

# **HEDGE END TO BOTLEY CYCLES**

## **PHASE 1 LOWER NORTHAM ROAD CYCLE ROUTE AND CROSSINGS AND MAYPOLE ROUNDABOUT IMPROVEMENTS**

## Background, Aims and Objectives



**Figure 1 -- Lower Northam Road, Hedge End location plan.**

Source: Google maps ([www.maps.google.co.uk](http://www.maps.google.co.uk))

Lower Northam Road is characterised by heavy pedestrian and cycle flows accessing the Hedge End retail centre, local services (including a medical centre, nursing homes, pre-schools and library), the residential areas along both sides of the road and Wildern, Shamblehurst and Freegrounds Schools. It is also a well used bus route with several bus stops along its length.

The road is wide and straight and traffic speeds are above the 30mph speed limit, which makes crossing the road very difficult, especially for vulnerable groups. Currently, there are no dedicated cycle facilities on Lower Northam Road and the only controlled pedestrian crossing facility is located at the cross road junction with Upper Northam Road and St John's Road. The remainder of the road is difficult to cross and therefore presents a barrier to pedestrian and cycle movement. There is a high level of public and political concern regarding the lack of pedestrian crossing provision in Lower Northam Road, particularly for school children, and a petition was received in 2008 requesting improvements.

The provision of a cycle route along Lower Northam Road, to provide an important link in the local network, is included in EBC Cycling Strategy and is a high Member priority.

This scheme consequently aims to address pedestrian/ cycle crossing issues and provide appropriate cycle facilities along Lower Northam Road. Phase 2 of this scheme will aim to continue the cycle route from the Maypole roundabout to Botley, thereby creating a continuous route between the Hedge End and Botley communities.

# G3

## PROJECT APPRAISAL

### 1. Executive Summary

#### Scheme Outline

- 1.1 Lower Northam Road, in Hedge End, runs from the junction of Wildern Lane and St John's Road, in Hedge End to the junction with the A334 Broad Oak, at the Maypole roundabout. It is a two-way single carriageway with a 30mph speed limit, although traffic speeds are above this limit, making the road difficult to cross. The A334 Broad Oak is a two-way single carriageway with a 40mph speed limit connecting the Maypole roundabout with Botley.
- 1.2 The route is used heavily by pedestrians and cyclists accessing Wildern, Shamblehurst and Freeground Schools, Hedge End retail centre and other local services, such as a medical centre, nursing homes and library. However, there are currently no dedicated cycle, or crossing facilities along Lower Northam Road and there is a high level of public and political concern regarding this lack of provision, with the submission of a petition in 2008. Many of the children cross Lower Northam Road, in the vicinity of Hobb Lane to access the Allen Road footpath. This provides a short cut to the Wildern and Shamblehurst schools. A school crossing patrol has recently been reinstated and operates, close to the junction of Hobb Lane, during the hours when children travel to and from school.
- 1.3 This proposal forms part of the wider Hedge End to Botley cycle route and will form an important part in the strategic cycle network, in Eastleigh and has been identified in the Eastleigh Borough Council cycle strategy (2006), as a priority.
- 1.4 Phase 1 of the Hedge End to Botley Cycles scheme will commence at the Lower Northam Road/ Cedar Close junction and finish at a location close to Poplar Cottage, on the A334 Broad Oak.
- 1.5 Phase 2 of the Hedge End to Botley Cycles scheme will continue the cycle route from Poplar Cottage to Holmesland Lane, thus creating a continuous route between Hedge End and Botley communities.

### 2. Alternative Options

#### Cycle Route

- 2.1 An on road route was considered initially, but an off road route is preferred, given the high traffic speeds on Lower Northam Road and that the primary users of the route will be school children.

- 2.2 The presence of a high number of private driveways prevent a suitable off-road solution along the southern side of Lower Northam Road and therefore the route would be on the northern side.
- 2.3 The feasibility study gave consideration to complete the cycle route at the western end of the scheme, at the new proposed pedestrian refuge, just to the west of Hilton Road. Here, the cyclists would re-join the carriageway. Further examination and consultation identified the desire to continue the off road route to the Hedge End shops, on the east side of Cedar Close. Cyclists can still rejoin the carriageway at the new refuge, should they wish to.

### Crossing Facilities

- 2.4 A number of options were considered to provide a pedestrian crossing on Lower Northam Road:
- (i) *Signalised crossing in the vicinity of Hobb Lane* - Options for a controlled crossing, either close to Hobb Lane, either side of the junction, on the desire line, were considered not technically possible, due to the close and frequent location of private driveways. The nearest available location that could have been considered was in the vicinity of Hilton Road. The PV2 value, calculated at this location, was  $0.014 \times 10^8$ . The Hampshire County Council criteria for considering a signalised controlled crossing is  $1 \times 10^8$ , therefore a controlled crossing was not justified.
  - (ii) *Splitter Island as part of a mini roundabout* - Consideration was given to the provision of crossing facilities as part of junction improvements. The option of a splitter island, positioned on Lower Northam Road to the west of a mini roundabout, was considered but was not feasible.
  - (iii) *Uncontrolled crossing point without refuge island*- This would have provided a designated crossing point, with drop kerbs, between Hobb Lane and the Allen Road footpath and on the desire line. This could have been provided at a relatively low cost, but offered little improvement on the existing situation.

### Speed Reducing measures

- 2.5 Speed surveys undertaken on Lower Northam Road show the 85<sup>th</sup> percentile speed (at 37mph) and the mean speed (at 32mph) are in excess of the 30mph speed limit. There are also concerns about the level of difficulty for drivers exiting Hobb Lane onto Lower Northam Road. Therefore, potential measures to encourage speed limit compliance and assist road users exiting Hobb Lane were investigated. However, it was identified that none of the following measures were viable.
- (i) *Signalised junction* – This would better manage traffic flows and possibly act as a speed reducing measure. However, a lack of reported

accidents coupled and physical constraints, including private driveways and insufficient space within the existing highway for HGV turning movements to be accommodated, mean that the cost of a suitable scheme would outweigh the benefits.

- (ii) *Mini Roundabout* – The provision of a 4-arm mini-roundabout could potentially have reduced traffic speeds, allowing vehicles to exit Hobb Lane easier and improve the perceived safety at the junction. However, the costs of implementation outweigh the benefits, due to the lack of reported injury accidents and it would also severely affect property accesses, in the vicinity of the junction. 4-arm mini roundabouts possess higher accident statistics than 3-arm roundabouts. Closing the access to the northern section of Hobb Lane is not considered viable, due to residential access. Buses would also not be able to manoeuvre if a mini roundabout were to be implemented.
- (iii) *Right Turn Lane* – A right turn lane from eastbound side of the Hobb Lane junction, into the southern section of Hobb Lane was considered. This could potentially reduce the risk of shunt type accidents. The option was considered impractical due to the potential vehicle conflict between residents accessing their properties and those exiting Hobb Lane and the two lanes of traffic.

### **3. Measures of Success**

- 3.1 It is envisaged that as a result of the new cycle link, a potential increase in the number of pedestrians and cyclists can be expected in the area. The following baseline before studies were obtained:
- 3.2 Pedestrians and cyclists 12 hourly (7am-7pm) survey, carried out at two sections of Lower Northam Road:
- 3.3 Section 1 - in the vicinity of Hilton Road carried out on Tuesday 11/03/08. The survey showed a total of 583 walking/cycling along both footways along this section of Lower Northam Road. The survey showed a total of 313 crossed the road within that section.
- 3.4 Section 2 - in the vicinity of Hobb Lane carried out on Thursday 27/03/08. The survey showed a total of 816 walking/cycling along both footways along this section of Lower Northam Road. The survey showed a total of 143 crossed the road within that section.

3.5 A video survey was undertaken in September 2009. This showed the following:

	Pedestrians crossing Lower Northam Road	Pedestrians using north side of Lower Northam Road footway	Pedestrians using south side of Lower Northam Road footway
Vicinity of Hilton Road	19	215	215
Between Hobb Lane & Allen Road footpath	52	376	196

3.6 ATC volume and speed surveys were carried out on Lower Northam Road, west of Stubbs Drove between 09/02/08 and 15/02/08. The volume survey showed the weekday twelve hourly (7am – 7pm) daily traffic flow ranged from 9,952 to 10,270. The total twenty four hour weekday flows ranged from 11,735 to 12,183. The twelve hourly (7am – 7pm) 85<sup>th</sup> %ile speed was 37.4mph.

3.7 ATC volume and speed surveys were carried out on Lower Northam Road, east of Cedar Close between 11/02/08 and 17/02/08. The volume survey showed the weekday twelve hourly (7am – 7pm) daily traffic flow ranging from 9,379 (on to 9,630. The total twenty four hour weekday flows ranged from 10,959 to 11,556 The twelve hourly (7am – 7pm) 85<sup>th</sup> %ile speed was 37.2mph.

3.8 Accident data along the B3033 Lower Northam Road, including the Maypole roundabout and the junction with Cedar Close, shows 12 *slight* and 3 *serious* injury accidents along the road, between 01/03/07 and 29/02/12. 7 of the *slight* injury accidents involved pedestrians or cyclists and one of these was a child.

3.9 Post scheme monitoring will be achieved by comparing the 'before' surveys with similar 'after' surveys, following implementation and settlement of the scheme. The success of the scheme will be denoted by an increase in pedestrians and cyclists using the new shared use route on the north side of Lower Northam Road. A reduction in accidents would also indicate the success of the scheme.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	15	4.5	Sustrans	122
	Client Fee	8	2	Eastleigh Borough	27.662
				Council Funds	
	Supervision	15	4.5	Hampshire County	200.338
				Council Developer	
				Contributions	
	Construction	312	89		
	Land	N/A			
	<b>Total</b>	<u>350</u>	<u>100</u>	<b>Total</b>	<u>350</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	31	0.028
	Capital Charge	31	0.028
	<b>Total Expenditure</b>	<u>62</u>	<u>0.056</u>

#### 5. Programme

	<b>Gateway Stage</b>			
	<b>3 - Project Appraisal</b>	<b>Start on site</b>	<b>End on site</b>	<b>4 - Review</b>
<b>Date (mm/yy)</b>	<b>July 2012</b>	<b>Oct 2012</b>	<b>March 2013</b>	<b>April 2014</b>

5.1 Temporary 2 way lights will be required for duration of works.

#### 6. Scheme Details

6.1 A location plan is attached (Appendix A) and a detailed plan will be submitted.

6.2 This scheme will provide a minimum width 2.5 metre shared use footway/ cycle route commencing at a drop kerb on the northern side of the A334 Broad Oak, close to Poplar Cottage and continuing onto the northern side of Lower Northam Road, via the Lower Northam Road/ Grange Road/ Broad Oak/ Kings Copse Avenue, Maypole roundabout and ending at the north east corner of the Lower Northam Road/ Cedar Close junction. It will include two 2.1 metre wide pedestrian refuges, one approximately 30 metres to the west of the Hobb Lane junction and the second, 100 metres to the west of Hilton Road. This provides a crossing point close to the local Doctor's surgery. The scheme also includes improvements to uncontrolled pedestrian

crossing facilities, at the Maypole roundabout. Each refuge will cost approximately £20,000.

- 6.3 The new section of shared use footway/ cycleway will be incorporated into the Highway network under Section 65 and 66 of the Highways Act 1980.
- 6.4 The proposed new shared footway/ cycle route will commence on the northern side of the A334 at a new drop kerb to the west of Poplar Cottage. Phase 2 of the Hedge End to Botley Cycle route will continue this route east, to Holmesland Lane and towards Botley. This will follow as a separate decision in the future programme.
- 6.5 The existing footway from the new drop kerb to a point east of the petrol station is currently wide enough for a shared route and cycle signs will be erected to denote this. On Grange Road, just to the west of the petrol station entrance and to the east of Wodehouse Lane. The existing footway will be widened to 2.5 metres by altering the existing carriageway kerb line. This will taper to the existing footway width of 1.8 metres, at the existing uncontrolled crossing on Wodehouse Lane. The uncontrolled crossing will be reformed with tactile paving on both sides of Wodehouse Lane. Corduroy paving will be provided, to the north of the uncontrolled crossings, on both sides of Wodehouse Lane. This will identify the start/ end of the cycle route at this location.
- 6.6 The route will continue around the northern side of the Maypole roundabout, and widened to 2.5 metres, where required. Existing uncontrolled crossings will be reformed with tactile paving and corduroy paving laid to indicate the start/ end of the cycle route, where required.
- 6.7 The shared use route will continue to the junction of Lower Northam Road. This section, to a location approximately 15 metres to the west of the Lower Northam Road junction, of the Maypole roundabout is currently a minimum of 2.5 metres in width and therefore does not require widening.
- 6.8 The existing uncontrolled crossing across the traffic island, to the south side of Lower Northam Road, will be enlarged and tactile paving provided. The existing footway on the south side will be widened to 2.5 metres to the junction with Kings Copse Avenue and the kerb line realigned. The existing traffic island at the Kings Copse Avenue junction will be enlarged and tactile paving provided to enable a link across to the east side of Kings Copse Avenue. The shared route will connect back with the route on the north side of Grange Road via the existing splitter island.
- 6.9 From the location 15 metres, east of the Lower Northam Road roundabout junction, on the north side, the route will be widened into the carriageway to achieve a minimum width of 2.5 metres. An existing post box will be relocated to the back of the new route. At the entrance to the Maypole Nursing Home an uncontrolled crossing point, with tactile paving will be implemented.

- 6.10 The existing footway will be widened between the nursing home entrance and Birch Road to 2.5 metres, by the narrowing and realigning of the junction acceleration and deceleration splays. A new bus shelter with bus access kerbs will be installed close to the existing post and flag bus stop and bus stop clearway marked on the carriageway. At the Birch Road junction, an uncontrolled crossing point, with tactile paving will be implemented. A new gully will be constructed close to the junction and connection to the existing system made.
- 6.11 To the west of the Birch Road junction to the Long Close Road junction, the route will also be widened to 2.5 metres by the narrowing of the junction approach and the adjustment of the existing kerb line into the existing carriageway. An existing footway connection to Beech Close will be reconstructed and a new drop kerb provided in Beech Close. The existing centre line on Lower Northam Road will be adjusted where widening into the carriageway takes place. This will accommodate the footway widening and new edge of carriageway markings laid on both sides of Lower Northam Road. In addition, the existing centre hatching will be removed to discourage pedestrians using this as a crossing refuge.
- 6.12 Where an existing access from Long Close Road joins the route, the existing concrete bollard will be replaced with a new ensign bollard with an integral cycle route sign face. To the west of this, an existing gully grating and frame will be replaced and connected to the existing outfall pipe.
- 6.13 An existing hedge at the back of the existing footway, from the Long Close Road access to the Longclose Road junction, will be cut back in height and width. A small section of the hedgerow, approximately 10 metres, at the junction, will be removed to improve visibility.
- 6.14 At the junction with Long Close Road, an uncontrolled crossing with tactile paving will be implemented. On the west side of the junction, the existing kerb line will be adjusted and moved into the carriageway. The current lay-by outside properties 67 to 73 will be removed in order to provide the 2.5 metre shared route and align with the kerb line on the east side of the Long Close Road junction. The existing drainage gully grating outside No 73 will be removed and a new one constructed over the existing outgoing pipe.
- 6.15 A 2.1 metre wide pedestrian refuge with tactile paving will be located opposite No. 67 Lower Northam Road. 4.5 metres of carriageway will be provided on the north side as a requirement to maintain Lower Northam Road as an abnormal load route. 3.1 metres will be provided on the south side of the refuge. The existing road hatching markings will be altered to suit the new carriageway alignment.
- 6.16 The route continues with widening to 2.5 metres into the carriageway until a location opposite No 56 Lower Northam Road. The existing flag and post bus stop located opposite No. 62 Lower Northam Road will be relocated to the back edge of the widened footway. A new bus stop clearway marking and bus access kerbs will be provided.

- 6.17 From No. 56 Lower Northam Road, the widening to 2.5 metres will be undertaken at the back of the existing footway by utilising the existing highway verge. Vegetation will be cut back to the highway boundary.
- 6.18 The route finishes at the junction with Cedar Close, outside the Cotswold Outdoor shop. The two brick planters and 5 No. existing bollards will be removed and the precinct area repaved. 3 No. removable bollards will be installed to control access to the precinct area. The tactile paving at the uncontrolled crossing on Cedar Close will be replaced.
- 6.19 The existing bus stop and shelter located just to the east of the precinct area will be moved westwards and be relocated adjacent to the precinct area. New bus access kerbs will be installed and the bus shelter will be laid in permeable block paving.
- 6.20 Corduroy paving will be laid where all existing footpaths join the new route.
- 6.21 9 No. Lighting columns along the length of the scheme will be moved to the back of the new shared footway/ cycleway.
- 6.22 A signed on road advisory route will be provided from Lower Northam Road through to Wildern and Shamblehurst schools via Hilton Road and Ratcliffe Road, before joining Wildern Lane.

## **7. Departures from Standards**

- 7.1 There are no departures from the relevant Department for Transport and County Council standards for highway improvement schemes.
- 7.2 A detailed design stage safety audit has been completed and the points raised have been addressed in the design. A further safety audit will be undertaken on completion of construction.

## **8. Community Engagement**

- 8.1 All the southern and northern frontagers, on Lower Northam Road, between both the proposed new refuges were sent consultation letters and details of the proposals. 11 responses were received in response to the consultation. Residents with property access close to the new Hobb Lane refuge raised concerns that the new refuge may restrict access to their driveways with larger vehicles, such as a campervan. While the design demonstrated that all manoeuvres were possible, this was revisited and design adjustments made to address these concerns. The residents concerned were consulted again with the new proposals and no further responses or concerns were raised.
- 8.2 The local Member, Councillor Kyrle, has been consulted and supports the scheme.
- 8.3 Wildern School were consulted throughout development of the proposals and support the scheme.

- 8.4 Hedge End Town Council were consulted on the scheme on 1<sup>st</sup> November 2011. No response was received. The Town Council were also consulted and involved in the development of the proposed alterations to the precinct area, outside the Cotswold Outdoor shop.
- 8.5 Sustrans support the scheme and are making a financial contribution.

## **9. Statutory Procedures**

- 9.1 There are no statutory procedures required for this scheme.

## **10. Land Requirements**

- 10.1 The works are contained within the existing highway boundary, so no additional land is required.

## **11. Maintenance Implications**

- 11.1. The proposed new shared footway/ cycle route and pedestrian refuges will generate maintenance costs, which have been incorporated in the revenue implications. The materials selected in the design are standard highway materials to match those existing at the site.

## CORPORATE AND LEGAL INFORMATION

### Links to the Corporate Strategy

<b><i>Hampshire safer and more secure for all:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Maximising well-being:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<b><i>Enhancing our quality of place:</i></b>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
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.)**

<u>Document</u>	<u>Location</u>
Scheme Files	Strategic Transport Team South, Fareham Eastleigh Borough Council

## 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. An assessment of the impacts in this service area can be found at [EQIA](#)

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 provisions of the Act have no impact on these proposals.

### 3. Climate Change:

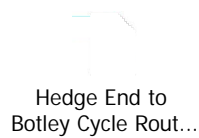
- 3.1 How does what is being proposed impact on our carbon footprint / energy consumption?

The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

- 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 scheme proposals are expected to have a positive effect on climate change by improving cycle and crossing facilities, thereby offering a healthy alternative travel opportunity.

## Appendix A – Location Plan



## Appendix B – Priorities and Targets

### Appendix A – 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.