

OLD KEMPSHOTT LANE, BASINGSTOKE ACCESSIBILITY IMPROVEMENTS

Background, Aims and Objectives

There has recently been considerable residential development in the Old Kempshott Lane area of western Basingstoke, with several hundred new properties constructed. This development yielded a sizeable sum of Section 106 contributions with a number of specific potential improvements to be investigated as a use for the money.

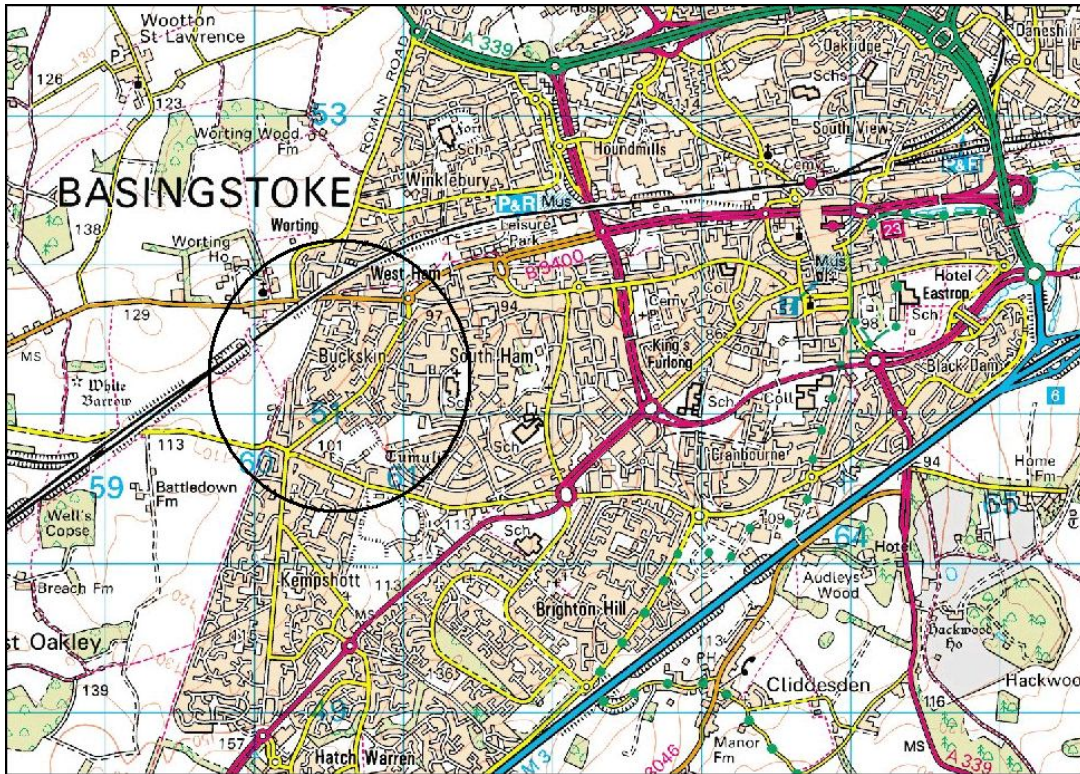
Mott Gifford carried out an in-depth study to examine all of the potential improvements noted in the legal documentation, resulting in a number of suggested changes to the local infrastructure. These are proposed to be taken forward within this document.

There was then a public consultation event carried out on 20 November 2009 which revealed that over 90% of attendees supported the proposals, with only one objector to a small detail of the scheme. This objection has been considered and was decided to be dealt with within the detail of the proposals.

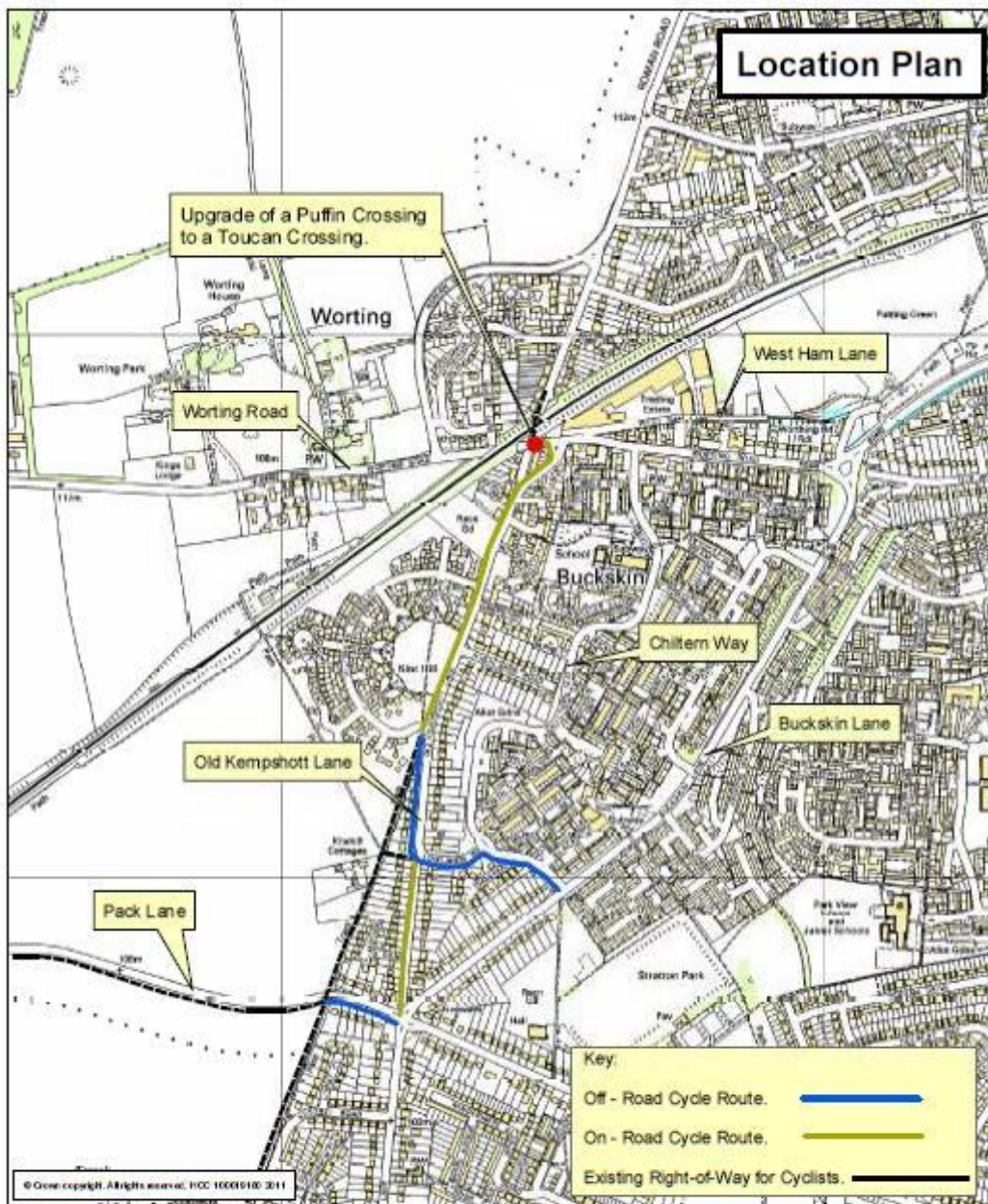
The local County Councillor, Councillor Reid, is supportive of the scheme, as are the local Borough Councillors. The main concern of Councillors and the local population is regarding traffic using the route as a shortcut, which was very significantly discussed at the planning stage. The increased number of pedestrian crossing movements will add to the uncertainty felt by drivers at the location, so will act to further slow traffic speeds.

A further scheme, the forthcoming Chiltern Way Environmental Improvements, will be advanced to consider these particular issues.

Location plan



Please see overleaf for more detailed map of local area and extent of scheme.






TITLE: "Old Kempshott Lane Accessibility Improvements".

REPORT TO THE DIRECTOR OF ENVIRONMENT

May 2011

Scale: 1:10,000

FS 21845



Hampshire
County Council
ENVIRONMENT DEPARTMENT

Drawn by : Map Services (MP)

Detailed plan showing extent of scheme

FULL BUSINESS CASE

1. Scheme Description

Mott Gifford carried out an in-depth study to examine all of the potential improvements noted in the Section 106 documentation, resulting in a number of suggested changes to the local infrastructure. These are proposed to be taken forward within this document.

The proposed scheme will enhance pedestrian and cycle mobility in the area, providing safer and more secure access to Chiltern Primary School, the local community centre and the noted central point of the local cycle network in Stratton Park. It will also fill what is a noted missing link in the town cycle network, as reported in the 2010 Basingstoke Missing Cycle Links report, encouraging cleaner and healthier access to local facilities.

Chiltern Primary School has been active as a component of work carried out to date. The works are in agreement with its School Travel Plan and the Safer Route To School team has been consulted to ensure the proposals meet with its programme.

1.1 Survey information

Surveys have been undertaken and show that around 10,000 vehicles use Chiltern Way per day and around 3,000 use Old Kempshott Lane and Lowlands Road. There are around 50 pedestrians using each of the roads around the site (with 120 using the school access at Whitebeam Close) and around 10 cyclists using Lowlands Road, Old Kempshott Lane and Buckskin Lane. Again, there were significantly more (around 100) using the school access at Whitebeam Close.

These show that there will be a significant level for demand for improved capacity in the form of widened footways to accommodate, for example, buggies and cycles. There is already a considerable use of the footways for both purposes and this will increase as the houses are occupied.

1.2 Proposals

In order to enhance pedestrian and cycle access in the Old Kempshott Lane area, the following is proposed:

- A widening of the footway on the western side of Old Kempshott Lane in order to provide for shared use. The widening will be exclusively using available highway verge, except at one short section where road space is required. The impacts of this will be mitigated by on-street parking meaning there is only space for a single lane of traffic to use the road. As a result there is still around four metres of road space remaining for these vehicles to use. This use of highway for widening formed the basis of the verbal objection raised at the public exhibition, noted above.
- This widened footway is to include an informal crossing between Wiltshire Crescent and Chiltern Primary School, at which point the widened footway proceeds on the eastern side of the road. This continues until Worting Road.
- At Worting Road, upgrade the existing Pelican Crossing to a Toucan Crossing and add a further uncontrolled crossing at a distance away from this Toucan.
- Provide a bus shelter on Worting Road in the eastbound direction, west of Roman Way.

- A new two metre-wide section of footway on Chiltern Way between the Sidlaw Close/Allotment Gardens and Lowlands Road on the east side of the road.
- Shared-use facility on the southern side of Lowlands Road, to connect with the shared use facility on Old Kempshott Lane with an informal crossing.
- On-road advisory cycle route between Fiveways junction and Lowlands Road, indicated using signage to reduce visual intrusion.
- Shared-use facility from existing shared-use crossing at Fiveways junction on the north side of Pack Lane to the entrance to Roman Road northwards and the informal dropped crossing to Roman Road and the Bridleway heading southwards.
- A series of upgrades to the parallel and connecting footpaths and cycle ways, including Roman Road, between the new housing development at Wiltshire Crescent, Old Kempshott Lane and Pack Lane. This section of the scheme will be delivered by Hampshire County Council's Culture, Communities and Business Services Department.
- Shared-use facility on the western side of Chiltern Way between Lowlands Road and Bucksin Lane.
- A crossing facility on Bucksin Lane, without a refuge island, located to the west of Chiltern Way. This is located slightly away from the desire line for users in order to overcome issues about accessing residential properties and preventing cyclists from emerging at speed into the potential path of traffic on Bucksin Lane.
- Warning signs and accompanying advisory markings on Chiltern Way, close to the school. This is to give drivers warning of the presence of a school and the need to drive more slowly.

2. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	100	22%	External funding currently held	450
Client Fee	10	2%		
Supervision	10	2%		
Construction	330	74%		
Land	0	0		
Total	450	100%	Total	450

The above cost is slightly more than the cost anticipated at G0 stage, but this is due to the project increasing slightly in scope during feasibility. This was to connect to the local cycle and footpath network more comprehensively, and connect to the forthcoming access to the countryside improvement with Oakley village.

3. Programme

	Gateway Stage				
	1	3	Start on site	End on site	4
Date (mm/yy)	06/10	07/11	09/11	12/11	12/12

4. Political Opinions

Councillor Reid supports the proposed scheme.

5. Community Engagement

A full public consultation was held on 20 November 2009, resulting in several key changes to the proposals. The scheme received support for what was proposed.

6. Preferred Procurement Route

Engineering Consultancy

District

Professional Services Framework

Other

No preference

PROJECT APPRAISAL

1. Executive Summary

1.1. Scheme Outline

The proposed scheme will provide improved footway and cycle network connections from the Wiltshire Crescent residential development in the west of Basingstoke. This will include upgrading the existing Puffin crossing on Worting Road to a Toucan crossing. All these items are specified in the Section 106 Agreement for the Wiltshire Crescent site.

1.2. Alternative Options

There were no alternatives, these improvement were explicitly required to be examined for implementation in the Section 106 Agreement. There are still terms of the Agreement outstanding but those identified below were deemed to be the most urgent, with the remainder to follow in a subsequent scheme currently in the 2012/13 programme.

1.3. Measures of Success

Success will be measured by various means, including comparing the number of cyclists using the route with the data collected prior to the scheme and qualitatively through liaison with local members and community groups.

2. Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	75	17	External funding, currently held by Hampshire County Council.	450
	Client Fee	5	1		
	Supervision	15	3		
	Construction	350	78		
	Land	5	1		
	Total	<u>450</u>	<u>100</u>	Total	<u>450</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.2	0.003
	Capital Charge	22.5	0.017
	Total Expenditure	<u>25.70</u>	<u>0.020</u>

3. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/11	09/11	12/11	12/12

The road space has been booked and a Section 58 notice applied for to protect the carriageway resurfacing. There will be a temporary Traffic Regulation Order in place for the works on the carriageway, firstly during the wider resurfacing and then when the anti-skid road surfacing layer is being applied at key locations.

The above items and the traffic management required will all be monitored and controlled via the Basingstoke streetworks co-ordinator.

4. Scheme Details

Location Plans are attached (pages 3 and 4) and a detailed plan will be displayed at the meeting.

The proposed scheme aims to improve connectivity for pedestrians and cyclists from the Wiltshire Crescent residential development by providing:

- A widening of the footway to allow shared-use of pedestrians and cyclists that are heading south from Wiltshire Crescent via Old Kempshott Lane, Lowlands Road and Chiltern Way. This will provide access to the cycling network hub at Stratton Park playing fields. This allows connections to be made to a number of key local destinations, including schools and businesses.
- An on-road cycle route heading north from Wiltshire Crescent, providing access to Chiltern Primary School and connecting with the town cycle network to the north of Worting Road. This would have been an off-road connection if possible, given the potentially vulnerable users, but there was insufficient available road space to allow footway widening. The advice received from the Road Safety section was that the low traffic flows on this road made this acceptable.
- This Worting Road connection will be made easier for cyclists by upgrading the existing Puffin crossing to a Toucan crossing.
- Direct link to the south from the Old Kempshott Lane/Lowlands Road junction to the leisure cycling connection with Roman Road public right-of-way and off-road cycle connection to Oakley village.

5. Departures from Standards

6. Community Engagement

There was a full public consultation held on 20 November 2009 in the Ridgeway Centre, Buckskin. This revealed significant levels of support for the initial proposals and resulted in minor changes to what was being proposed.

The main objection was to do with a short section of road narrowing, which was to allow cyclists primarily accessing the school to travel off the carriageway. Councillor Reid also expressed his concerns over this, which was eventually overcome by modifying the designs to keep cyclists on the carriageway.

A press release will precede the scheme and the public will be informed of construction dates and the potential impacts by a localised letter drop and notices posted at sites locally.

7. Statutory Procedures

The conversion of the footway to shared-use will be finalised upon approval of the Project Appraisal.

There is no Traffic Regulation Order required.

8. Land Requirements

There is a small section of land required that is owned by Basingstoke and Deane Borough Council, with an additional section currently unregistered.

Property and Facilities Management at Basingstoke and Deane Borough Council has agreed to dedicate its section and will not contest the adoption of the unregistered section as highway.

There is no land required from private individuals.

9. Maintenance Implications

The proposed scheme will have minimal maintenance implications. The new facilities will largely upgrade existing and older infrastructure, thereby reducing the maintenance burden in some instances.

All items will be added to the maintenance schedule, none of which is expected to require significant input in the medium-term.

CORPORATE AND LEGAL INFORMATION

Links to the Corporate Strategy

<i>Hampshire safer and more secure for all:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Maximising well-being:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Enhancing our quality of place:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
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.)

Document

Location

Old Kempshott Lane Accessibility Improvements, feasibility study by Mott Gifford

Sun Alliance House, Basingstoke

Impact Assessments

1. Equalities Impact Assessment:

The scheme will not discriminate in terms of race, religion, gender, disability or sexuality.

2. Impact on Crime and Disorder:

The scheme is not anticipated to have an impact on the rates of crime or disorder.

3. Climate Change:

The scheme will encourage people to walk or cycle, thereby incrementally reducing the numbers using their cars for short journeys. This will reduce the carbon footprint and energy consumption required.

The scheme will encourage a longer-term trend towards reduced use of non-motorised transport for short journeys.

Appendix A – Priorities and Targets

The Three LTP3 Main Priorities:

1. To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;
2. Provide a safe, well-maintained, and more resilient road network in Hampshire;
3. 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:

1. Improve road safety (through delivery of casualty reduction and speed management);
2. Efficient management of parking provision (on & off street, including servicing);
3. Support use of new transport technologies (e.g. Smartcards, travel information, Electric Vehicle charging points);
4. Work with operators to grow bus travel and remove barriers to access;
5. Support community transport provision to maintain safety net of basic access to services;
6. Improve access to rail stations, and improve parking and station facilities;
7. Provide a home-to-school transport service that meets changing curriculum needs;
8. Improve co-ordination and integration between travel modes through interchange improvements;
9. Apply 'Manual for Streets' design principles, to support a better balance between traffic and community life;
10. Improve air quality;
11. Reduce the need to travel, through technology and Smarter Choices measures;
12. Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or schools;
13. Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability;
14. Outline and implement a long-term transport strategy to enable sustainable development in major growth areas;