

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 March 2013
<b>Title:</b>	Project Appraisal: A335 Leigh Road, north side, Eastleigh  Phase 1 - Footway widening, between Woodside Avenue to Brookwood Avenue, Eastleigh  Phase 2 – Conversion to shared use footway/ cycleway, between Woodside Avenue to Brookwood Avenue, Eastleigh.
<b>Reference:</b>	4768
<b>Report From:</b>	Director of Economy, Transport and Environment

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## 1. Executive Summary

1.1. The purpose of this report is to seek approval for the widening and resurfacing of the footway on the north side of the A335 Leigh Road, between the Passfield Avenue/Woodside Avenue junction and Brookwood Avenue, enabling future conversion to a shared use footway/cycleway, at a total cost of £250,000. The scheme is to be funded by developer contributions, Highway Maintenance and Local Transport Plan funds.

## 2. Recommendations

2.1 That, at an estimated cost of £250,000, approval be given to the Project Appraisal for the widening and resurfacing of the footway on the north side of the A335 Leigh Road, between the Passfield Avenue/Woodside Avenue junction and Brookwood Avenue (Phase 1), enabling future conversion to a shared use footway/ cycleway (Phase 2).

2.2 That approval be given in principal 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, when measures to upgrade the A335 Leigh Road/Passfield Avenue/ Woodside Avenue junction (to incorporate controlled pedestrian and cyclist crossing facilities) are implemented.

Rpt/4768/LB

**CORPORATE AND LEGAL INFORMATION**  
**Links to the Corporate Strategy**

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

Document

Location

Scheme Files

Strategic Transport Team South,  
Fareham

Eastleigh Town Access Plan

Eastleigh Borough Council

Eastleigh Borough Transport Statement

## 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](#) on developing Hampshire's highways network and transport systems can be viewed on the County Council's website.

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 facilities and infrastructure for pedestrians and ultimately, cyclists, thereby offering a healthy alternative travel opportunity.