

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Crondall Road – Traffic Calming Scheme

**Contact name:**

**Tel:** 07718 147047

**Email:** helen.merrills@hants.gov.uk

**1. The decision:**

- 1.1. That the Director approves the details of the Crondall Road, traffic calming 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 the proposed improvement along Crondall Road as set out in the supporting report, at a total estimated cost of £88,000, to be funded from developer contributions.

**2. Reasons for the decision:**

- 2.1. This scheme is identified in the Hart District Statement (reference L88) and developer contributions have been identified to provide for the proposed improvements.
- 2.2. Crondall Road is a rural C class road leading from the village of Crookham to the A287 situated to the south west of the town of Fleet. The A287 is one of the main routes from Fleet and Crookham Village to the M3 motorway.
- 2.3. Crondall Road is mainly used for access to properties along and off the road and for access in the village of Crookham. Residents have been campaigning for sympathetic traffic calming measures along this route with the aim of reducing traffic speeds and providing a safer environment for pedestrians and other road users who need to access their properties and local facilities along Crondall Road.
- 2.4. In the absence of footpaths along the route there are limited areas where pedestrians can walk off road and due to the rural nature of the route and lack of road space there are limited opportunities for the provision.
- 2.5. The amount of traffic using Crondall Road is expected to increase over time as Hart District Council, in its Local Development Framework (LDF) preferred approach consultation document published in July 2011, proposes the allocation of land for 2,100 houses in the local area by 2028.

The proposals outlined in this report were derived from earlier public consultations and feasibility studies to look at solutions to improve road conditions for residents and other road users who live and need to access Crondall Road. The scheme will contribute in providing a safer environment and enhancing the quality of life for those residents who live along Crondall Road.

The scheme meets the aims of the County Council's corporate priorities.

- (i) "Making Hampshire safer and more secure for all" by providing improvements to footway, and providing traffic calming measures to better manage traffic speed.
- (ii) "Maximising well being" by improving opportunities and ease with which people can access local facilities such as the local pub and recreational area next to the Basingstoke Canal by providing a new section of footpath.
- (iii) "Enhancing our quality of place" by providing improvements and updating facilities and reducing traffic speeds along the route. This scheme will contribute to promoting walking and improving accessibility for residents who live along Crondall Road.

2.6. The scheme also contributes towards the County Council's Strategic Plan 2013-2017;

- (i) Aim 2 Economy; providing pedestrian improvement along Crondall Road will contribute in providing a sustainable environment.
- (ii) Aim 3 Communities; the local community have been engaged during various stages of this scheme. Providing measures to reduce traffic speeds and providing pedestrian improvements will help residents feel safer when accessing Crondall Road.

### **3. Other options considered and rejected:**

3.1. A pre-feasibility report produced by Hampshire County Council in February 2012 noted that a number of traffic calming methods have been considered for Crondall Road;


- (i) Chicanes were trialled in 2003-4, but were rejected by residents; Vertical traffic calming such as speed tables, speed cushions and non-priority chicanes were rejected due to the rural nature of the route and access required to surrounding land by agricultural vehicles.
- (ii) Speed humps which would require extra street lighting, were also rejected

**4. Conflicts of interest:**

4.1. None

**5. Dispensation granted by the Head of Paid Service:**

5.1. None

<b>Approved by:</b>	<b>Date:</b>
	19/12/14
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Crondall Road – Traffic Calming

**Contact name:**

**Tel:** 07718 147047

**Email:** Helen.merrills@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this report is to seek approval to procure and spend and enter into the necessary contractual arrangements to implement the proposed improvements along Crondall Road, as set out in this report, at an estimated cost of £88,000 to be funded by Developer Contributions.
- 1.2. The scheme provides traffic calming measures and pedestrian improvements along Crondall Road. Delivering the improvements will contribute in reducing the 85%ile of traffic speed to closer to the 30mph speed limit within the restricted area, provide improvements for pedestrians with the provision of sections of footways and making the village environment more pleasant for its users by providing suitable traffic calming measures along Crondall Road.

### 2. Background

- 2.1. Crookham Village Parish Council (CVPC) and the Crondall Action Group (CRAG) have shared concerns with Hampshire County Council about the speed of traffic and lack of pedestrian facilities on Crondall Road.
- 2.2. The community have been campaigning for a number of years for improvement to slow traffic and improve conditions for those who need to access their properties and local facilities along Crondall Road. Traffic volumes are expected to increase as housing development in the area is taken forward and the need to access the A287 increases.
- 2.3. A number of traffic management methods have been trialled and considered within the village, and over the past 10 years a number of these have been along Crondall Road. None of those considered or implemented have been deemed suitable or effective by local residents. In March 2010 with a limited budget a scheme was implemented to extend the 30mph speed limit from Chequers Bridge to a point 185m south of the bridge. The scheme also involved some improvements to the road signs and lines in an effort to reduce

traffic speeds, the measures provided were adequate but need to be reinforced by further traffic calming.

- 2.4. A number of 'near misses' have been reported. A review of historic personal injury accident data between 1/10/09 and 30/9/14 identified 1 personal injury accident.
- 2.5. The traffic calming measures outlined in this report, coupled with the reductions in the speed limit restrictions along the route and the provision of a footpath, will contribute to a reduction of traffic speeds and provide a safer environment.
- 2.6. The measures to be implemented are a result of the outcome of consultations undertaken by Hampshire County Council with Crookham Village Parish Council and residents.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	15.5	17.6	Developer contributions	88
	Client Fee	4.0	4.5		
	Supervision	8.0	9.1		
	Construction	60.5	68.8		
	Land	0	0		
	Total	<u>88</u>	<u>100</u>	Total	<u>88</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.5	0.001
	Capital Charges (Depreciation and notional interest charges)	8.5	0.005

#### 4. Programme

- 4.1. Following approval, the scheme will progress to the tender and planned delivery is for approximately five weeks from the middle of February 2015.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date	12/14	02/15	03/15	03/16

#### 5. Scheme Details

- 5.1. The improvements will provide for a combination of kerb build-outs and pinch points and associated road markings to provide traffic calming measures along Crondall Road and the provision of new footways between the Basingstoke Canal car park and the Exchequer public house.
- 5.2. A Traffic Order Proposal to impose a new 50 mph speed limit and extend the existing 40 mph at Crookham Village will further contribute toward the traffic calming measures. A Traffic Order has been advertised by Hampshire County Council to provide the following;
- 5.3. **40mph – existing de-restricted** Crondall Road, between a point at the southern end of the existing 40mph limit 43 metres south of its junction with Zephon Common Lane and a point 300 metres south of that point.
- 5.4. **50mph – existing de-restricted** Crondall Road, between its junction with the A287 Farnham Road and a point 855 metres north thereof. (i.e. the southern end of the 40mph limit specified above).
- 5.5. The proposals will include:
- provision of a 1.2 metre wide standard macadam footway, 20 metres in length on the eastern verge between the Exchequer public house and the eastern boundary of Blue Bell Cottage with a kerb build out.
  - provision of a 1.2 metre wide standard macadam footway 128 metres in length on the western verge between the Basingstoke Canal car park and Exchequer public house with associated drainage works.
  - the re-location and enhancement of the existing gateway features to the new proposed 40mph speed limit and provision of associated road markings and the provision of rumble strips between Bowenhurst Lane and Zephon Common Lane. The rumble strips will be located away from residential properties.
  - provision of deceleration markings either side of the canal bridge and associated road markings and pinch points.

## **6. Departures from Standards**

6.1. None

## **7. Community Engagement**

- 7.1. The County Councillor John Bennison is fully supportive of the proposed scheme and has been involved with officers and the local community during various stages of the project.
- 7.2. The County Council have consulted and engaged with Crookham Village Parish Council, the local community and residents during various stages of the project. The Local Member and officers also attended Parish Council meetings and met with residents and Parish Council members on site.
- 7.3. A four week public consultation was undertaken during September and October 2013. As part of the consultation plans were provided outlining the proposals with the preferred options and a further opportunity was provided to enable the public to comment on the proposals and complete a questionnaire. A copy of the plans and an online questionnaire was provided on Hampshire County Council's web site for the period.
- 7.4. During the public consultation the traffic calming measures received 75% support, the changes in speed limits received 78% support and the provision of the footway received 58% support. The results of the consultation and feedback of the comments were made available to members of the public via Hampshire County Council's web pages.
- 7.5. As a result of the feedback received during the consultation period and during the detailed design stage some changes have been made to the final scheme. These included a further extension of the 40mph speed restriction and this will now start further south along Crondall Road with associated traffic management measures provided. Another short section of footpath on the western side of Crondall Road will be provided and minor amendments to the location of traffic calming build outs/pinch points were required to allow for vehicular access and to comply with safety audit recommendations.
- 7.6. Following the public consultation period, officers met with those residents whose properties were adjacent to the proposed footpath. The amendments include changes agreed with those residents on site. On the 3 November 2014 officers also attended a Parish Council meeting with a copy of the revised drawings and were on hand to answer any questions from the Parish Council and the public regarding the amendments.

## **8. Statutory Procedures**

- 8.1. A Traffic Regulation Order to amend the speed limit along Crondall Road is being progressed in conjunction with this scheme.

## **9. Land Requirements**

9.1. None, all work will be undertaken on highway land.

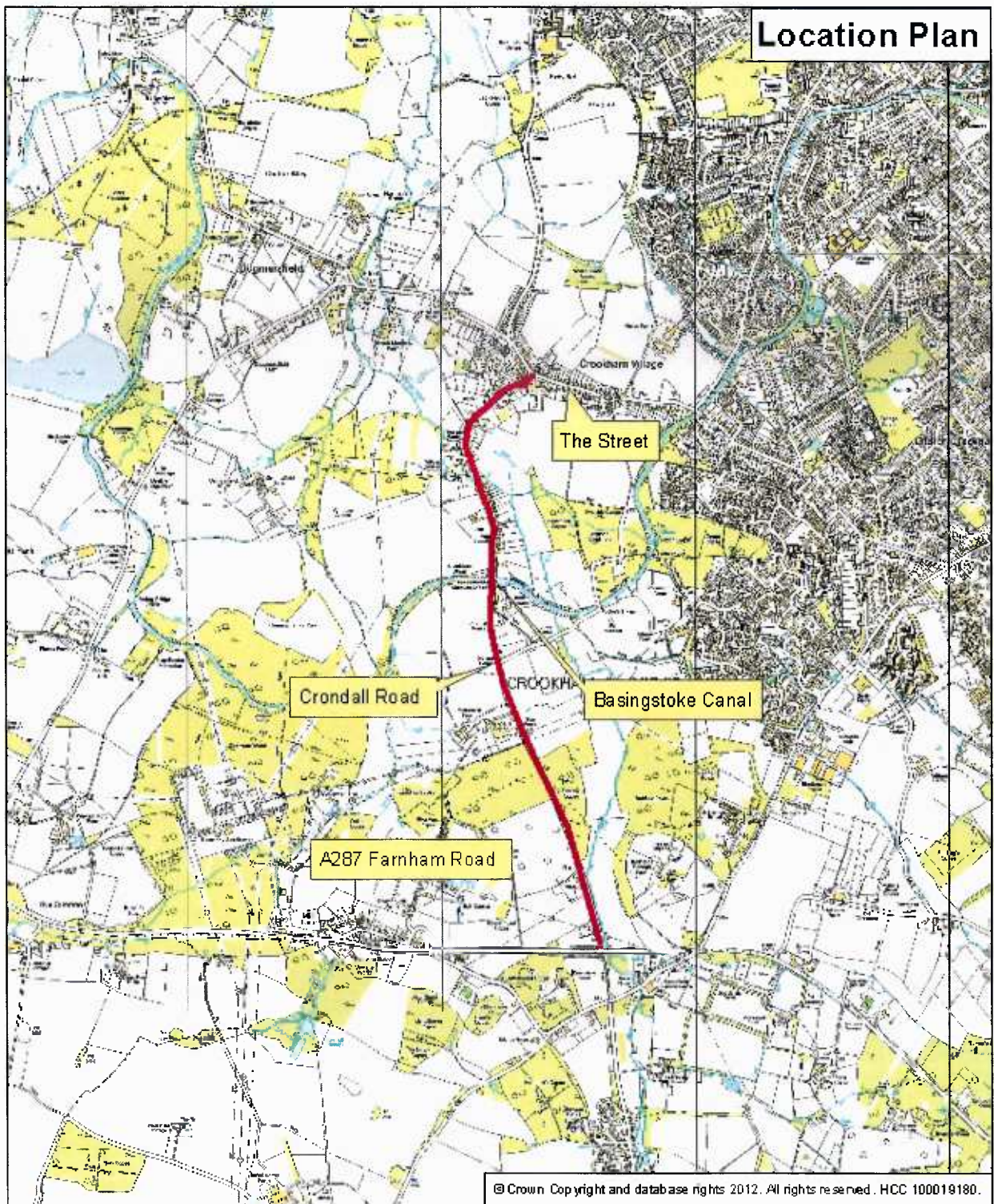
## **10. Maintenance Implications**

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.

## **11. Recommendations**

11.1. That the Director approves the details of the Crondall Road, traffic calming 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 the proposed improvement along Crondall Road as set out in the supporting report, at a total estimated cost of £88,000, to be funded from developer contributions.



**TITLE: Crondall Road Traffic Calming**



Scale: 1:10,000 FS21845

**DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT**

**Date 12.12.2014**

Drawn by: Helen Merrills



**Economy, Transport and Environment**

## 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**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives:</b>		
<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>
None	

## 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
Disability	low
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	low
Rurality	none
Other factors	none
Geographical impact	none

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

The improvements will benefit all types of road users. As contributing in reducing the traffic speeds and providing pedestrian improvements will improve the environment for residents who live along Crondall Road and for those who need to access local facilities on foot.

2. **Impact on Crime and Disorder:** The overall improvements will contribute in reducing the overall crime figures by providing measures to reduce the risk of speeding offences along Crondall Road.

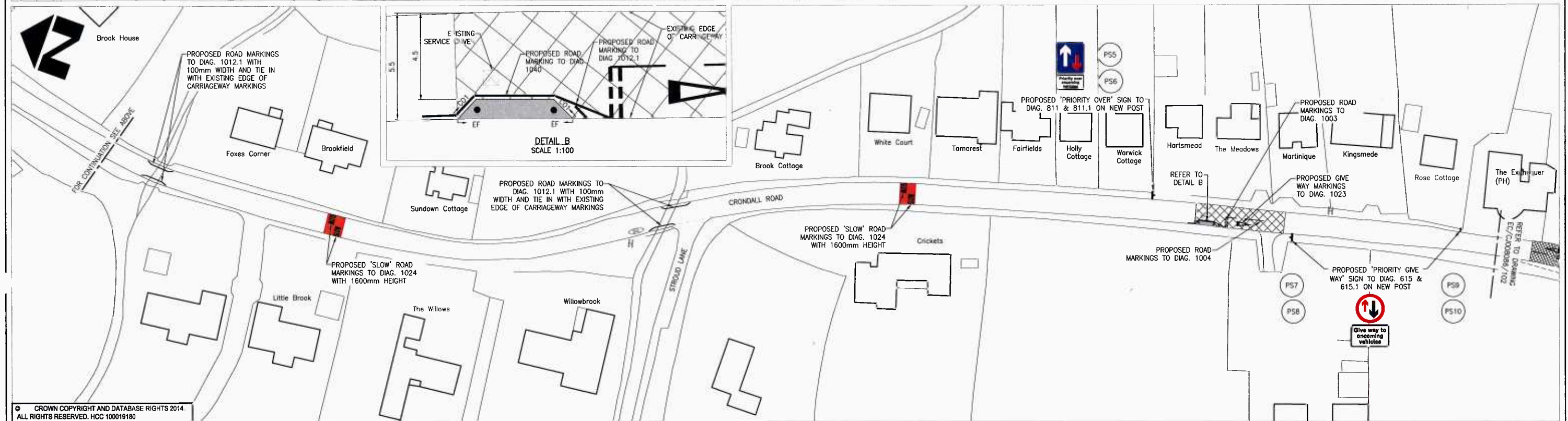
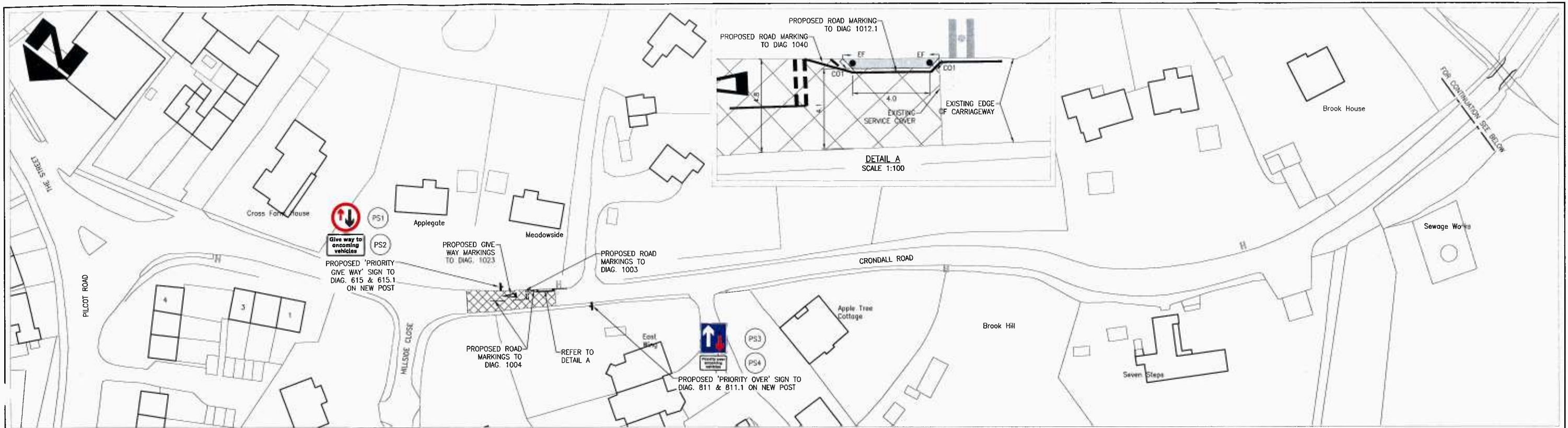
### 3. Climate Change:

- 3.1 How does what is proposed impact on our carbon footprint/energy consumption?

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

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

The scheme proposal are expected to have a positive impact on climate change by improving facilities an infrastructure for pedestrians, there by offering a healthy alternative travel opportunity



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  - ALL HIGH FRICTION SURFACING SHALL BE HAPAS BBA TYPE 1 HIGH FRICTION SURFACING TO CLAUSE 924SR.
  - THE CONTRACTOR SHALL ERECT AND DISMANTLE TRAFFIC MANAGEMENT IN ACCORDANCE WITH TRAFFIC SIGN MANUAL CHAPTER 8.
  - THE CONTRACTOR SHALL ASCERTAIN THE EXACT LOCATION OF STATUTORY UNDERTAKERS PLANT ON SITE PRIOR TO COMMENCEMENT OF WORKS.

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**KEY**

- PROPOSED TYPE 1A FOOTWAY TO STANDARD DETAIL HCC9/C/045C
- PROPOSED HIGH FRICTION RED SURFACING TO STANDARD DETAIL HCC9/S/005B NOTE 3
- PROPOSED NEOPOLITAN 150 BOLLARD TO STANDARD DETAIL HCC9/C/130
- PROPOSED TYPE C01 CONSERVATION KERB TO STANDARD DETAIL HCC9/C/025B
- PROPOSED CONCRETE EDGING TO STANDARD DETAIL HCC9/C/045C
- PROPOSED SIGN
- PROPOSED ROAD MARKINGS
- EXISTING SIGN TO REMAIN
- EXISTING SERVICE COVER TO REMAIN
- PROPOSED SURFACE COURSE INLAY HRA35/14F SURFACE 40/60 45MM THICK - APPENDIX 7/1/C MIN PSV68

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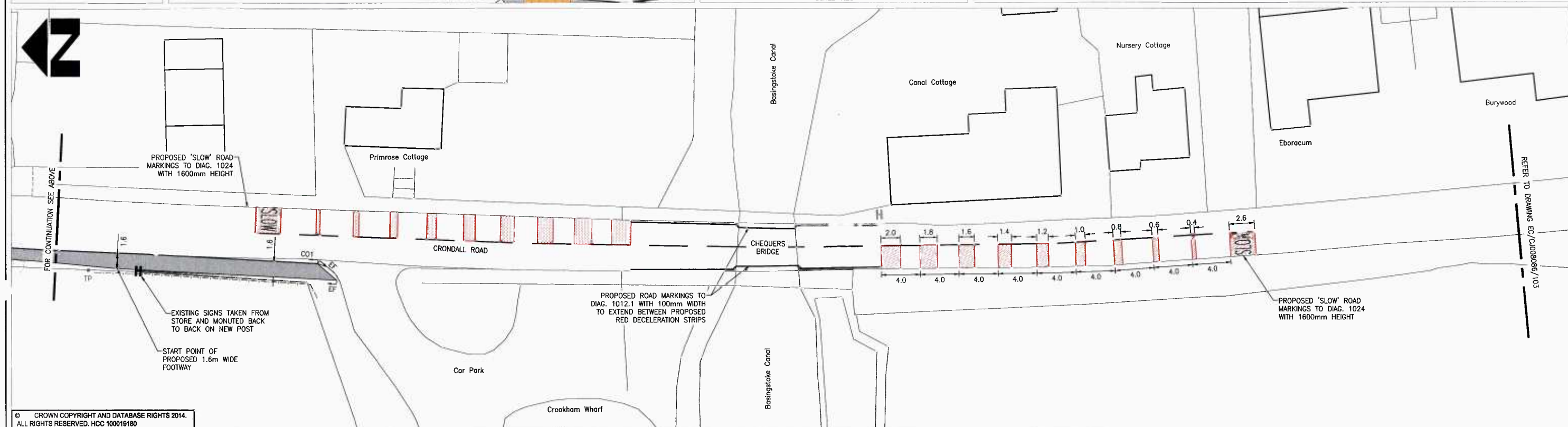
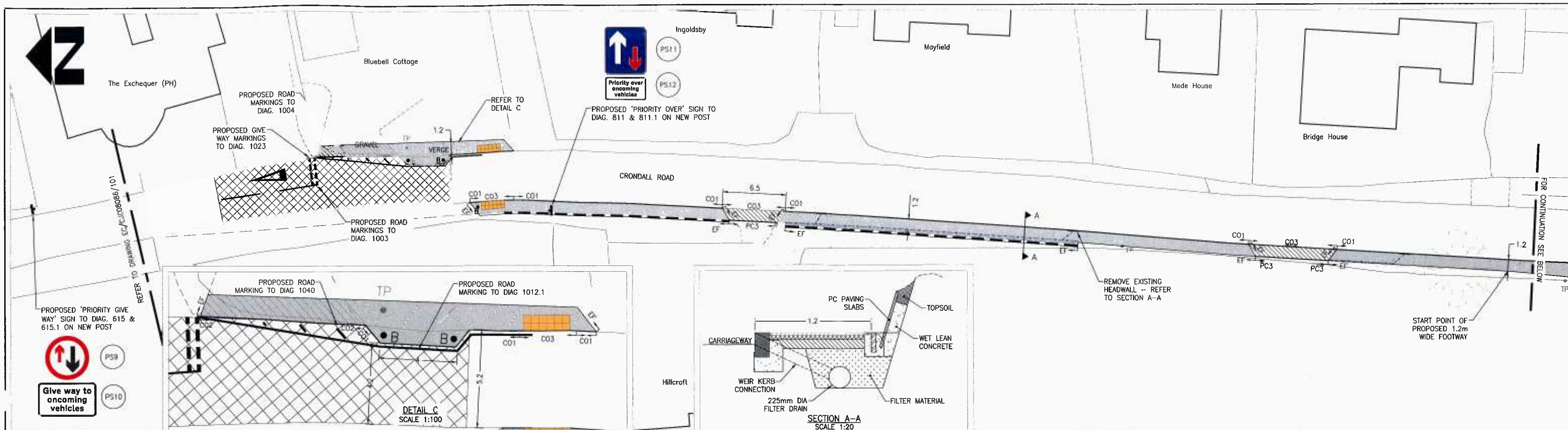
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CONSULTANT  
**Hampshire County Council**  
engineering CONSULTANCY  
STUART JARVIS BSc DipTP FCIBT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER WL	SCHEME <b>CRONDALL ROAD, CROOKHAM VILLAGE - TRAFFIC CALMING</b>	JOB No. C/J008086.01 SCALE @ A1 1:500	DATE JUL 2014	SHEET NUMBER 1 OF 4	DRAWING NUMBER EC/CJ008086/101
CAD WL					
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APPROVED CM CM					

DRAWING TITLE <b>GENERAL ARRANGEMENT</b>	REV
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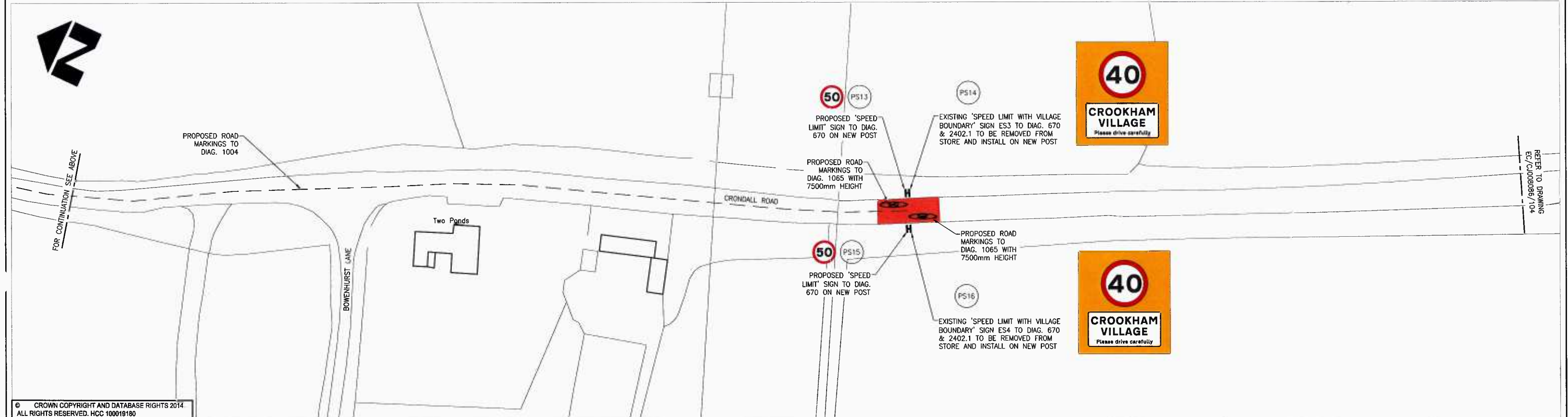
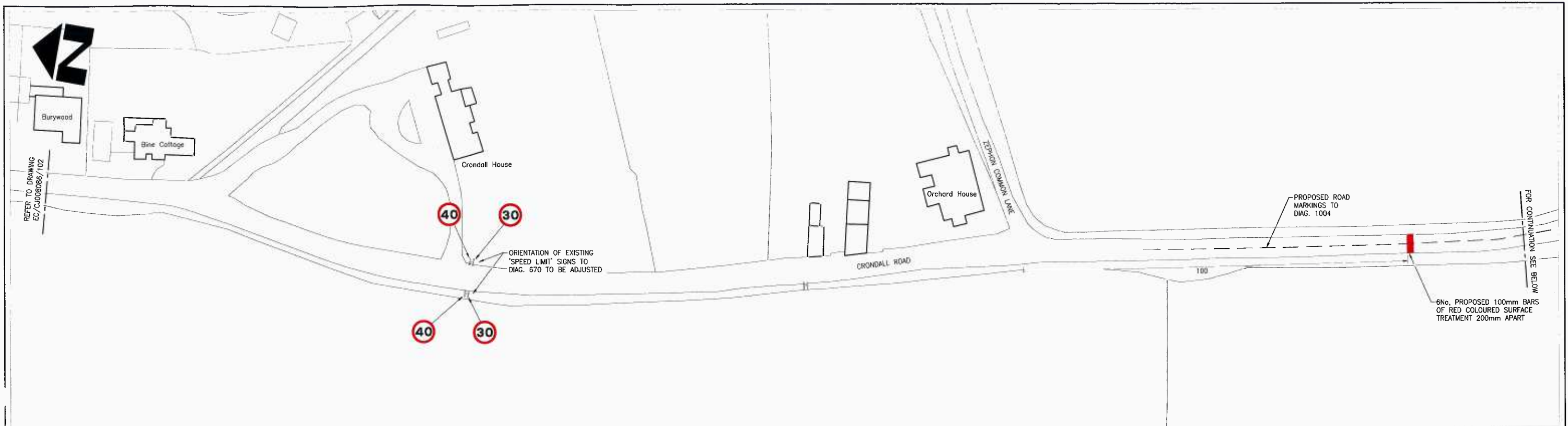
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  - THE CONTRACTOR SHALL ERECT AND DISMANTLE TRAFFIC MANAGEMENT IN ACCORDANCE WITH TRAFFIC SIGN MANUAL CHAPTER 8.
  - THE CONTRACTOR SHALL ASCERTAIN THE EXACT LOCATION OF STATUTORY UNDERTAKERS PLANT ON SITE PRIOR TO COMMENCEMENT OF WORKS.

- THIS DRAWING TO BE READ IN CONJUNCTION WITH TO APPENDIX 12/1.
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KEY		PROPOSED TYPE C03 CONSERVATION KERB TO STANDARD DETAIL HCC9/C/025B		PROPOSED TYPE B FILTER MATERIAL TO CLAUSE 505		PROPOSED PC WEIR KERB WITH 150mm DIA CONNECTION TO FILTER DRAIN	
	PROPOSED TYPE 1A FOOTWAY TO STANDARD DETAIL HCC9/C/045C		PROPOSED TYPE C03 CONSERVATION KERB TO STANDARD DETAIL HCC9/C/025B		PROPOSED TYPE B FILTER MATERIAL TO CLAUSE 505		PROPOSED PC WEIR KERB WITH 150mm DIA CONNECTION TO FILTER DRAIN
	PROPOSED HIGH FRICTION RED SURFACING TO STANDARD DETAIL HCC9/S/005B NOTE 3		PROPOSED TYPE PC3 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC9/C/010A		PROPOSED TYPE 5 FOOTWAY TO STANDARD DETAIL HCC9/C/055B		PROPOSED SURFACE COURSE INLAY HRA35/14F SURFACE 40/60 45mm THICK - APPENDIX 7/1/C MIN PSV68
	PROPOSED NEOPOLITAN 150 BOLLARD TO STANDARD DETAIL HCC9/C/130		PROPOSED CONCRETE EDGING TO STANDARD DETAIL HCC9/C/045C		PROPOSED TYPE 5 FOOTWAY TO STANDARD DETAIL HCC9/C/055B		PROPOSED TACTILE PAVING TO STANDARD DETAIL HCC9/C/060A
	PROPOSED TYPE C01 CONSERVATION KERB TO STANDARD DETAIL HCC9/C/025B		PROPOSED SIGN		PROPOSED PC PAVING SLABS LAID VERTICALLY WITH ST2 CONCRETE BED AND BACKING - SEE SECTION A-A		
	PROPOSED TYPE C02 CONSERVATION KERB TO STANDARD DETAIL HCC9/C/025B		PROPOSED ROAD MARKINGS				
			EXISTING SIGN TO REMAIN				

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- KEY**
- PROPOSED HIGH FRICTION RED SURFACING TO STANDARD DETAIL HCC9/S/005B NOTE 3
  - PROPOSED OR RELOCATED SIGN
  - PROPOSED ROAD MARKINGS
  - EXISTING SIGN TO REMAIN

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DESIGNER: WL  
CAD: WL  
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APPROVED: CM CM  
SCHEME: CRONDALL ROAD, CROOKHAM VILLAGE - TRAFFIC CALMING  
JOB No. CJ008086 01  
SCALE @ A1: 1:500  
DATE: JUL 2014  
SHEET NUMBER: 3 OF 4

DRAWING TITLE: GENERAL ARRANGEMENT  
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DRAWING NUMBER: EC/CJ008086/103  
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CRONDALL ROAD

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FOR CONTINUATION SEE BELOW



CRONDALL ROAD

FOR CONTINUATION SEE ABOVE



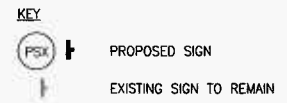
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JOB No. CJ008086.01  
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DRAWING TITLE: GENERAL ARRANGEMENT

HCC CAD PLOT: 15/10/2014 11:57:52  
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