

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Church Crookham Gateways and Speed Management

Contact name: Helen Merrills

Tel: 07718 147047

Email: helen.merrills@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Church Crookham Gateways and Speed Management scheme as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £110,000 to be funded from developer's contributions

2. Reason(s) for the decision:

- 2.1 To provide pedestrian crossing and traffic management improvements on the B3013 Beacon Hill Road and Aldershot Road, that will contribute towards improving pedestrian safety and encouraging suitable vehicle speeds through Church Crookham Village.
- 2.2 Due to the development on the former Queen Elizabeth Barracks (QEB) site, Church Crookham Parish Council are keen to retain their village identity as well as mitigating the impact of local development on the road network. The proposals outlined in this document were identified in consultation with the Parish Council and have been subject to public consultation.
- 2.3 The proposals to deliver the improvements are noted in the Transport Statement for Hart and align with the following priorities and objective set out within Hampshire's Local Transport Plan (2011-2031) (LTP):
 - (i) Improving pedestrian safety
 - (ii) Promote walking
- 2.4 This decision supports the Hampshire Council corporate strategy policies of
 - (i) "making Hampshire safer and more secure for all"; and
 - (ii) "enhancing the quality of place"

3. Other options considered and rejected:

3.1. A pedestrian refuge island on Aldershot Road was rejected due to the lack of carriageway width.

3.2. Traffic Calming and Pedestrian Crossing on The Verne:

Physical traffic calming and pedestrian crossing facilities at the Verne were rejected at the feasibility study stage. The conclusion of the study was not to recommend a physical traffic calming feature due to the numerous dropped kerb sections along the road which accommodate drives for which vehicle access would be compromised. Alternative locations were investigated along the route to see if physical measures could be provided but the same problems were identified. As access and safety would be compromised and a survey of vehicle speeds on The Verne found that the 12 hour 85th percentile period traffic speed was recorded at 23 mph well within the 30 mph speed limit, it was felt that measures at this location are not justified.

4. Conflicts of interest:

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:  -----	Date: <u>14/10/15</u>
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Church Crookham Gateways and Speed Management

Contact name:

Tel: 07718 147047

Email: helen.merrills@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to gain approval to procure and spend and enter into the necessary contractual arrangements to implement the proposed improvements on the B3013 Beacon Hill Road and Aldershot Road as outlined in this document, at an estimated cost of £110,000 funded from developer contributions.
- 1.2. The scheme will provide pedestrian and traffic management improvements to benefit those who need to access the local facilities in Crookham Village and the wider road network.
- 1.3. The provision of Gateway features and traffic management enhancements to reinforce the 30 mph speed restriction on the B3013 Beacon Hill Road and Aldershot Road will contribute to improved driver behaviour and provide more opportunities for pedestrians to cross the road safely. A pedestrian refuge island will be provided and other uncontrolled crossing points will be highlighted. These crossing points are on the desire line between a residential area, a bus stop and a woodland walk popular with dog owners.
- 1.4. A refuge island pedestrian crossing on Aldershot Road was rejected due to the lack of carriageway width. However visibility for pedestrians in both directions is good and this provided an opportunity to provide a crossing point, albeit without a refuge, where the southern section of footway terminates adjacent to Grove Road.
- 1.5 Traffic Calming and Pedestrian Crossing on The Verne:
 - 1.5.1 Physical traffic calming and pedestrian crossing facilities at the Verne were rejected at the feasibility study stage. The study concluded that physical traffic calming features could not be provided due to the numerous dropped kerb sections along the road which accommodate drives for which vehicle access would be compromised. Alternative locations were investigated along the route to see if physical measure could be provided but the same problems were identified. As access and safety would be compromised and

a survey of vehicle speeds on The Verne found that the 12 hour 85th percentile period traffic speed was recorded at 23 mph, well within the 30 mph speed limit, the measures at this location are not justified.

1.6 Measures of Success

1.6.1 The Parish remains concerned about the potential of increased “rat running” due to the QEB residential development near by. This situation will be monitored as development comes forward. Before and after surveys will be undertaken.

1.6.2 Success will be measured through feedback from Church Crookham Parish Council and before and after traffic surveys. These measures will be monitored once the project is completed. The measures will also contribute to future traffic management speed reduction proposals planned in the area.

2. Background

2.1. Church Crookham is located within the Hampshire District of Hart with an estimated population of over 8,000. Although it is boarded closely by Fleet to the north and development on the former Queen Elizabeth Barracks (QEB) site to the south, the Parish Council is keen for Church Crookham to retain its own village identity as well. The proposed scheme looks to protect village identity as well as mitigate against the impact of local development in the area.

2.2. The schemes proposed for implementation include gateway features, speed management enhancements and pedestrian crossing improvements along Aldershot Road and Beacon Hill Road. The transport related improvements were identified at a meeting with the Parish Council.

2.3. The scheme is included within the Hart District Transport Statement and the issues were also highlighted by Church Crookham Parish Council. The scheme was subject to a web based consultation and comments were also received from Hart District Council members. All comments received have been considered and have contributed towards the final scheme put forward for implementation.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	23	21	Developer contributions	110
	Client Fee	5	4.5		
	Supervision	7	6.5		
	Construction	75	68		
	Land				

Total	<u>110</u>	<u>100</u>	Total	<u>110</u>
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>	
	Net increase in maintenance expenditure	2	0.002%	
	Capital Charges (Depreciation and notional interest charges)	9	0.006%	

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Oct 2015	Nov 2015	Jan 2015	Jan 2016

5. Scheme Details

5.1. The works include the following:

- (i) The provision of gateway features on B3013 Beacon Hill Road. These will consist of post and rail fencing constructed in white plastic materials inclusive of 30 mph Gateway signs on yellow backing boards located on either side of B3013 Beacon Hill road. In addition 30 mph speed limit road markings will be provided on red coloured high friction surfacing.
- (ii) An uncontrolled pedestrian refuge with dropped kerbs and tactile paving will be provided on the B3013 Beacon Hill Road to improve pedestrian crossing facilities. The approach to the crossing point will be highlighted with high friction buff coloured surfacing and associated traffic management hatched and slow road markings. Bollards with reflective collars will be installed at the crossing points.
- (iii) On Aldershot Road, gateway features will be provided. These will consist of post and rail fencing constructed in white plastic materials inclusive of 30 mph Gateway signs on yellow backing boards located on either side of Aldershot Road, with the provision of 30 mph road markings in red coloured high friction surfacing.

- (iv) Uncontrolled pedestrian crossing facilities will also be provided on Aldershot Road with tactile paving and dropped kerbs. The approach to the crossing point will be highlighted with high friction buff coloured surfacing and associated road markings. The area where pedestrians cross will also be highlighted. Existing road marking will be refreshed.

6. Departures from standards

- 6.1. None

7. Community Engagement

- 7.1. Hampshire County Council undertook a feasibility study to look at various options for improvement in the area following requests received from Church Crookham Parish Council to improve facilities in the village. The proposals outlined in this report are supported by the County Councillor, Councillor Bennison, and the Parish Council.
- 7.2. Consultation was undertaken by Hampshire County Council during the feasibility study stage of this project with an exhibition of the plans provided at the Memorial Hall, Sandy Lane on the 25 January 2014. Feedback from this consultation was taken into account during the next stage.
- 7.3. A further web based consultation was undertaken from the 1 May 2015 to the 1 June 2015 to provide additional information and details of the proposals and provided another opportunity to the public and Parish Council to provide further view and comments
- 7.4. Comments received from the public, parish council and Hart District Council have been helpful in providing the finalised detailed design.

8. Statutory Procedures

- 8.1. A temporary traffic regulation order is required during the works

9. Land Requirements

- 9.1. None, all works will be carried out on the highway.

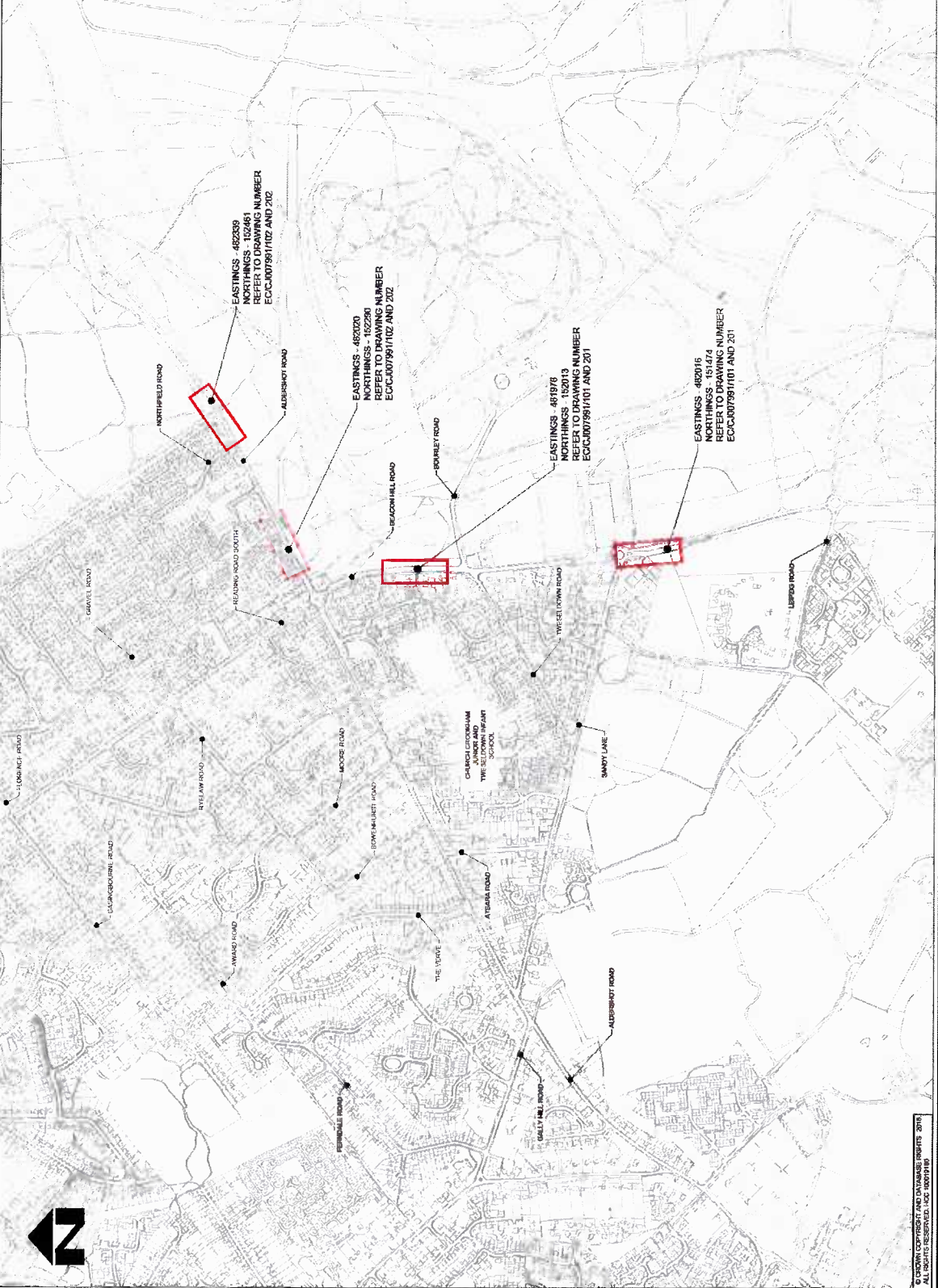
10. Maintenance Implications

- 10.1. It is considered that the measures covered in this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures. The specifications and use of the plastic materials for the gateway features are in use at sites in other parts of the County.

11. Recommendation(s)

- 11.1. That at the Director approves the details of the Church Crookham Gateways and Speed Management scheme as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £110,000 to be funded from developer's contributions

NOTES
 1. EXACT SCALE GIVEN IN DRAWING
 2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE STATED



PARTS OF THE DRAWING SHOULD BE IN COLOUR. PRINTING IN BLACK AND WHITE IS NOT PERMITTED. PARTICULARS OF THE DRAWING SHOULD BE IN COLOUR.

PROJECT REFERENCE: ECC/J07981/100
 DRAWING NO: ECC/J07981/100

CLIENT: CHURCH CROOKHAM GATEWAY FEATURES AND SPEED MANAGEMENT
 SCALE: 1:4000
 DATE: 1 OF 1

Hampshire County Council
 ENGINEERING
 COUNTY COUNCIL
 STUART JAMES BAEPPLE, CHIEF ENGINEER, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

HAMPSHIRE COUNTY COUNCIL
 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

NO.	REV.	DATE	BY	CHKD	APPD

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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

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this
scheme will contribute.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
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.)

DocumentLocation

Impact Assessments

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Low/medium
Disability	Low/medium
Sexual Orientation	none
Race	none
Religion and belief	none
Gender Reassignment	none
Sex	none
Marriage and civil partnership	none
Pregnancy and maternity	none
Other policy considerations	
Poverty	none
Rurality	none
Other factors	none
Geographical impact	Hart

Please give a brief explanation of each impact you have listed as low/medium/high.

The provision of improved pedestrian crossing facilities with tactile paving and dropped kerbs along with associated traffic management measures will help the visually impaired and more vulnerable road user access to local facilities.

2. **Impact on Crime and Disorder:** By providing measures to encourage improved driver behaviour will contribute in reducing the risk of driver traffic offences.

3. Climate Change:

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme proposals are expected to have a positive effect on climate change by improving facilities and infrastructure for pedestrians. Provision of improved crossing facilities and traffic management will help to encourage people to walk to the local facilities nearby reducing their reliance on the car, and offering a healthy alternative travel opportunity.

How does what is being proposed impact on our carbon footprint / energy consumption

The current policy of Reduce, Recycle, Reuse, will be implemented, such that excavation materials, where possible, will be reused as sustainable materials on future schemes