

# Summary Note

## Pedestrian / Cycle Desire Line Analysis

### GE Aviation

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## 1. Introduction

- 1.1 This note has been prepared to inform the design of the realigned Kings Avenue / Coronation Parade in relation to a planning application (ref. O/18/84191) submitted to Eastleigh Borough Council in 2018.
- 1.2 The note has been prepared following comments made at planning committee and subsequently from Hampshire County Council (HCC). The note has been prepared to summarise the results of a pedestrian survey and to assess the most appropriate position of a new crossing point based on existing pedestrian desire lines.

## 2. Context

- 2.1 The latest proposals seek to relocate Kings Avenue some 20m north and extend Coronation Parade to provide new parking and servicing. A pedestrian island and tactile paving are currently proposed across the junction bell mouth, broadly following the existing desire line.
- 2.2 At planning committee, a number of comments were made that suggested that the current crossing arrangement does not cater for the actual pedestrian desire line(s) and that this should be considered further. At the request of HCC, a pedestrian survey was undertaken on 3<sup>rd</sup> October 2019 to assess how pedestrians are moving through this junction. The survey was undertaken between the hours of 0630 and 1800 and the weather conditions were dry throughout the day.

### 3. Survey Results

3.1 The pedestrian survey picked up 5 key desire lines across Hamble Lane and Kings Avenue. Each route is summarised below and shown diagrammatically in Figure 3.1

- 1) Crossing Hamble Lane (green) between Folland Court and Coronation Parade using the existing pedestrian island.
- 2) Crossing Kings Avenue (blue) between the western pavement of Coronation Parade using the existing tactile at the bell mouth of the Kings Avenue / Hamble Lane junction.
- 3) Crossing Kings Avenue (dashed red) diagonally between the eastern pavement of Coronation parade, adjacent to the shops, whilst using the existing tactile at the bell mouth of the Kings Avenue / Hamble Lane junction.
- 4) Crossing Kings Avenue (red) between the eastern pavement of Coronation Parade, adjacent to the shops and the northern side of Kings Avenue without using the crossing point.
- 5) Crossing Kings Avenue (yellow) adjacent to the access road leading through to Coach Road.

Figure 3.1 – Pedestrian Desire Lines



3.2 The recorded pedestrian footfall along each desire line for the duration of the survey period is summarised below.

**Table 3.1 Pedestrian movements**

Ref	Desire Line	Northbound	Southbound	Eastbound	Westbound	Total
1	Green	-	-	30	28	58
2	Blue	69	53	-	-	122
3	Dashed red	102	105	-	-	207
4	Red	47	70	-	-	117
5	Yellow	16	6	-	-	22

3.3 Based on the above results, it is evident that some 75% of all pedestrian movements (routes 3,4 & 5) would benefit from the relocation of the pedestrian crossing point to tie in with a new pedestrian footway connecting with Hamble Lane. This is compared to approximately 25% of all movements that use the western footway and existing tactile paving.

## Cyclists

3.4 As well as surveying pedestrian movements along these routes, the number of cyclists was also considered. The survey only considered cyclists using the various crossing points and not those cyclists using the carriageway on Hamble Lane or Kings Avenue. Again, the results are summarised below.

**Table 3.2 Cycle movements**

Ref	Desire Line	Northbound	Southbound	Eastbound	Westbound	Total
1	Green	-	-	4	3	7
2	Blue	26	23	-	-	49
3	Dashed red	21	26	-	-	47
4	Red	1	2	-	-	3
5	Yellow	1	0	-	-	1

3.5 Based on the above results, it is evident that there is an even split between those cyclists that use the western footway (49%) compared to those that use the eastern footway (51%).

## 4. Recommendation

4.1 Notwithstanding other comments received from HCC; based on the results above, it is recommended that the crossing is relocated as shown on drawing number 17055-00-146.

Additionally, it is recommended that the eastern pavement is increased in width (through a reduction in the width of the western pavement) to better accommodate cycle movements.