

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	9 September 2014
Title:	Project Appraisal: Jacklyns Lane/West Street Crossroads Pedestrian Improvements Alresford
Reference:	6041
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to, procure, spend, and enter into the necessary contractual arrangements to implement the proposed improvements in Alresford at Jacklyns Lane and West Street as set out in this project appraisal, at an estimated cost of £297,000 to be funded from Developer Contributions and County Council resources.
- 1.2. The project proposes to install a zebra crossing in Jacklyns Lane north of the access to Perins School and public car park. The plans also include an uncontrolled crossing point positioned in West Street near the Co-op store and an improved east bound bus stop. In addition, there will be a widening of the footway on the eastern side of Jacklyns Lane and the creation of larger areas of pedestrian footway on both sides of West Street. The scheme will also include the resurfacing of the carriageway and junction at West Street and Jacklyns Lane.
- 1.3. In recognition of the impact on the Conservation Area, guidance has been sought from the County Council's landscape architects, and their comments and observations have been included in the proposals, which will include the use of high quality materials.
- 1.4. The success of the improvements will be measured by feedback from New Alresford Town Council and the commissioning of traffic surveys to measure pedestrian movements/flows and queues, and delays to local traffic.

2. Background

- 2.1. Alresford is located about 9 miles (14.5 km) from Winchester and about 10.7 miles (17.2 km) from Alton. With a population estimated to be around 5,360,

it is an historic market town the centre of which is a conservation area with the majority of buildings being Grade 2 listed. The high visual quality of the townscape attracts tourists, which adds significantly to its economic vibrancy.

- 2.2. The B3047 at Pound Hill/West Street provides the main connection to the A31 and meets B3046 Jacklyns Lane and The Dean at a crossroads junction. This junction is the western gateway to the town's commercial centre and marks the transition from the 'avenue' nature of Pound Hill to the streetscape of West Street.
- 2.3. Improvements to West Street have been developed by the Town Council and the Alresford Society to improve the local environment and pedestrian safety on the south side of West Street. The proposals build on the success of the Broad Street improvements and enhance the quality of the street environment in harmony with its conservation status. Scheme drawings and cost estimates were produced in 2009 by the Alresford Society and public consultation was carried out, which produced positive results, but implementation was delayed due to lack of funding.
- 2.4. On Jacklyns Lane, close to the crossroads junction is the main access to Perins School, a Community Sports College providing secondary education for 11 – 16 year olds. There are just over 1,000 students on the roll. The main school entrance is also the access to a public car park and a nursery/pre-school. It is also the egress from the staff car park, part of which is used for public parking at weekends. There is also a car park at Alrebury Park from which people walk to the town centre via Pound Hill and West Street. Bus services operate along Pound Hill, West Street and Jacklyns Lane. There are bus stops outside the school entrance and on West Street. National Cycle Route 23 runs on-street along West Street, Jacklyns Lane and Grange Road.
- 2.5. Due to the numbers of people crossing the roads at and near the junction of the B3047/ B3046, especially school students and elderly people, pedestrian safety concerns have been raised over several years. In September 2008 the Leader of the Council accepted a petition from a deputation about improving safety at the junction. Some improvements were made but public perception is that nothing significant has happened. At a meeting in April 2012 with Councillor Porter, concern was also raised over the number of children waiting for buses after school and the problems caused by buses stopping on the road for a period of time to allow the pupils to board.
- 2.6. Pedestrians crossing Jacklyns Lane were counted from 07:00 to 19:00 on 29 March 2012. There were 225 crossing south of the school entrance with a peak of 29 (08:00 to 09:00). 1214 crossed close to the junction with peaks of 158 (08:00 to 09:00), 246 (13:00 to 14:00) and 291 (15:00 to 16:00). It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV2' and effectively evaluates the potential for conflict between vehicles and pedestrians. However, the maximum PV² value south of the school entrance was only 0.05 and north of the entrance it was 0.34. Even combining the two would not justify a signal controlled crossing

where the PV² needs to have a value of 1. In addition traffic speeds on Jacklyns lane are not excessive with mean speeds being well within the 30mph limit.

- 2.7. From a 12 hour turning count at the junction in March 2012, two-way traffic flows on West Street were 7,566 vehicles with 6,103 on Pound Hill, 4,469 on Jacklyns Lane and 1,452 on The Dean. The largest turning volumes were between Jacklyns Lane and West Street. Heavy vehicles amounted to only 2% or less of the traffic flows, and none of the roads are identified as abnormal load routes. However there are industrial premises on The Dean that are accessed via this junction.
- 2.8. In the five years to 31 May 2012, 10 Personal Injury Accidents were reported within a 200metre radius of the junction; three occurred at the junction. Turning vehicles were involved in all three, of which one was classed as 'serious' and two as 'slight'. One of the three involved two elderly pedestrians crossing the entrance into Jacklyns Lane. None occurred on Jacklyns Lane south of the junction. It can be concluded that this data does not provide evidence of a serious safety issue at the junction.
- 2.9. Nevertheless, the strong local concerns about pedestrian safety have merited an investigation into further improvements at and near the junction that would be in keeping with the conservation area status. The proposals now presented represent the outcomes of a detailed investigation into how improvements may be best achieved taking into account the requirements of the Conservation Officer.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	36	12.1	Developers Cont'ns	183
	Client Fee	4	1.3	Public Realm Imp. Pr.	50
	Supervision	14	4.7	Operation Resilience	64
	Construction	243	81.9		
	Total	<u>297</u>	<u>100.0</u>	Total	<u>297</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	2	0.002
	Capital Charge	29	0.018
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4. Programme

- 4.1. Taking into account the Traffic Regulation Orders that need to be processed, the tender procedure, lead in time, and preparations, it is anticipated that the works would commence on site in Q4 of the 2014/15 financial year.

5. Scheme Details

- 5.1. The scheme will include the following measures (which may be seen in Appendix 1).

The installation of a new zebra crossing in Jacklyns Lane between the Perins School access road and the West Street junction.

The installation of an uncontrolled crossing with associated footway widening a short distance east from the junction of West Street and The Dean.

The removal of the unsatisfactory highway arrangement adjacent to the Co-op store with the substitution of an improved and enlarged footway area together with the creation of four on-street parking spaces, one of which will be for disabled use.

Improvements to the junction radii at West Street/Jacklyns Lane to assist with slowing traffic entry speeds into Jacklyns Lane.

The widening of the east side of Jacklyns Lane footway from the Perins School access road to the West Street junction.

A general de-cluttering of highway signage by rationalising essential signs and removing unnecessary posts.

The creation of an improved bus stop on the B3047 to make it easier for passengers to board and alight from the local bus services.

A complete re-surfacing of the carriageway from a point approximately 40 metres west of the junction with Jacklyns Lane along Pound Hill to approximately the West Street pelican crossing, and also to include the first 36 metres of Jacklyns Lane.

The provision of four benches and the possibility of the planting of street trees subject to the proximity of underground utilities permitting.

6. Departures from Standards

- 6.1. There are no departures from standards for this project.

7. Community Engagement

- 7.1. In September 2008 the Council Leader accepted a petition from a deputation regarding pedestrian safety improvements. Local Member, Councillor Porter, has emphasised the need for such improvements at and near the junction and the necessity for improvements is supported by District Councillor Power, the Town Council, and the Alresford Society. Hampshire County Council made a commitment to these key stakeholders to undertake the study.
- 7.2. Councillor Porter and members of the Town Council and Alresford Society were consulted at a meeting on 22 August 2013. They supported the scheme and looked forward to its implementation. The Town Council formally approved the scheme at its meeting on 12 September 2013.
- 7.3. At the meeting on 22 August 2013 the possibility of adding a zebra crossing on Jacklyn's Lane between West Street and the school entrance was discussed. It was agreed that the existing proposal would be implemented and the need for a zebra crossing reviewed at a later date. Following receipt of further funding, the proposals now include a zebra crossing in Jacklyn's Lane.
- 7.4. The Director for Economy, Transport, and Environment has previously met the Head of Perins School to discuss the local issues and consult on the outline project. The Town Council has previously consulted the public about the project and will be requested to arrange for scheme drawings to be put on display locally for public information.

8. Statutory Procedures

- 8.1. Statutory procedures are required to formalise the installation of the flat top hump zebra crossing and zigzags in Jacklyn's Lane, and the flat top hump in the access road to Perins School.
- 8.2. Alterations to the double yellow lines within the curtilage of the project are covered by the existing Traffic Regulation Order. However this will need to be amended to reflect the changes. This work will be carried out by Winchester City Council under its Agency Agreement, and will be carried out before the scheme is implemented.

9. Land Requirements

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

10. Maintenance Implications

- 10.1. The proposed improvements will result in a small increase in annual maintenance expenditure in future years. This has been estimated at a figure of £2,000 per annum. However the resurfacing works to be carried out will

increase the life of the pavement and reduce the need for maintenance in the short to medium term.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport, and Environment approve the Project Appraisal for the proposed Alresford Pedestrian Improvements, Jacklyns Lane, as outlined in this report.
- 11.2. That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed Alresford Pedestrian Improvements, Jacklyns Lane, as set out in this report, at an estimated cost of £297,000 to be funded from Developer Contributions and County Council resources.
- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of 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 facilities
- 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:	no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

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>
Alresford working files	ETE Department

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;

Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;

Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The provision of a zebra crossing in Jacklyns Lane will assist elderly people, school children and mothers with toddlers and pushchairs to cross the road more safely. Work at the junction with Jacklyns Lane and West Street will assist in slowing traffic as it turns into Jacklyns Lane.

2. Impact on Crime and Disorder:

2.1. It is considered that the proposed improvements recommended for this project will have no influence on the levels of Crime and Disorder.

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.

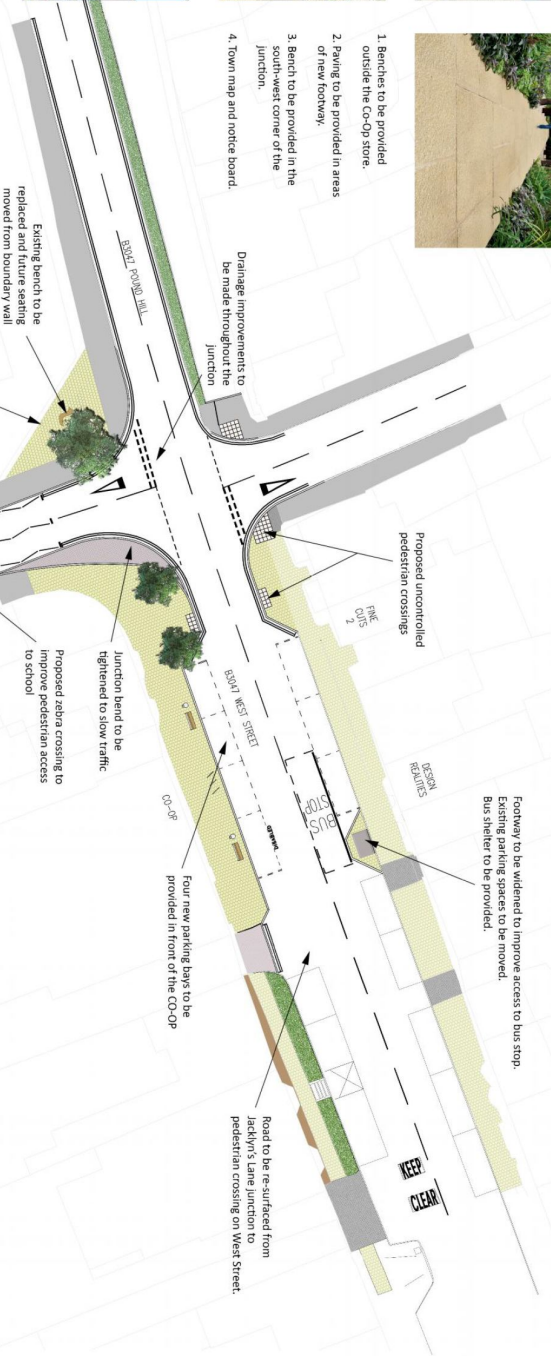
3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

By introducing improvements to the footway network and safer crossing places, people will be encouraged and enabled to use alternative modes of transport rather than the car. This action provides the flexibility and opportunity to consider travelling by alternative means and has the potential to reduce car emissions.

Jacklyns Lane, Alresford Pedestrian Improvements



1. Benches to be provided outside the Co-Op store.
2. Paving to be provided in areas of new footway.
3. Bench to be provided in the south-west corner of the junction.
4. Town map and notice board.



Junction Enhancements
A continuation of the stone paving in the south west corner and improvement of the surfacing surrounding the mature tree will enhance pedestrian access allowing users to enjoy their surroundings with the comfort of the mature specimen overhead.



Street Improvements
The public realm enhancements along lower West Street seek to improve both pedestrian access and safety whilst taking into account the local Conservation Area. A high quality palette of materials will allow for continuity between previous design schemes further along West Street.

