: [Name]  
 Checker: [Name]

