

LONDON ROAD, BASINGSTOKE ACCESSIBILITY IMPROVEMENTS

Background, Aims and Objectives

London Road, Basingstoke, is a link from the inner ring-road traffic system at New Road, connecting with outer ring-road at Ringway East and ultimately Blackdam Roundabout/Junction 6 of the M3.

Given it's historical role as a key traffic route, it was upgraded during the period of New Town construction and subsequently straightened to allow increased flow. However, over time this strategic function has decreased and its role in local traffic movements and for pedestrian access has proportionally increased.

As a result, recent improvements in London Road have involved reducing the carriageway width and trying to mitigate for the physical nature of this wide and straight road. The result is a 3-4m off-carriageway cycle lane on the southern side of the road, but it is still not considered to be sufficient to fully aid pedestrians and keep traffic below the 30mph speed limit.

The Traffic Management team have investigated and designed a scheme to help with traffic calming on London Road. However, in the time preceding implementation, which was scheduled for their 10/11 programme, a schoolchild was struck and killed by a car when crossing this road.

Although the Casualty Reduction Partnership found there was no fault attached to the Highway Authority, the resulting focus this brought meant that the scope and extent of the scheme rapidly became far greater than could be successfully managed and delivered by Traffic Management. This is where the transport planning and implementation elements of the team were asked to assume control. However, the public consultation for this scheme has already occurred, so the public have given their views over the pedestrian accessibility problems along this road. These are being incorporated into the outline proposals for the proposed scheme, which is suggested to provide an oversight of the many differing investigations happening across the safety and Intelligent Transport System teams.

The aim of the scheme is to aid pedestrian accessibility across the road, whilst also moderating traffic, in order to make it a more friendly pedestrian environment. This is to improve access to Costello Technology College, but also several residential properties and businesses.

There has historically been quite a significant amount of engagement with the public and elected members, including Cllr Ron Hussey, the local county member, who is strongly in favour of improvement works to the site. The local secondary school (Costello College, as above) is also strongly in favour of crossing improvements and traffic calming measures.

Hantsfile link to original Traffic Management scheme drawing:

[TM North - London Road Design Detail REV B](#)

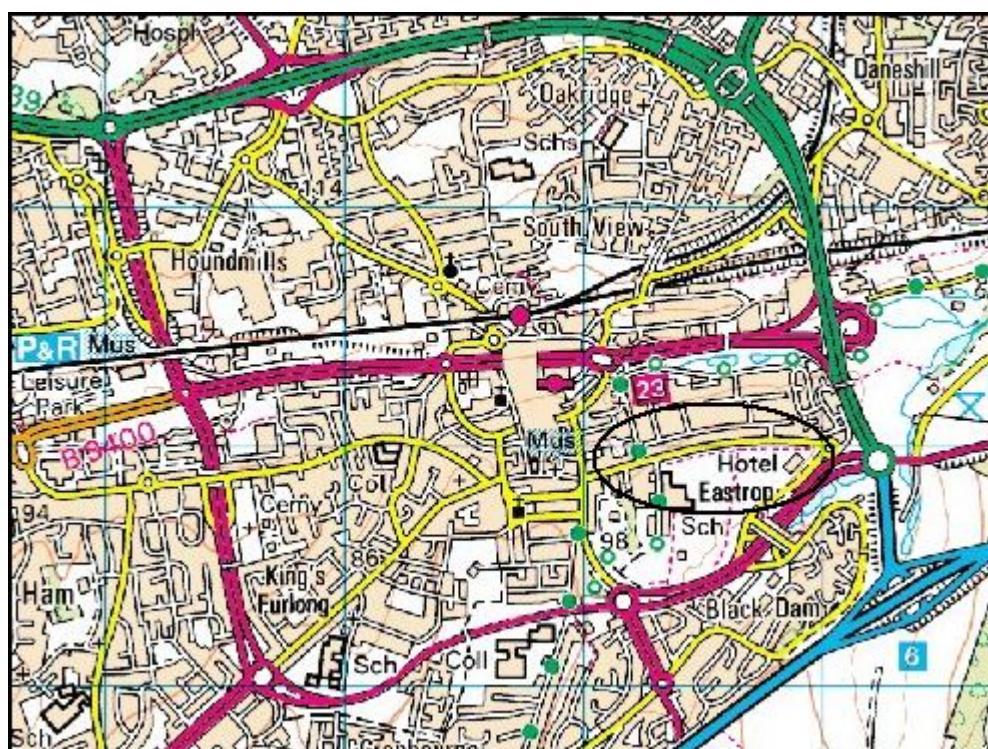


Figure 1: Location map of London Road, Basingstoke
(see overleaf for scheme plan)

PROJECT APPRAISAL

1. Executive Summary

1.1. Scheme Outline

The London Road Accessibility Improvements will dramatically improve the pedestrian environment along the London Road corridor, in central Basingstoke. This is by improving the crossing locations along this busy road, which is a major school access route, by providing a combination of pedestrian refuge facilities and junction modifications. These will encourage lower traffic speeds and improve pedestrian accessibility and safety.

The scheme has a considerable amount of political and public interest, following a child fatality at the site. Cllr Hussey is extremely keen to have the scheme progressed, with both him, the two borough Cllrs and the local secondary school, all having been heavily involved in the scheme's development.

The scheme is part-funded by a grant from the Local Sustainable Transport Fund (LSTF), available during 2012/13.

1.2. Alternative Options

The alternative options involved either putting in place improvements that would have less impact, or would not be as safe for users. They were rejected due to the profile of the site and the local public and political pressure.

1.3. Measures of Success

The scheme's success will be measured by comparing traffic and pedestrian surveys that were taken before and after the scheme was implemented. There will also be qualitative feedback from the local secondary school.

2. Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25	7	External funding	310
	Client Fee	5	1	Local Sustainable	50
				Transport Fund (LSTF)	
	Supervision	10	3		
	Construction	320	89		
	Land	0	0		
	Total	<u>360</u>	<u>100</u>	Total	<u>360</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	33	0.030
	Capital Charge	33	0.025
	Total Expenditure	<u>66</u>	<u>0.055</u>

3. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/13	03/13	06/13	06/14

The scheme will require preliminary work by utility companies to reposition their infrastructure, this will occur prior to the proposed construction date. A Section 58 notice has been applied for to protect the carriageway surfacing.

4. Scheme Details

A location plan is in the background section and a detailed plan will be displayed at the meeting.

The scheme consists of:

- Three informal pedestrian crossing locations, with a refuge island to improve safety and slow traffic speeds. One of these islands is a conversion of the existing priority build-out feature.
- Alterations to the junction of London Road and Eastrop Lane, to aid pedestrian accessibility and safety, as well as slowing traffic speeds.
- Alterations to the junction of London Road and Crossborough Hill, to allow safer turning movements and incorporate one of the new crossing points mentioned above.

It was necessary to order advance work to divert gas infrastructure ahead of this Project Appraisal being approved. This was to ensure that the grant funding allocated from the Local Sustainable Transport Fund could be spent within the specified timeframe.

5. Departures from Standards

n/a

6. Community Engagement

The scheme was previously being progressed as a smaller package of works by the Traffic Management team, which they consulted upon. However, the above child fatality occurred shortly before implementation and so the decision was taken by the scheme steering group to expand the scope of the proposals, taking in to account the comments received at the above consultation and therefore satisfy the growing public pressure.

The above steering group, led by Cllr Hussey, is attended by Cllrs James and Parker of Basingstoke and Deane Borough Council, and the headteacher of nearby Costello Technology College, Julia Mortimore.

7. Statutory Procedures

There will be a Temporary Traffic Regulation Order for the duration of the works, but the number of statutory procedures has been intentionally kept to a minimum to ensure timely scheme implementation.

8. Land Requirements

N/A, the scheme takes place entirely on highway land.

9. Maintenance Implications

The scheme will have minimal additional maintenance implications.

Appendix A – 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