

CHILTERN WAY, BASINGSTOKE - ENVIRONMENTAL IMPROVEMENTS

Background, Aims and Objectives

Located in the Buckskin and Worting areas of Basingstoke, Chiltern Way is a residential distributor road built with limited provision for pedestrians. This study will examine improvements to partially address these problems, with the objective of improving safety and the sense of security for those using the area. This is through raising the awareness of drivers and improving the environment for non-motorised users.

The Chiltern Way Environmental Improvements is a direct outcome of the Old Kempshott Lane Accessibility Improvements, a named scheme currently in the 2010/11 programme. This scheme contained a number of infrastructural improvements resulting from investigations into the feasibility of delivery of the terms of the Section 106 agreement from the Wiltshire Crescent development.

The Old Kempshott Lane scheme had a public exhibition on 20 November 2009, which began to highlight other concerns of pedestrians and cyclists, particularly regarding Chiltern Way, and dissatisfaction with the subway there.

The opinions expressed at the public exhibition resulted in works to improve signing and lining in the Chiltern Way area. However, it was decided an investigation into provision for all road users, especially the non-motorised, should be commenced to tackle the more fundamental concerns regarding the lack of provision of pedestrian infrastructure in the area.

The travel plan for Chiltern Primary School, which is situated on Chiltern Way, describes the need for a safer pedestrian crossing and improved access to the site from local residential areas. This provides additional support for the measures proposed and the completion of the overall programme of improvements in the Buckskin and Worting area.

Vehicle speeds have been surveyed and the mean recorded as being around 30mph. However, the surveys also show that a significant percentage (around 25%) of traffic travels in excess of the 30 mph speed limit. The police do not consider there to be a need for enforcement, given the resource constraints, but this increases the danger to pedestrians and cyclists.

In the spring of 2010, Chiltern Way was the focus of a petition regarding inappropriate pedestrian provision and high vehicle speeds in the area around Chiltern Primary School. This study will address the issues raised in that document.

Scheme Outcomes

The scheme aims to improve the pedestrian environment in the Chiltern Way area and address the perception of poor safety and security of non-motorised users. Although there is not a record of accidents having occurred at the site, the provision for pedestrians and cyclists is poor and the improvements will facilitate accessibility of non-motorised users to key destinations and along what are presently difficult road links.

It is the intention that these improvements will allow the infrastructure in the Chiltern Way area to successfully cater for the increased number of pedestrian movements resulting from recent developments (such as the Wiltshire Crescent development). The focus will be on access to shops, services and other public facilities within the local environment.

Location plans

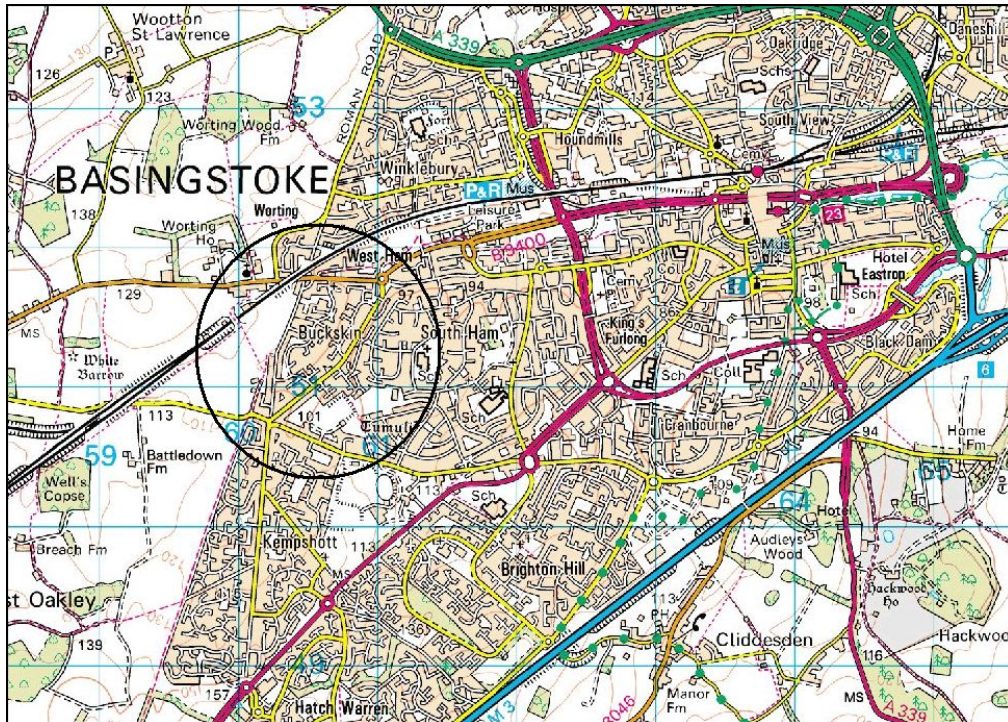


Figure 1: Location map



Figure 2: detailed location map

GO

OUTLINE BUSINESS CASE

1. Finance

The initial study will require £20,000 to investigate a number of issues, detailed below. It is estimated that total scheme cost will be around £350,000, funded by the remaining contributions associated with the Wiltshire Crescent residential development.

The Wiltshire Crescent residential development yielded a total of £808,000 in Section 106 contributions, necessitating a series of investigations that culminated in the Old Kempshott Lane Accessibility Improvements. The remainder of the contribution has been allocated to the Basingstoke Environmental Strategy for Transport (BEST), as per the agreement.

Study details

The study will initially look at the following:

- 1) Upgrades to the pedestrian environment in the vicinity of Chiltern Primary School. This is to include options for provision of an at-grade alternative crossing to the existing subway;
- 2) An examination of the road surface of Chiltern Way, including consideration of alternatives to emphasise pedestrian routes, and formalisation of the car parking and related traffic management features to reduce vehicle speeds. This will involve liaison with the Transport North Traffic Management team;
- 3) Removal of the under used bus lay-by on Chiltern Way, north of the school entrance, and its replacement by a stop on the carriageway;
- 4) Enhanced access through the Buckskin estate for pedestrians and cyclists, focusing on the main route used by students of Chiltern Primary School, and enhancing access to the shops and public house;
- 5) Missing sections of foot- and cycle-way on Buckskin Lane, particularly the north side between Chiltern Way and Worting Road roundabout, and Chiltern Way junction and Fiveways junction;
- 6) Enhanced provision for pedestrians and cyclists at Worting Road roundabout and connections to Old Worting Road;
- 7) Location of statutory undertakers equipment, which needs to be made available at an early stage as this is likely to determine which measures can be taken forward;
- 8) The commissioning of surveys to inform the scheme, including a detailed examination of pedestrian movements around the Chiltern Primary School site to clarify the desire lines of existing pedestrians;
- 9) How these proposals link in with the Basingstoke Missing Cycle Links report of February 2010.

2. Programme

	Gateway Stage						
	Study start	Study end	1	3	Start on site	End on site	4
Date (mm/yy)	09/10	04/11	05/11	03/12	06/12	09/12	09/13

Maintenance with patching and minor resurfacing is planned for Chiltern Way in either the 11/12 or 12/13 programme. As the works associated with this scheme may involve some surfacing improvements, it is the intention to deliver the planned maintenance as a component of this scheme.

3. Local Member's View

The local member, Councillor Reid, is fully supportive of measures to enhance accessibility and increase the ease of movement within the Chiltern Way area. He has expressed his enthusiasm for measures which reduce vehicle speeds outside the school and improve road safety.

The local Borough member, Councillor Taylor, is also fully supportive of the project and the intended outcomes.

4. Community Engagement (Looking Ahead)

No further public consultation is considered necessary at this stage.

5. Risks

The main outstanding risk is believed to be obtaining political support for the detail of any proposed improvements, even given the above outline support.

6. Preferred Procurement Route

Engineering Consultancy
 District
 Professional Services Framework
 Other (please give details)
 No preference

G1

FULL BUSINESS CASE

1. Scheme Description

A feasibility study was successfully completed for the Chiltern Way Environmental Improvements. The nine areas identified in the G0 were examined and resulted in a set of clear recommendations, these were:

- Addition of a series of at-grade crossings on Chiltern Way, in the vicinity of the school entrance. This includes relocating the existing dropped crossing to the south by several metres.
 - The majority of these at-grade crossings will feature just a slight pinch-point in the road, to slow traffic and highlight the presence of the pedestrian, but one will involve the addition of a refuge island. This is to facilitate access to the Buckskin Chapel car park that is the official site for parents that are picking up students and thereby encourage them not to park in the restricted areas outside the school. The island will hopefully also have a moderate traffic calming effect.
 - Ideally, all the crossings would feature refuge islands, but only the above site had sufficient road and verge width for it to be possible.
- Addition of a stretch of footway and new connections from within the Buckskin estate, in order to facilitate road crossing and have a slight traffic calming effect by increasing the number of at-grade users.
- Slight relocation of the bus stop by the school to allow the above improvements to fit into the space available.
- Localised resurfacing of the carriageway to ensure that vehicles have additional skid resistance.
- Addition of improved cycle and pedestrian crossing facilities at the Worting Road roundabout. This will provide improved access to Old Worting Road and the Basingstoke Leisure Park, both of which are sites of existing cycle facilities.
- Addition of a shared-use path on the western side of Buckskin Lane, between Worting Road roundabout and the controlled crossing near Chiltern Way. At this point, users will be able to use the crossing and access existing facilities to the entrance to the cycling hub at Stratton Park.
- Upgrade of the main path through the Buckskin estate, with improved access to new crossing locations, as detailed above.

The result of these improvements will be to improve the qualitative perception of access within the Buckskin area. This will be measured by feedback from the local Councillors, local highway engineers, the Primary School and the general public.

2. Finance

The scheme will be funded by contribution number 3/184 “Land adjacent to Old Kempshott Lane, Worting, Basingstoke”.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	60	17	Developer Contribution, currently held	350
Client Fee	3	1		
Supervision	7	2		
Construction	280	80		
Land	0	0		
Total	<u>350</u>	<u>100</u>	Total	<u>350</u>

3. Programme

	Gateway Stage				
	1	3	Start on site	End on site	4
Date (mm/yy)	05/11	03/12	05/12	09/12	09/13

4. Local Member’s View

There were significant concerns raised by Councillor Reid about the original proposed layout of the pedestrian accessibility measures on Chiltern Way. However, the design was modified to reach an acceptable compromise.

Councillor Reid now supports the detail of the scheme, having always agreed with the objectives and proposed outcomes.

Borough Councillor Taylor has also given his support.

5. Community Engagement

Full consultation was carried out on the issues covered in the Chiltern Way Environmental Improvements during public consultation for the Old Kempshott Lane Accessibility Improvements. It is therefore not proposed to have further consultation other than with key stakeholders, especially Chiltern Primary School, and local Councillors.

6. Risks

The key risk identified at G0 was related to translating political support for the concept of the scheme, into political support for the detail of it. This has been obtained.

The main remaining risk is in relation to the extent and nature of the high-friction surfacing to be included in the scheme. Recent remarks from the area maintenance team has indicated they are not willing to support the addition of large areas of anti-skid, due to the need to frequently replace it. This will be managed through the detailed design process, in order to minimise the use, except in key locations.

There are no other obvious exceptional risks, outside any unforeseen events.

7. Preferred Procurement Route

Engineering Consultancy

District

Professional Services Framework

Other

No preference

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G3 PROJECT APPRAISAL

1. Executive Summary

Scheme Outline

- 1.1 The proposed scheme will improve pedestrian accessibility, safety and security outside Chiltern Primary school, within the local residential estate and for gaining access to the town's Leisure Park.

Alternatives Considered

- 1.2 The improvements have been developed following extensive liaison with the local member, Councillor Reid, and achieve the goals in the most effective way. There were not any realistic alternatives to this.

Measurable Impacts

- 1.3 Improvements will be measured in terms of the dangerous road crossing movements of pedestrians in the vicinity of Chiltern Primary School. A reduction in the number of visits by the maintenance team will also be used to provide an indication of any savings with ongoing costs.

2. Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	60	17	Section 106 contribution, already held	350
	Client Fee	7	2		
	Supervision	8	2		
	Construction	275	79		
	Land	0	0		
	Total	<u>350</u>	<u>100</u>	Total	<u>350</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.6	0.029
	Capital Charge	32	0.024
	Total Expenditure	<u>35.6</u>	<u>0.053</u>

3. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/12	03/12	07/12	07/13

3.1 Any scheduled utility works will be undertaken prior to the works being carried out and a Section 58 order will be put in place to protect any new surfacing.

4. Scheme Details

4.1 A location plan is attached (Appendix A) and a detailed plan will be displayed at the meeting.

- An improved pedestrian environment on Chiltern Way, outside Chiltern Primary School. This will improve access to and from the Buckskin residential estate by formalising the routes pedestrians already use over the grass verges, making at-grade crossing more safe and secure at various locations, and acting to slow traffic speeds through use of refuge islands, pinch points and alternative road surfacing.
- Improved access to the Basingstoke Leisure Park through a shared-use footway and cycleway on the west side of Buckskin Lane to the entrance of the site from Worting Road roundabout.
- Improving pedestrian and cycle access around the Worting Road roundabout, allowing improved access into the Leisure Park and to onwards routes towards the town centre via Old Worting Road.
- Upgrading the existing footway network in the Buckskin Estate on the most heavily-used routes, to reduce a future maintenance burden and improve pedestrian and cycle access.

5. Departures from Standards

5.1 N/A.

6. Community Engagement

6.1 A full public consultation was held for the Old Kempshott Lane Accessibility Improvements, which was a preceding phase of the overall package of works that will be complete with the delivery of this scheme. This received a strong level of support for the improvements, which have been developed further with the assistance of local County Councillor Reid, Borough Councillor Taylor, the highways maintenance team, Chiltern Primary School and the local Sure Start Centre.

7. Statutory Procedures

- 7.1 Temporary Traffic Regulation Orders will be required during construction and there are procedures required to be undertaken so that the newly constructed footway on Buckskin Lane can become a shared-use path. These will both be finalised with the approval of the Project Appraisal.

8. Land Requirements

- 8.1 All work will be carried out within existing highway land and no third party interests need to be acquired.

9. Maintenance Implications

- 9.1 The scheme will install new durable surfaces to reduce the maintenance requirements, including often in locations where it currently requires frequent attention from highway maintenance engineers. In this way, it should reduce the maintenance burden.

10. Recommendation

- 10.1 That the Project Appraisal for the Chiltern Way Environmental Improvements, at a cost of £350,000 funded by developer contributions, be approved.

CORPORATE AND LEGAL INFORMATION

Links to the Corporate Strategy

<i>Hampshire safer and more secure for all:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Maximising well-being:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Enhancing our quality of place:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Old Kempshott Lane Accessibility Improvements	C.J005699.01	27/07/2011
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.)

<u>Document</u>	<u>Location</u>
Scheme working files	Sun Alliance House, Transport and Engineering department

Impact Assessments

1. Equalities Impact Assessment:

- 1.1 The scheme will not discriminate in terms of gender, ethnicity, age, religion, disability, sexual orientation, mobility and either social or geographical exclusion.

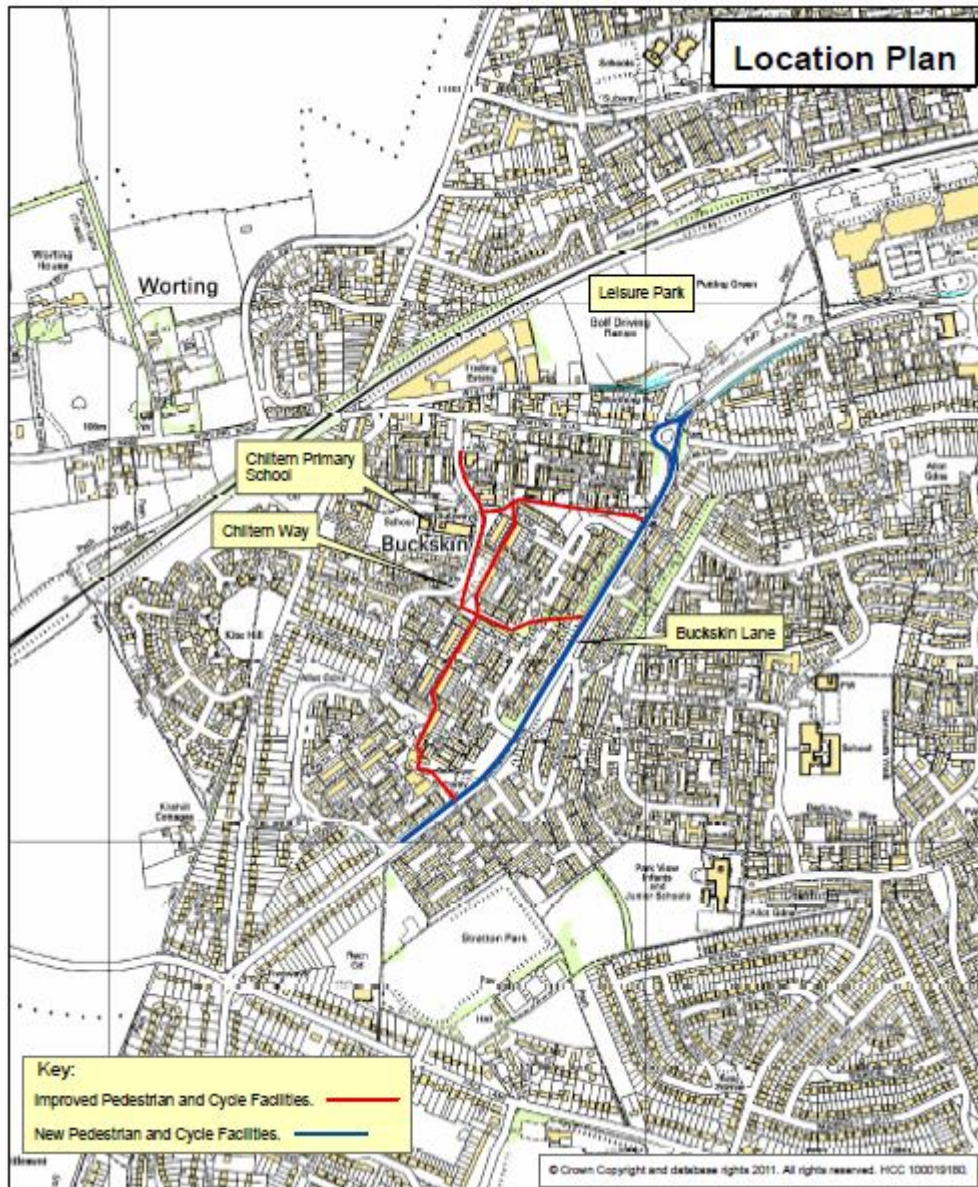
2. Impact on Crime and Disorder:

- 2.1 The scheme will have no impact upon rates of crime or disorder.

3. Climate Change:

- 3.1 The scheme will encourage more people to walk and cycle in the area around Chiltern Way. This will mean a reduction in energy use and in vehicle emissions that cause climate change.

Appendix A – Location Plan



TITLE: Chiltern Way, Basingstoke - Environmental Improvements.

'Executive Member for
Environment and Transport'

17 January 2012

Drawn by: MP
Map Services



Scale: 1:10,000



FS21845



Hampshire
County Council

Economy Transport & Environment

Appendix B – 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