

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	B3037 Bishopstoke Road, Eastleigh Phase II Cycle Improvements CMS reference: 2476

Contact name:

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the B3037 Bishopstoke Road, Eastleigh Phase II Cycle Improvement, as set out in this paper.
- 1.2. That the Director approves the increase in the value of the scheme in the 2018/19 Capital Programme from £227,000 to £240,000.
- 1.3. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £240,000 to be funded from developer contributions.
- 1.4. That approval is given for the new section of widened and resurfaced 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.

2. Reason(s) for the decision:

- 2.1. To improve accessibility for pedestrians and cyclists in Bishopstoke Road which will provide the missing section of cycle infrastructure between the existing on road advisory cycle lane running between Alan Drayton Road and the off road shared use cycle facility that was constructed as part of the Phase I works in Bishopstoke Road.
- 2.2. The scheme will also help to improve access to services and facilities by providing more sustainable modes of travel.
- 2.3. The decision supports the Hampshire County Council corporate strategy policies of:
 - “Making Hampshire safer and more secure for all”
 - “Maximising wellbeing”
 - “Enhancing quality of place”

3. Other options considered and rejected:

3.1. An option to widen the carriageway in Bishopstoke Road was considered but discounted due to the fact that parts of the carriageway cross a railway bridge and a bridge over the Itchen River where neither of these areas could be widened. This proposal would have put cyclists at greater risk as it would have squeezed them closer to live traffic when navigating over the two bridges.

4. Conflicts of interest:

4.1. None

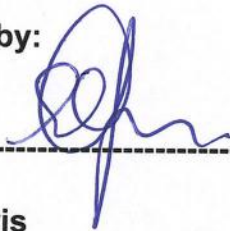
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

19th June 2019

HAMPSHIRE COUNTY COUNCIL

Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to improve pedestrian and cyclist accessibility along B3037 Bishopstoke Road in Eastleigh.
- 1.2. This scheme will extend the existing 3.0 metre wide shared use facility from the Bishopstoke Road Cycle Improvements Phase I route which will continue along the south side of Bishopstoke Road for approximately 200 metres, terminating outside the Toby Carvery Public House (PH) (Opposite Riverside). The proposed route will follow the existing carriageway which at this point provides good forward visibility and is straight in appearance.
- 1.3. There is an existing Pelican signal-controlled crossing outside the PH and it is proposed to upgrade this to a Toucan signal-controlled crossing in order to accommodate cyclists and transfer them safely to the correct side of the road for their onward journeys.
- 1.4. To implement Phase II, additional land beyond the highway boundary is required. Land must be secured from a local farm landowner and a small section of the frontage from 2 semi-detached properties (32 and 34 Bishopstoke Road). The owner of number 32 agreed to sell the required strip of land and this has been completed and secured. The owner of the farm land also agreed to sell the necessary land in order to widen the footway and this has been completed and secured. The owner of number 34 Bishopstoke Road was not willing to sell any of the curtilage of their dwelling. This does not, however, prevent the route from being delivered, as outside no. 34 there is approximately 3 metres of existing footway and although to the east of the vehicle crossover the footway narrows to 1.4 metres there is highway verge available to expand into albeit there would be no separation between the proposed shared route and the edge of the carriageway. This is a short distance which narrows further on the

approach to a bridge and is considered acceptable in principle by the safety audit team.

- 1.5. The dedication for the short strip of land required (currently owned by EBC) between the two bridges opposite no. 79 is currently being finalised and this is expected to be completed in the coming weeks. The land dedication will enable the route to continue off road and pass onto highway land which adjoins Fair Oak Road in front of the Toby Carvery PH.
- 1.6. Other options that were considered were widening of the carriageway in order to continue the existing on road route however, this was not achievable due elements of the carriageway that could not be widened where they span over the existing water courses and a railway bridge. The final 200 metre section of the proposed shared use facility was always envisaged to be implemented in the Phase 1 work, however the scheme had to be undertaken as two separate smaller schemes due to funding constraints. The proposed route also forms part of Eastleigh Borough Council's cycle strategy.
- 1.7. The scheme success will be measured by undertaking further pedestrian and cycle surveys in order to compare the existing level of usage with the before implementation data. An increase in cycle or pedestrian use will be deemed a success.

2. Background

- 2.1 In 2010 Eastleigh Borough Council prepared a feasibility study into the provision of a cycleway from Eastleigh Town Centre to Bishopstoke and onto Fair Oak. An outline business case was prepared and approved in 2010 for the Bishopstoke Cycle Route, covering the length of Bishopstoke Road from Station Hill to Riverside, opposite the Toby Carvery PH. The proposed route was an off-road route located to the southern-side of the Bishopstoke Road.
- 2.2 The first phase of the cycle route was delivered in 2013. It is an off- road route, shared by pedestrians and cyclists from Station Hill in the west to the second crossing of the River Itchen (where it joins with the Itchen Navigation footpath). It was not possible to implement the entire length of the route as there were various land purchases to secure, each with associated negotiations and costs. The initial part of the scheme was funded from developer contributions and the Local Sustainable Transport Fund
- 2.3 This report takes forward the second phase of the route from the junction with the Itchen Navigation on the south side of Bishopstoke Road (opposite number 49 Bishopstoke Road) to join the existing on road advisory cycle route on Fair Oak Road (Bishopstoke Road becomes Fair

Oak Road beyond its junction with Riverside) outside the Toby Carvery PH.

- 2.4 Bishopstoke Cycles, Phase II is part of the cycle corridor linking Eastleigh Town Centre to Fair Oak, a length of approximately 2.6 miles in total. It is a route identified in the Eastleigh Cycle Strategy 2015 and the Eastleigh Town Access Plan 2013. As an entity the cycle route is provided in a number of sections; some off road (where funding and land permit) and other sections are signed and marked as an on-road advisory cycle lane.
- 2.5 The delivery of the route is hoped to encourage many living and working locally to cycle between Eastleigh, Bishopstoke and Fair Oak to reduce congestion and improve air quality along this busy transport corridor.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	17	Developer contributions	240
	Client Fee	16	6		
	Supervision	5	2		
	Construction	139	58		
	Land	40	17		
	Total	<u>240</u>	<u>100</u>	Total	<u>240</u>

3.2	<u>Maintenance 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)	23	0.014%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/19	07/19	10/19	10/20

5. Scheme Details

- 5.1. The scheme will extend the existing 3.0 metre wide shared use facility from the termination point of the Bishopstoke Road Cycle Improvements Phase 1 route (just east of the Itchen Navigation bridge) which will continue along the south side of Bishopstoke Road for approximately 200 metres, terminating outside the Toby Carvery Public House (PH) (Opposite Riverside). The proposed route will follow the existing carriageway which at this point provides good forward visibility and is straight in appearance.
- 5.2. The existing Pelican-controlled crossing point will be upgraded to a toucan-controlled crossing to accommodate cyclists and transfer them safely to the correct side of the road to continue their onward journey.
- 5.3. The proposed route involves the crossing over tributaries of the River Itchen via two existing concrete bridges. The bridges are short in length and there is a clear view across each bridge, they do however, reduce the width of the proposed shared route to maximum of 1.8-2.0 metres. However, as the forward visibility is good, it is anticipated that the potential conflict between users will be low, a point clarified with safety audit team.
- 5.4. As part of the widening of the existing footway, accommodation work will be required to clear vegetation outside no. 32 Bishopstoke Road and the farm entrance adjacent to no. 32. This will also involve resurfacing and making good up to the highway boundary. Vegetation removed outside the farm and no. 32 will be replanted as agreed with the landowners.
- 5.5. As the required vegetation clearance and footway widening falls within a Site of Specific Scientific Interest (SSSI), permission has been sought from Natural England and our HCC Ecology team have liaised with Natural England to form a mitigation strategy. Natural England have approved the strategy and this will be implemented once work on site begins.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. There was previously extensive consultation with the local community and key stakeholders on the Bishopstoke Cycle route (listed in the previous Gateway document). The route has since been included in the recently adopted Eastleigh Strategic Cycle Strategy 2015, as a strategic cycle route and has been widely consulted upon.
- 7.2. The fronting properties / landowners are aware of the scheme proposals and were written to earlier this year prior to advance vegetation clearance work being undertaken in March.
- 7.3. Prior to commencement on the site, letter drops with residents on both sides of Bishopstoke Road, where the works will front, will be undertaken informing them of the works programme.
- 7.4. The local County Member Daniel Clarke has been contacted with details of the proposals for Phase 2 and has confirmed he is happy for us to proceed. As the scheme falls near the boundary division for Cllr Mike Thornton, he has also been informed of our intention to recommend that the scheme is implemented. Cllr Thornton has not provided a response to date.

8. Statutory Procedures

- 8.1. Under legislation given by the Environment Agency, any work that falls within eight metres of a major watercourse, requires permission using the Flood Risk Activities Environment Permit (FRAP). As the proposed footway improvements will be near the River Itchen in three separate locations, an application was required.
- 8.2. The FRAP application has been submitted and is awaiting approval from EA which normally can take up to eight weeks as all related issues within the application will be mitigated during construction. We have had initial discussions with officers from EA and they have advised that the application would be rejected and that the process is purely a formality provided the likely risks to the watercourse can be mitigated. Should the application be unsuccessful, the design can be slightly amended so that the footway improvements exclude the sections that fall within eight metres of the River Itchen.

9. Land Requirements

- 9.1. In order to successfully widen the existing footway and provide a shared use cycle facility, three parcels of land are required. The first parcel of land required is 82 metres by 1.93 metres average width (158m²) and

this is owned by a local farmer. Negotiations by HCC estates have been successfully completed and this land has now been secured.

9.2. The second parcel of land required is 29 metres in length and an average width of 1.1 metres (30m²) which is currently owned by Eastleigh Borough Council. There will be no charge for the dedication of this land however HCC have agreed to pay EBC's legal fees. The dedication of land has been agreed in principal and is currently being finalised for completion and is likely to be completed prior to this report being approved.

9.3. The third parcel of land required (24 metres in length by 1.5 metre average width (36m²) to be dedicated to the county council is outside no. 32 Bishopstoke Road. Negotiations between the landowner and HCC estates has been completed and the land has been secured.

A plan showing the extent of the outstanding land that is required for dedication is shown in the appendix of this report.

10. Maintenance Implications

- 10.1. The provision of a shared use cycle facility and the upgrade of the existing Pelican -crossing to a Toucan-crossing will have a minor increase to the Hampshire Highways revenue budget. This is expected to be £2,000 per annum.
- 10.2. The asset management team have been consulted on the proposals and did not raise any specific concerns.

11. Recommendations

- 11.1. That the Director approves the details of the B3037 Bishopstoke Road, Eastleigh Phase II Cycle Improvement, as set out in this paper.
- 11.2. That the Director approves the increase in the value of the scheme in the 2018/19 Capital Programme from £227,000 to £240,000.
- 11.3 That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £240,000, to be funded from developer contributions.
- 11.4 That the Director approves 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 Section 65 and 66 of the Highway 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

None

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

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

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives:		
<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	None
Disability	None
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

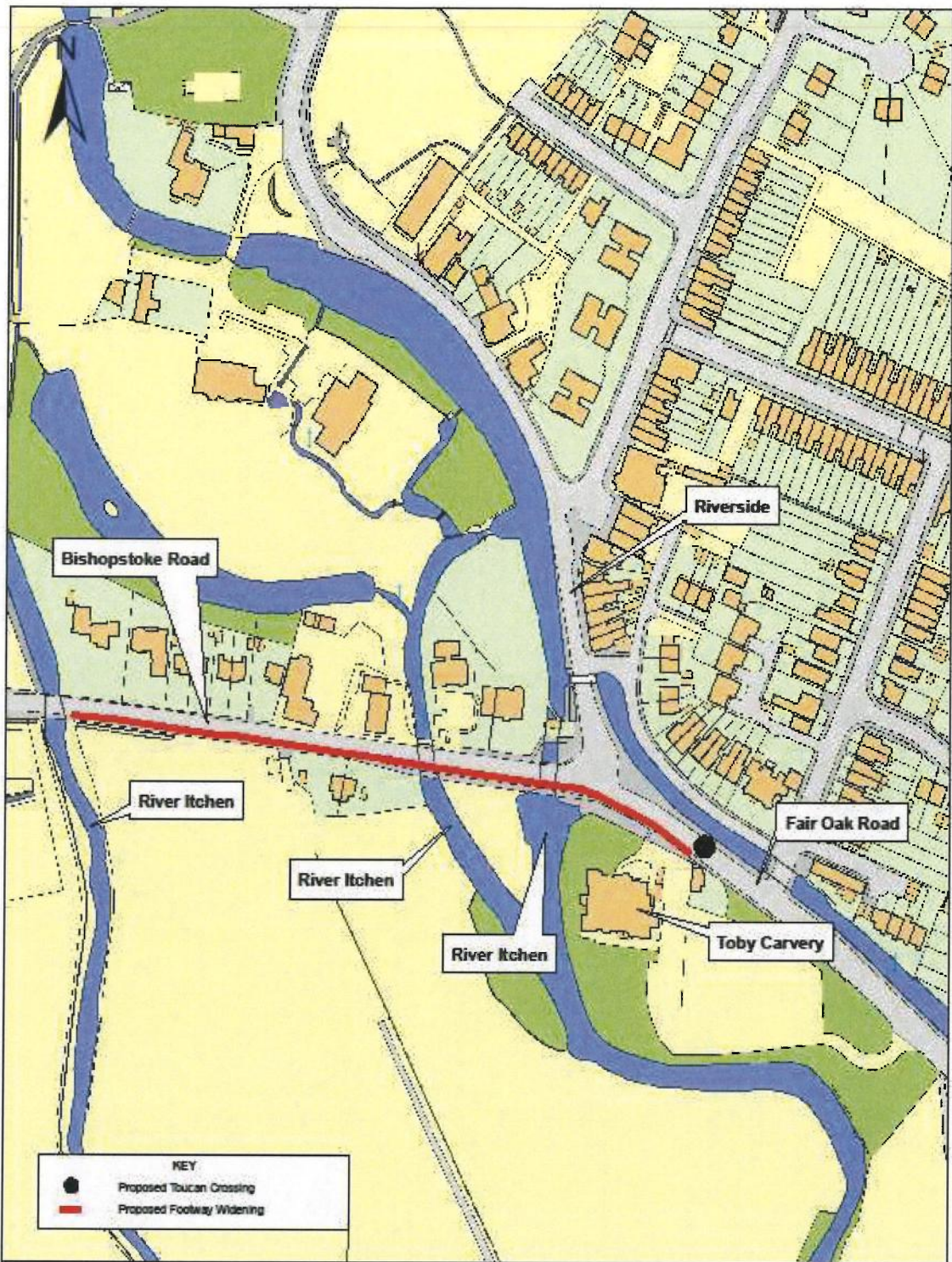
The provision of the shared use cycle/pedestrian in Bishopstoke Road will complete the second phase (missing section) of the route from the junction with the Itchen Navigation on the south side of Bishopstoke Road (opposite number 49 Bishopstoke Road) and join the existing on road advisory cycle route on Fair Oak Road outside the Toby Carvery PH. This will help to provide a safer environment for those cyclist/pedestrians as well as promoting wellbeing and sustainable modes of travel. Upgrading the existing Pelican crossing to a Toucan crossing will also provide a safer crossing which both cyclists and pedestrians can use simultaneously.

2. Impact on Crime and Disorder:


None

3. Climate Change:

The provision of a shared use cycle facility will help to improve safety for cyclist and pedestrians along Bishopstoke Road. This will also encourage cyclists and pedestrians to use the route, therefore reducing the dependency on car journeys.



Bishopstoke Road, Eastleigh Location Plan

 Hampshire County Council	SCALE: 1: 2,000	Drawn: BB	Revision:
	DATE: 29/04/19	Checked: AK	Drg. No.:
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