

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Hound Road, Netley Toucan Crossing

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** Brandon.breen@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Hound Road, Netley Toucan Crossing, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £91,000 to be funded from developer contributions.

### 2. Reason(s) for the decision:

- 2.1. In November 2014 a 950-signature petition was presented to Full Council in November 2014 and shortly afterwards letters from local schoolchildren were received stating concerns about crossing Hound Road. This correspondence evidenced strong local support for the provision of a controlled crossing and speed reductions and that people considered the road dangerous and unsafe for schoolchildren in particular.

### 3. Other options considered and rejected:

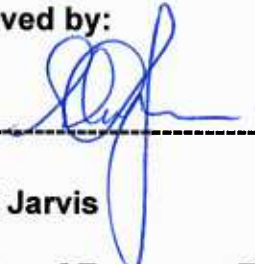
- A School Crossing Patrol: An informal survey in May 2013 recorded no junior and infant school-aged children crossing Hound Road and the numbers of 11-16 year olds were insufficient to justify a patrol alongside that a patrol for this age group is not standard County Council policy.
- Relocating the replacement crossing: Traffic surveys have shown that the informal crossing and therefore the replacement toucan, is where most people choose to cross Hound Road as it caters for north-south as well as east-west pedestrians and cyclists.

### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service: None

6. Supporting Information: None

<b>Approved by:</b>	<b>Date:</b>
 -----	<u>5<sup>th</sup> May 2015</u>
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Hound Road Netley Toucan Crossing

**Contact name:** Brandon Breen

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### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of a proposed scheme to replace an existing informal crossing point with a Toucan crossing in Hound Road, Netley (just east of Woolston Road). This will provide a safe place for pedestrians to cross the road, including those considered more vulnerable.
- 1.2. The scheme also requires the relocation of the existing bus request stops just to the east of the crossing due to unacceptable safety conflicts with the new crossing. This in turn creates an opportunity to consolidate the two sets of existing request stops and relocate both east and westbound stops in front of St Mary's Church. The existing bus layby serving westbound buses will be closed and reconstructed as footway.
- 1.3. Alternative options considered and rejected:
  - A School Crossing Patrol: An informal survey in May 2013 recorded no junior and infant school-aged children crossing Hound Road and the numbers of 11-16 year olds were insufficient to justify a patrol alongside that a patrol for this age group is not standard County Council policy.
  - Relocating the replacement crossing: Traffic surveys have shown that the informal crossing and therefore the replacement toucan, is where most people choose to cross Hound Road. This caters for north-south as well as east-west pedestrians and cyclists.
- 1.4. Before and after monitoring will help to demonstrate the increased use of the crossing and ultimately reduced numbers of car trips to school in particular.

### 2. Background

- 2.1 The need to replace the existing informal crossing point with a Toucan was added to the Eastleigh District Transport Statement in 2011. At the time, a pedestrian survey produced an unsatisfactory score, although the crossing could be justified in recognition that Hound Road is a difficult road to cross and a popular walking and cycling route to school.
- 2.2 The existing informal crossing to be replaced consists of dropped kerbs and reflective bollards and is located just to the east of the Woolston Road

staggered crossroads. This is the preferred crossing location, catering for east-west as well as north-south crossing movements.

- 2.3 Hound Road is a busy 40 mph distributor road linking Netley to Hamble Lane, which is the main access road for the area. It is a bus route with two services an hour serving two sets of existing bus request stops to the east of the new crossing and just east of Hamble Lane roundabout.
- 2.4 There is a shared foot/cycle way on both sides of the road although the northern cycleway does not extend any further west than the informal crossing. The southern facility stops some 100 metres west of the informal crossing to divert away from Hound Road.
- 2.5 Hound Road is a popular route to school, mainly serving the Hamble Community Sports College (11-16 years olds) as well as providing less direct access to Netley Abbey Junior and Infant schools located in the opposite direction on the western side of Netley. The Hamble Community Sports College is located off Hamble Lane approximately 0.5 miles to the southeast of Hound Road (measured from the informal crossing).
- 2.6 In October 2014, a slight personal injury accident (PIA) occurred where the southern footway stops on Hound Road, involving a teenage pedestrian crossing the road on route to school as recorded by Hampshire Police. An earlier slight pedestrian PIA also involving a young teenager crossing the road was recorded in July 2012 but at the eastern end of Hound Road towards Hamble Lane. These are the only two pedestrian related PIAs recorded for the section of Hound Road between Hamble Lane and Ingleside (approximately 420 metres west of the crossing) for the current five year period up to the end of October 2014. Neither PIA recorded speed as a contributory factor.
- 2.7 Following the October PIA a local resident and parent to one of the witnesses requested that a controlled crossing be installed and the speed limit be reduced. This request was followed by a 950-signature petition presented to Full Council in November 2014 and shortly afterwards with letters from local schoolchildren. These evidenced strong local support for the crossing and speed reductions and that people considered the road dangerous and unsafe for schoolchildren in particular. They also provided anecdotal evidence of near misses and unreported incidents in further support of a controlled crossing.
- 2.8 A preliminary investigation in November 2014, including a repeat of the pedestrian survey, concluded that:
  - A signal-controlled continued to be justified with a positive PV2 score resulting from the pedestrian survey of 1.24.
  - The location would not be included on the County Council's list of schemes for investigation by Safety Engineering. With only two PIAs this falls below the current level required for detailed investigation. Engineering measures are usually considered when four or more accidents have occurred at a single location, or when three accidents with similar features have occurred in a five year period.

- A change to the speed limit was not justified as Hound Road does not meet the criteria for a 30 mph limit and would therefore require continuous police enforcement to be effective, which is against County Council and Hampshire Police policy.

2.9 Preliminary design work for the crossing identified the need to relocate the existing bus stops just to the east of the new crossing to overcome visibility and safety conflicts. Relocating the crossing was considered and rejected and therefore relocating the bus stops is now part of the scheme. This is an opportunity to consolidate both sets of existing stops into one relocated set of stops in front of St Mary's Church. While this does involve an additional 170-185 m walking distance the following benefits are achieved:

- Replacement bus shelter for all westbound passengers, where currently only one westbound request stop has sufficient room for a shelter
- Passengers waiting for westbound buses can be easily seen by approaching buses to avoid being missed or having to stand in the existing layby
- Eliminates delay or safety conflicts for westbound services previously using the existing layby, as they no longer have to re-enter the main flow of traffic.

2.10 The new crossing is supported by the local county member (Councillor House), Eastleigh Borough Council through the Bursledon, Hamble-le-Rice and Hound Local Area Committee and Hound Parish Council.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	8.1	9	Developer contributions	41
	Client Fee	3	3.3		
	Supervision	4.5	5	OLA (Eastleigh)	50
	Construction	75.1	83.5		
	Land	0	0		
	<b>Total</b>	<u>91</u>	<u>100</u>	<b>Total</b>	<u>91</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	Capital Charges (Depreciation and notional interest charges)	9	0.005%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/15	06/15	08/15	08/16

#### 5. Scheme Details

- 5.1 The scheme proposes to replace the existing informal crossing on Hound Road with a signal-controlled toucan crossing. The scheme also requires the relocation of the existing bus request stops just to the east of the crossing due to unacceptable safety conflicts with the new crossing. This in turn creates an opportunity to consolidate the two sets of existing request stops and relocate both east and westbound stops in front of St Mary's Church.
- 5.2 Remove both sets of existing east and westbound bus request stops (just to the east of the crossing and east of Hamble Lane roundabout) at the start of the works to then set up temporary east and westbound bus request stops outside of St Mary's Church. These temporary stops will be formally replaced during the works or shortly after including reusing the existing westbound bus shelter.
- 5.3 Infill the existing westbound layby at the bus request stop just east of the crossing.

#### 6. Departures from Standards

- 6.1. None

#### 7. Community Engagement

- 7.1. This scheme has not been subject to formal public consultation as the 950-signature petition and letters from local schoolchildren clearly evidenced strong local support in favour of the crossing.
- 7.2. The local bus operators (First Group and Brijan Tours) and Eastleigh Borough Council (who own the existing bus stop furniture) were consulted during the early stages of the detailed design to help resolve the safety concerns relating to the existing bus requests stops just east of the new crossing.

#### 8. Statutory Procedures

- 8.1. As the proposed Toucan crossing requires changes to the existing bus request stops on Hound Road, public notices were in place on Hound Road and online information was available from 13 April to 1 May 2015 to show the

extent of the Toucan crossing scheme proposals including the required changes to the existing bus request stops.

8.2. As a result of the recent consultation, no objections or comments were received.

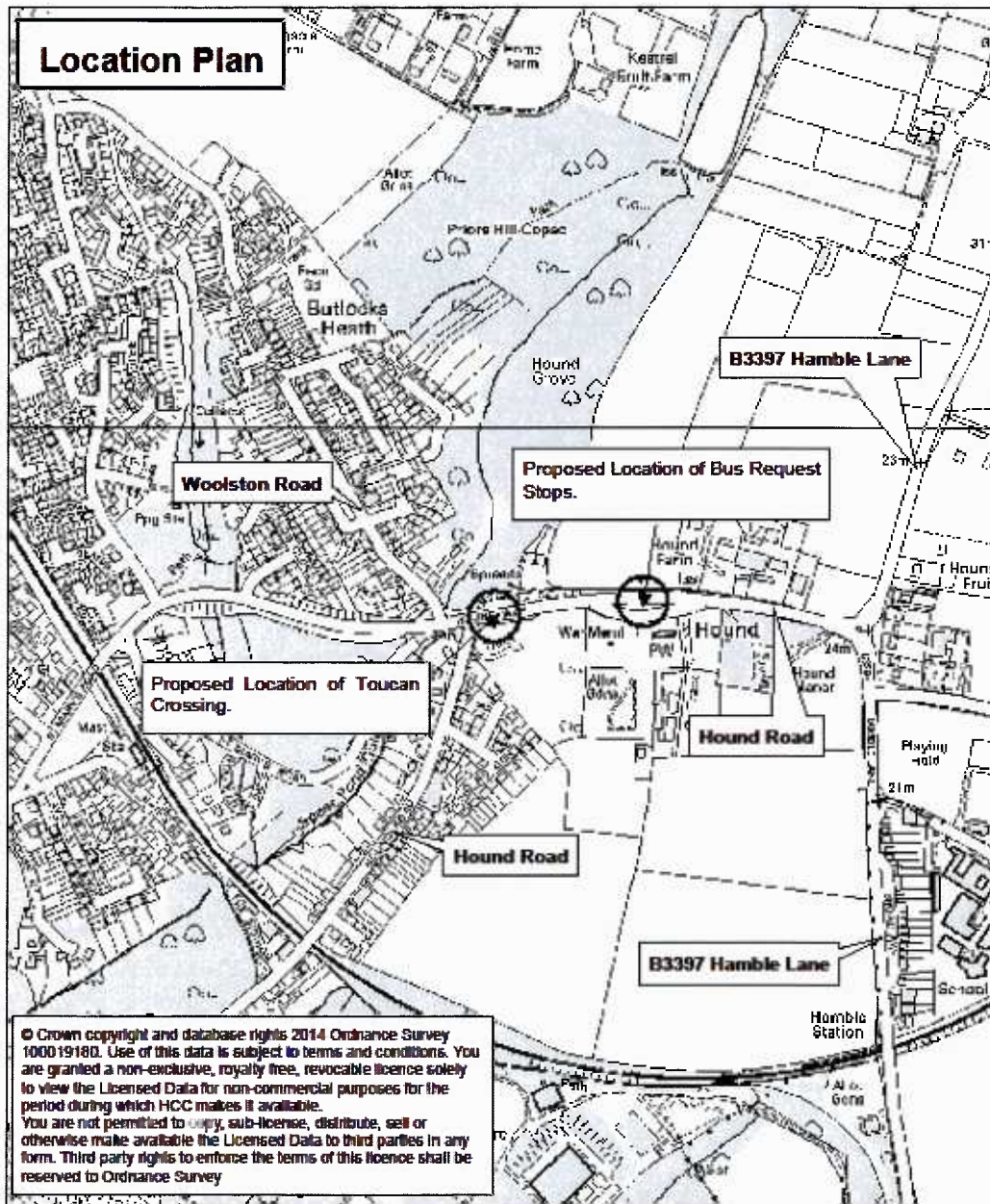
## **9. Maintenance Implications**

10.1 There will be a minor increase in overall maintenance cost. In the short term, maintenance will be reduced given the improvements being undertaken as well as the use of new materials.

## **10. Recommendation(s)**

10.1. That the Director approves the details of the Hound Road, Netley Toucan crossing, as set out in this paper.

10.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £91,000 to be funded from developer contributions and LTP.



**TITLE:**  
Hound Road, Netley Toucan Crossing

**DIRECTOR OF ECONOMY, TRANSPORT  
AND ENVIRONMENT**

April 2015



Scale: 1:7,000



FS21845



**Hampshire  
County Council**

Economy, Transport and Environment

Drawn by: BB

## 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**

<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):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives:</b>		
<u>Title</u>	<u>Date</u>	

**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

## 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. Statutory considerations:

Impact	
Age	Low
Disability	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Eastleigh

There may be a small impact to elderly or disabled persons due to the need to relocate the existing bus request stops approximately 170metres north from their present location, resulting in the possibility of people having to walk slightly further to get to the bus stops.

### 2. Impact on Crime and Disorder:

None

### 3. Climate Change:

The impact would be negligible but it may be possible that when the Toucan crossing is operated, vehicles may have to queue for a short time to allow pedestrians to cross. This will be dependent on the frequency that the crossing is used.