

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Project Appraisal: Hut Hill, Chandlers Ford to Chilworth Cycleway/Footway
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. The decision:

- 1.1 That the Executive Member for Environment and Transport approve the Project Appraisal for Hut Hill, Chandlers Ford to Chilworth shared use Cycleway/Footway, as outlined in the supporting report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the shared use Cycleway/Footway along Bournemouth Road, Chandlers Ford to Chilworth ("the scheme"), as set out in the supporting report, at an estimated cost of £1.14 million to be funded from developer contributions and the Transforming Cities Fund.
- 1.3 That approval be given to enter into contractual arrangements, in consultation with the Head of Legal Services, to transfer the £770,000 of Transforming Cities funding from Southampton City Council to the County Council.
- 1.4 That authority is given to secure all necessary rights, easements, licences, consents and permissions, in consultation with the Head of Legal Services, to enable implementation of the scheme.
- 1.5 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

#### 2. Reasons for the decision:

- 2.1 This proposed shared use Cycleway/Footway has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle

route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities and leisure facilities.

- 2.2 Bournemouth Road and Winchester Road are busy, with approximate traffic flows of 14,500 vehicles (in both directions) over a 12 hour period weekday average (March 2015). There is a 40mph speed limit in force, with a 60mph limit in the central section, and the route is used by buses. This makes cycling on-road unappealing and potentially dangerous, especially for vulnerable cyclists such as young children.

### **3. Other options considered and rejected:**

- 3.1 The detailed feasibility report identified three options for delivering the route. The differences in the options were subtle and were associated with total costs and the method of dealing with the lay-by at the entrance to Hut Woods. The three options are summarised below:

- OPTION 1: At the location of the layby north of the M27 crossing, provide a 3m wide shared use Cycleway/Footway following the route of the existing footway. The route follows the existing footway around the layby and will not change the layby geometry. It is the least expensive option, although utility works will be required to lamp columns, BT Openreach plant, SSE telecoms plant, and possibly Virgin Media plant;
- OPTION 2: At the same location, provide a 2.5m wide shared use Cycleway/Footway adjacent to the existing kerblines, reducing the levels of the bank between the carriageway and layby. The route follows the existing carriageway edge and will require a new double height kerb. Option 2 will also require a small retaining wall narrowing of the layby, which may result in opposition from commuters who park there. Option 2 is more expensive than option 1; and
- OPTION 3: As option 2 but includes the provision of a 3m wide facility with a new double height kerblines in the safety margin.

- 3.2. Option 1 was highlighted as the preferred solution, it suggested that the route should follow the existing footway around the layby and should not change the layby geometry. This option was the least expensive.

### **4. Conflicts of interest:**

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

5. **Dispensation granted by the Conduct Advisory Panel: none.**
6. **Reason(s) for the matter being dealt with if urgent: not applicable.**
7. **Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**4 June 2019**

**Executive Member for Environment and Transport  
Councillor Rob Humby**