

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Puffin Crossing, Western Way, Basingstoke

Contact name: Adam Bunce

Tel: 01962 845646

Email: Adam.bunce@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Puffin crossing in Western Way, Basingstoke 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 £200,000 to be funded from the Local Growth Fund (Sustainable) EM3 and developer contribution.

2. Reason(s) for the decision:

- 2.1. Western Way is in the Grove Ward of Basingstoke and is a local road through a housing estate connecting Worthing Road and Winchester Road. Currently pedestrians wishing to cross Western Way use the uncontrolled crossing points and pedestrian refuge islands / build outs further along Western Way. However, the new development on Western Way near Pinkerton Road, which includes a church, doctor's surgery and pharmacy, will result in an increase in pedestrian footfall and traffic flows on Western Way.
- 2.2. The scheme has been proposed to provide a safer crossing of Western Way in anticipation of increased traffic flows due to the new developments in the vicinity. A Puffin (controlled) crossing will enable pedestrians to cross Western Way more safely especially the young, elderly and mobility impaired.

3. Other options considered and rejected:

- An uncontrolled crossing was precluded on the basis it wouldn't be sufficient from a road safety perspective.
- A Zebra crossing was precluded on the basis that the vehicular speeds were too high.

4. Conflicts of interest:

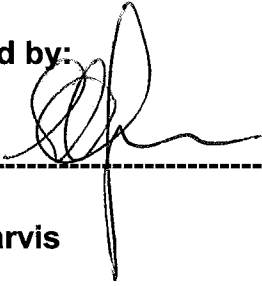
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:	Date:
----- 	12/1/16 -----
Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this report is to provide details of a proposed scheme to improve road safety for pedestrians looking to cross Western Way near the new development off Western Way. The new development will increase traffic flow in the area with a new church, doctor's surgery, and pharmacy.
- 1.2. The scheme involves provision of an at-grade Puffin crossing on Western Way outside St Andrews Methodist church. It will be necessary to remove the existing traffic island on Western Way just east of Pinkerton Road in order to accommodate the crossing. Due to the location it will also be necessary to relocate the bus stop on the west bound carriageway and make some adjustments to the grass verge to ensure safety isn't compromised.
- 1.3. A proposed uncontrolled crossing and zebra crossing at the same location along Western Way was considered and rejected due to road safety concerns highlighted during the feasibility study.
- 1.4. Pedestrian crossing counts undertaken after the scheme has been implemented will demonstrate how successful the proposals have been.

2. Background

- 2.1. Western Way is in the Grove Ward of Basingstoke and is a local road through a housing estate connecting Worthing Road and Winchester Road. It is located to the west of the town centre and has minor traffic calming in the form of centre line white hatching and traffic islands. See plan 1 below for the location.
- 2.2. Currently pedestrians wishing to cross Western Way use the uncontrolled crossing points and pedestrian refuge islands / build outs currently provided along the road. However, the new development on Western Way near Pinkerton Road, which includes a church, doctor's surgery and pharmacy, will result in an increase in pedestrian footfall and traffic flows on Western Way.

2.3. Enterprise M3 Local Enterprise Partnership (LEP) has prepared a Strategic Economic Plan that identifies Basingstoke as a Growth Town and a focus for investment in new homes and jobs. The town contains a number of key employment areas and is a major retail centre with nearly 100,000 residents, making it the largest centre of population within North Hampshire. Providing infrastructure improvements that support sustainable transport options will support the wider objectives of limiting the impact of growth. As part of this investment £140,000 has been allocated to the scheme by the LEP.

2.4. In order to assess the need for a controlled crossing in this location Hampshire County Council looks at the number of vehicles and pedestrians using the location over a twelve hour period. A recent change to the criteria from PV² to PmV² means that more weight has been given to pedestrians with mobility impairment, children and the elderly. This is particularly relevant to this location as it is close to a new medical centre. Previous pedestrian/vehicle movement calculations gave a PV² result of 0.33 however, the new criteria now as PmV² recorded a value of 0.49. Therefore with the expected increase in overall traffic in Basingstoke, including Western Way and pedestrian activity due to major housing growth in the town, the PmV² value is anticipated to increase and be within Hampshire County Council's acceptable criteria of 0.5 and 1.00 for the installation of a controlled crossing.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	27	14	EM3 STF	140
	Client Fee	11	6	Developer Contribution	60
	Supervision	7	3		
	Construction	155	77		
	Land	0	0		
	Total	200	100	Total	200

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)	18	0.012%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	12/15	02/16	03/16	03/17

5. Scheme Details

- 5.1. The scheme involves constructing an at-grade Puffin crossing on Western Way outside St Andrews Methodist church. The scheme will require the removal of the existing traffic island that is located just east of the Pinkerton Road junction. The footway just west of the proposed crossing on the southern side will be extended to allow for pedestrians to safely wait at the crossing so the existing lay-by will be extended to ensure there is no loss of parking. It is also necessary to relocate the bus shelter on the southern side of Western Way.
- 5.2. Street lighting will be adjusted as part of the design. There will also be new signs and relevant road markings provided within the extents of the crossing.

6. Departures from Standards

- 6.1. None

7. Community Engagement

- 7.1. A public consultation was undertaken in February 2015 and residents directly affected by the proposal had the opportunity to make representations during the consultation. A number of comments (both support and objection) were received from the residents and businesses that immediately front onto the site of the proposed crossing. A summary of the results of the consultation and officers' responses is shown in Appendix A
- 7.2. The scheme was also advertised on site, however there were no comments or objections raised as a result of the notices placed on site for the proposed Puffin crossing.

8. Statutory Procedures

- 8.1. None

9. Land Requirements

9.1. None

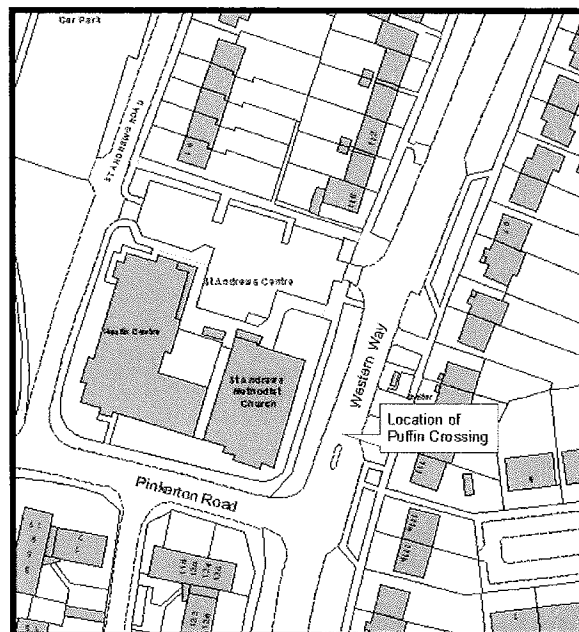
10. Maintenance Implications

10.1. There will be a minor increase in overall long term maintenance due to the introduction of traffic signal equipment.

11. Recommendation(s)

11.1. That the Director approves the details of the Puffin crossing in Western Way, Basingstoke, 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 £200,000 to be funded from the Local Growth Fund (Sustainable) EM3 and Developer Contribution.



Location Plan

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

None

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

Hampshire safer and more secure for all:	Yes/no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes/no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes/no
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
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	None
Rurality	None
Other factors	None
Geographical impact	Basingstoke

There will be a small positive impact on elderly or young children as well as disabled persons as the proposals will improve road safety in crossing the road.

2. Impact on Crime and Disorder:

3. Climate Change:

The scheme will encourage walking in the area resulting in fewer short journey trips made by vehicles. This in turn will result in fewer vehicles on the road network.

Appendix C – Consultation Responses

Consultee Name or house number	Support(S) /Object(O)	Comment	Officer's Response
Mr Johnson (No. 111)	O	<p>Only residents from 26 properties behind Western Way will use crossing</p> <p>Other people cross at Princes Crescent or St Patricks junctions</p> <p>Parking provided on Princes Crescent has made it safer to drive along. Wasted if crossing is implemented</p> <p>Parking bays will result in cars parking over accesses to properties</p> <p>Parking bays will be used by non residents as surgery car park always full</p> <p>Compensation should be given to residents who paid for dropped kerbs at their driveways if they are blocked by</p>	<p>Bus users will also use this crossing which will be adjacent to the bus stop to reach the church, pharmacy or surgery.</p> <p>The crossing will make it safer for pedestrians to cross Western Way especially in the peak periods and in the dark evenings.</p> <p>The existing laybys already run across accesses to properties. H bar markings can be laid across the private access points.</p> <p>The crossing will have no effect on this.</p> <p>H bar markings can be laid across private accesses to prevent vehicles parking across them and</p>

		<p>parked cars</p> <p>The crossing will devalue property prices due to noise, light pollution</p> <p>The crossing will not allow residents to park outside their house</p> <p>Loss of trees with the scheme if implemented</p> <p>Spend money on traffic calming instead</p>	<p>blocking the accesses.</p> <p>There is an argument that improving accessibility to the new facilities will be a benefit to local property prices.</p> <p>Parking lay-bys are being adjusted so there is no loss of parking space.</p> <p>Only 1 tree needs to be removed. This will be replaced in a different location</p> <p>The funding is specifically allocated to the crossing and cannot be used on other schemes</p>
No. 99	O	No comment	
Mr Downie (No. 103)	O	<p>Bus stops will be too close together</p> <p>People late for appointments will walk straight across the road taking the shortest route and not using crossing</p>	<p>Scheme has been designed to highway standards and bus stop locations are acceptable.</p> <p>This would be the case wherever the crossing is located.</p>

		Scheme does not meet visibility requirements move bus stop further south on Western Way	Scheme has been designed to highway standards and visibility distances are satisfactory
Cllr Gary Watts	O	Crossing should be nearer to Princes Crescent junction	Design criteria will not allow crossing to be located in alternative location
No. 109	O	Scheme will cause problems and more congestion outside house Does not want to see trees removed There are more convenient places to cross	Congestion is already caused at peak times by traffic waiting to get onto Brighton Hill roundabout. 1 tree is to be removed and replaced with a new tree in an alternative location. This is the only location where crossing will meet design standards. Survey results show there is sufficient pedestrian movement to justify a crossing in this location
-	-	Improve walkways and speed control measures	The crossing will provide a speed control measure. The funding is specifically allocated to the crossing and cannot be used on alternative measures
No. 118	S	Provide more	The scheme will

		parking laybys to prevent verge parking damage	provide an overall small increase in parking capacity in the laybys.
No.107	S	This will make it easier to cross Western Way	
-	S/O	Crossing a good idea but moving bus stop away from surgery is not	The bus stop is only being moved a short distance to meet visibility requirements
Boots Pharmacy	O	No comment Note: Spoke to Manager on phone to clarify who completed questionnaire. Objection based on more customers saying not a good idea as opposed to support.	
Mr Rolfe (No. 111a)	O	Claim of 'easiest option for HCC' Blocking of driveways will occur (but suggests H bar markings) Footway location wrong	This is the only location on Western way where a crossing can be provided that meets highway design standards H bar markings can be provided across driveway accesses to prevent them being blocked and unusable by residents. The footway changes are to tie in with the new

		<p>Replace lost trees</p> <p>Relocate crossing to where bus stop is proposed</p> <p>Move crossing closer to entrance of surgery /pharmacy car park</p>	<p>crossing location</p> <p>1 tree is being removed but will be replaced with another tree in a slightly different location to aid visibility.</p> <p>The proposed crossings is dictated by highway design standards. This is the only location where the standards can be met.</p>
No name or number	S	-	