

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Project Appraisal: Highway improvements and Toucan Crossing, and Cycle Improvements – Hambledon Road, Waterlooville
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Hambledon Road Toucan crossing Waterlooville, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to provide Hambledon Road Toucan crossing, as set out in this supporting report, at an estimated cost of £452,000 to be funded from Local Transport Plan funding, CIL and Developer contribution.
- 1.3 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.
- 1.4 That authority is given for the conversion of a footway to a shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to the supporting report, in order to enable cyclists to access the new crossing.

2. Reasons for the decision:

- 2.1 To provide improved crossing facilities on Hambledon road just south of Milton Roundabout, essential for walking/cycling links, to the Brambles business park and residential areas and to the established pedestrian and cycling local network.

- 2.2 Hampshire County Council's Cycling Strategy (2015) recognises that as new developments come forward, there is a need for these to be joined to existing cycle routes if cycling is to be a realistic travel choice.
- 2.3 Havant Borough Council's cabinet agreed on the 21st February 2018 that CIL funding should be made available for the provision of the signalised crossing.
- 2.4 A PV2 survey was undertaken at the site. This provides a numerical assessment of the need for a controlled crossing and evaluates the flow of traffic using the road and the number of pedestrians that cross it at a given location. This assessment is used to ensure requests for controlled crossings are assessed objectively and consistently. Factors are applied to vulnerable pedestrians (children, older people, and disabled pedestrians) and the speed limit, width of the road, and accident history are taken into account. From these counts and calculations, in accordance with the County Council's relevant Traffic Management Policy guidance document, the site has been shown to meet the requirements for a signal controlled crossing.

3. Other options considered and rejected:

- 3.1 The first option was to keep to the desire line of the informal crossing (consisting of drop kerbs and tactile paving), but this was too close to the junction and would not be a good option due to visibility issues, with a risk that motorists could have limited time to brake for stationary vehicles at the lights. Although the second, preferred option entails the additional expense of relocating the existing bus layby further south, it is considered the safest and most viable means of delivery.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker:
- 4.2 Conflicts of interest declared by other Executive Members consulted:

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:

12 November 2019

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