

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Clanfield Village Crossing Point Improvements

**Contact name:** Kevin Dearing

**Tel:** 01962 846879

**Email:** Kevin.dearing@hants.gov.uk

### 1. The decision:

- 1.1. That the Director approves the details of the Clanfield Village Crossing Points Improvements, 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 £140,000, to be funded from Developer Contributions.

### 2. Reasons for the decision:

- 2.1. The reason for the decision is to provide a safer environment for children walking to Clanfield Junior School by improving the crossing point in South Lane and introducing traffic speed cushions in East Meon Road.
- 2.2. The proposals to deliver improvements in this part of Clanfield align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP).
  - Improve road safety
  - Promoting walking and cycling
  - Quality of life and place
- 2.3 This decision supports the Hampshire County Council corporate strategy policy of "making Hampshire safer and more secure for all" and "enhancing our quality of place".

### 3. Other options considered and rejected:

- 3.1. Do nothing other than seek permission to cut back vegetation in the sightline to the east. This was rejected on the grounds that this is only a short term solution; the vegetation would re-grow and there was no guarantee that it would be cut back in the future.

- 3.2. Options to relocate the crossing point were also discounted due to poor sight lines, the potential removal of the pedestrian desire line and the need to move the existing bus stop.
- 3.3. Consideration was given to a priority change at the junction of Chalton Lane and North Lane in favour of North Lane. This was rejected because traffic flows in North Lane are low and it was thought that local traffic would ignore the priority change thereby introducing a possible accident situation.
- 3.4. Several iterations of a signal controlled crossing were considered in some detail. Due to the lack of visibility between the two traffic stop lines and the uncertainty of where traffic would be at a standstill from a pedestrian point of view, this option was rejected.

**4. Conflicts of interest:**

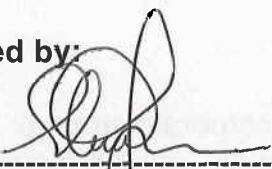
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

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

- 5.1. None

**6. Supporting Information:**

- 6.1. None

<b>Approved by:</b>  -----	<b>Date:</b>  16/9/14 -----
<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>	Clanfield Village Crossing Point Improvements

**Contact name:** Kevin Dearing

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### 1. Executive Summary

1.1. The purpose of this paper is to present the case for approval of the proposed Clanfield Village Crossing Point Improvements scheme, at a total estimated cost of £140,000, funded from Developer Contributions.

1.2. The project proposes to redesign an existing crossing point at the junction of South Lane with East Meon Road by carrying out footway widening, junction radius tightening and installing a raised junction table. Other measures include the introduction of two sets of speed cushions in East Meon Road near the junior school entrance and a traffic priority build out on the eastern approach to the village at Chalton Lane.

#### 1.3. Alternative Options Considered and Rejected

- Do nothing other than seek permission to cut back vegetation in the sightline to the east. This was rejected on the grounds that this is only a short term solution; the vegetation would re-grow and there was no guarantee that it would be cut back in the future.
- Options to relocate the crossing point were discounted due to poor sight lines, the potential removal of the pedestrian desire line and the need to move the existing bus stop.
- Consideration was given to a priority change at the junction of Chalton Lane and North Lane in favour of North Lane. This was rejected because traffic flows in North Lane are low and it was thought that local traffic would ignore the priority change thereby introducing a possible accident situation.
- Several iterations of a signal controlled crossing were considered in some detail. Due to the lack of visibility between the two traffic stop lines, the uncertainty of where traffic would be at a standstill from a pedestrian point of view, and in addition following calculations of a maximum  $PV^2$  at 0.17, this option was rejected.

- 1.4. The success of the improvements will be assessed by feedback from Clanfield Parish Council, the Head of Clanfield junior school and general observations of how the scheme performs in terms of traffic and pedestrian movements.

## 2. Background

- 2.1. Clanfield is located in south east Hampshire 15 miles (25 km) north of Portsmouth and 6 miles (9 km) south of Petersfield. It lies west of the main A3 trunk road. Its population is estimated to be 4,363.
- 2.2. The older part of Clanfield is to the north west and slightly separated from the rest of the village. Clanfield Junior School is located in this part of the village and is near the edge of its large catchment area. Currently there are around 280 pupils of whom about one quarter walks to school with the rest travelling by car. However, some children are dropped off away from the school, such as at the Memorial Hall, and walk the last part. Many children walking to school are travelling unaccompanied. Children living in the new development in Green Lane may be expecting to attend this school.
- 2.3. Most of those walking to school have to use the uncontrolled crossing point located in the middle of the junction of South Lane, East Meon Road, North Lane and Chalton Lane. Close to the crossing point are shops, a church, a public house and bus stops. The crossing point is located on a 90 degree bend on the road carrying the main traffic flow (Chalton Lane and South Lane) and sight lines are poor both for drivers approaching the crossing point and for pedestrians wishing to cross, especially from south to north. There is a School Crossing Patrol at this location. Although there have been some staff changes in recent years there is no record of "site danger" being given as the reason for leaving. Other residents use this crossing point including older people living at Swallow Court opposite the school.
- 2.4. Following previous meetings Council officers attended a site meeting on 18<sup>th</sup> July 2012 with Councillor West, District Councillor Newberry, District and Parish Council representatives, and the school Head. The issues were observed and potential solutions discussed.
- 2.5. Analysis of traffic and accident data collected in recent years is as follows:-

Traffic: On Chalton Lane in October 2011 the 12 hour 5 day average traffic flow was 2039 eastbound and 1916 westbound. The highest peak hour was 403 vehicles eastbound (08:00 – 09:00) averaged over the 5 day period. On South Lane the volumes were 2226 northbound and 2158 southbound with a highest average peak hour of 470 vehicles northbound (08:00 – 09:00).

Heavy Vehicles: There were on average 129 heavy vehicles (rigid and articulated) westbound and 91 eastbound on Chalton Lane over the same 12 hour period. On South Lane the volumes were 164 northbound and 304 southbound, the latter representing 14% of the total traffic flow.

Speeds: Both Chalton Lane and South Lane are subject to a 30 mph limit. During the same survey period average traffic speeds in each direction on Chalton Lane were around 28mph with the 85<sup>th</sup> percentile speed about 34mph. On South Lane mean speeds were 25 mph and 23 mph southbound whereas 85<sup>th</sup> percentile speeds were 30 mph northbound and 29 mph southbound.

Accidents: Over the five year period to 31<sup>st</sup> May 2012 two Personal Injury Accidents were reported within a 200m radius of the crossing point. One classed as 'slight' happened at the crossing point when an 89 year old pedestrian was hit by a car. The other accident was classed as 'serious' but occurred at the junction of South Lane and Hambledon Road.

Pedestrians: A School Crossing Patrol survey was undertaken from 08:00 – 09:00 on 22<sup>nd</sup> June 2011. There were 53 children crossing of whom 38 were unaccompanied during which 301 vehicles passed.

- 2.6 In summary, traffic flows at the crossing point are not generally high, speeds are not excessive, and there is no evidence of a particular accident problem. However, there is a clear perception of danger and even adult pedestrians crossing from south to north take risks due to the short sight distance to oncoming traffic. For safety reasons the Crossing Patrol is required to stand on the north side of the road. Improvements at this crossing point have been designed to reduce the risk and the perceived danger.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	29	Developer Contributions	140
	Client Fee	3	2		
	Supervision	4	3		
	Construction	87	62		
	TRO	6	4		
	Total	<u>140</u>	<u>100</u>	Total	<u>140</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3	0.003%
	Capital Charges (Depreciation and notional interest charges)	13	0.008%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	09/14	01/15	03/15	03/16

#### 5. Scheme Details

The project includes the following improvements and measures:

- The existing crossing point in South Lane at East Meon Road will be re-modelled with a reduced junction radius on the north eastern side. This work will result in a small increase in available footway area for pedestrians to assemble whilst waiting to cross the road. The radii both sides of North Lane will be reduced with a raised junction table in South Lane extending into East Meon Road and as far as the east side of North Lane. Approaches from the east and west will have high friction surfacing applied to the carriageway surface.
- Visibility at the crossing will be improved in the easterly direction by the removal of shrubs on private land. A lower planting regime at that location will be established by agreement with the owner of the dental practice.
- Two sets of speed cushions positioned in East Meon Road adjacent to the junior school access will assist in slowing traffic down at this location.
- A traffic priority build out in Chalton Lane to the east at Pond Lane will contribute to the slowing down of traffic as it approaches the bend where the pedestrian crossing is situated.
- Three gateways with a feature wall and sign announcing Clanfield village will be located at East Meon Road, South Lane and Chalton Lane. Each will have a full road width buff high friction surface "Slow" sign on the carriageway.
- An area of footway extending along the south side of South Lane at the crossing site will be resurfaced.

#### 6. Departures from Standards

6.1. There are no departures from standards for the project.

## **7. Community Engagement**

- 7.1. County Councillor K Moon, District Councillor D Newberry, the Parish Council and the Head Teacher of Clanfield Junior School are all in support of the project and look forward to its implementation.

## **8. Statutory Procedures**

- 8.1. A Traffic Regulation Order will be required to formalise the installation of the junction table and the four speed cushions. This work will be carried out by colleagues in the Traffic Management Team.

## **9. Land Requirements**

- 9.1. No land is required for the project since all of the works is contained within existing highway boundary.

## **10. Maintenance Implications**

- 10.1. The proposed improvements will result in a slight increase in annual maintenance expenditure in future years. However no maintenance will be required in the short term given the scheme is in a number of instances, replacing old materials with new.

## **11. Recommendations**

- 11.1. That the Director approves the details of the Clanfield Village Crossing Points Improvements, 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 £140,000, to be funded from Developer Contributions.

# Clanfield Village Pedestrian Crossing Improvements



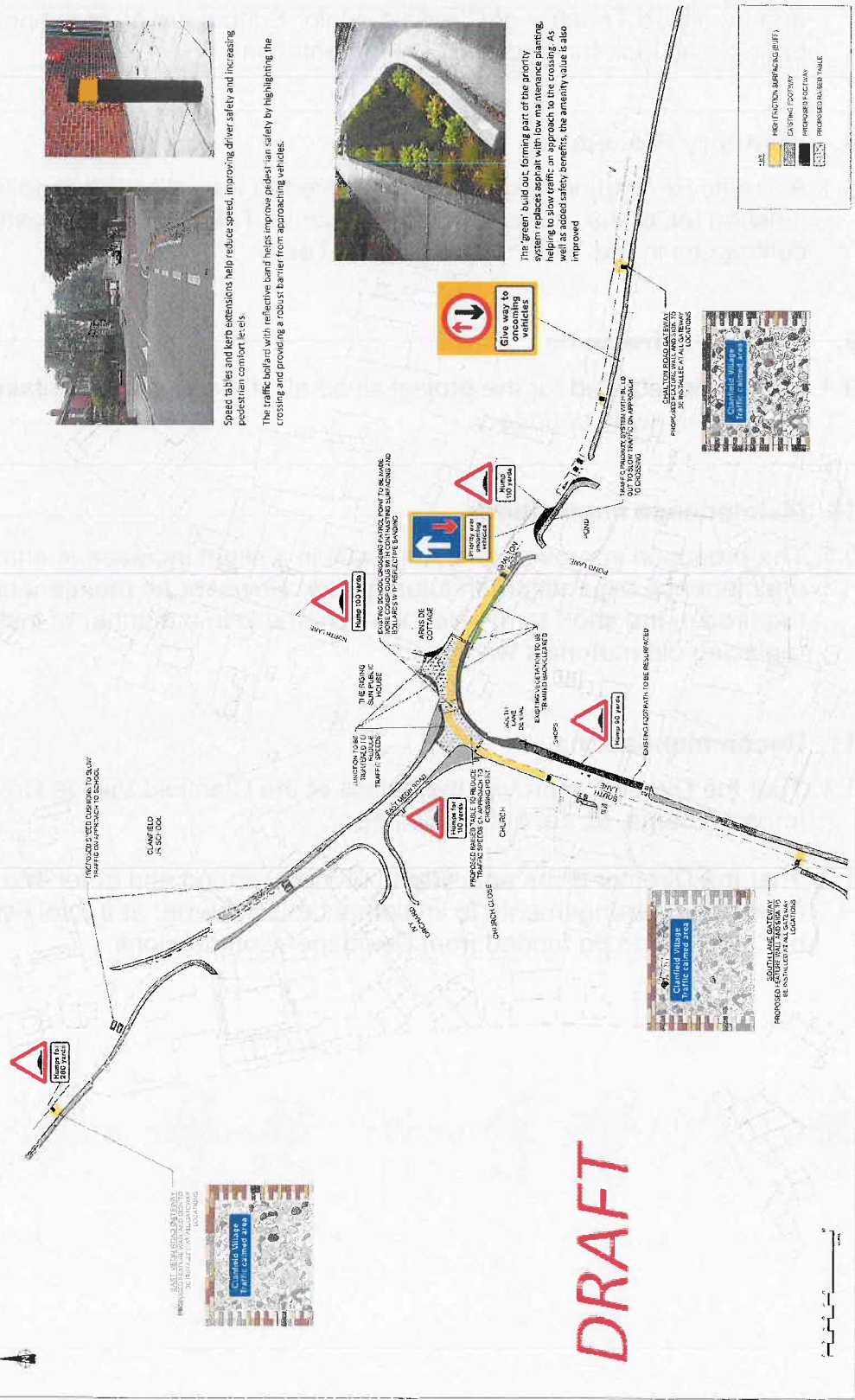
Speed tables and kerb extensions help reduce speed, improving driver safety and increasing pedestrian comfort levels.



The traffic bollard with reflective band helps improve pedestrian safety by highlighting the crossing and providing a robust barrier from approaching vehicles.



The green built out, forming part of the priority system replaces asphalt with low maintenance planting, helping to slow traffic on approach to the crossing. As well as added safety benefits, the amenity value is also improved.



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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**

<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.)

Document Feasibility Report

Location Engineering Consultancy

## 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 "Safe and well managed highways in Hampshire".
- 1.2. It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### 2. Impact on Crime and Disorder:

- 2.1. It is considered that the proposed works will have no influence on the levels of Crime and Disorder that may exist in the village of Clanfield.

### 3. Climate Change:

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

There will be little or no change to the status quo.

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

By introducing improvements to the footway network with safer crossing places, people will be encouraged to consider the opportunity to travel by alternative means. Such action has therefore the potential to reduce motor car emissions.