

From: David Whiter
Sent: Sunday, December 17, 2017 10:55 AM
To: NP Examiner
Cc: [REDACTED]
Subject: OB&L NP Traffic & Transport Links

Dear Ms Cheesly,

These attachments are up to date evidence for the Traffic and Transport policies and Community Aspirations of our Neighbourhood Plan.

There has been a history back to 2001 of traffic problems in the parish with Traffic Surveys in 2003, 2004 (Basingstoke & Deane) 2005 (HCC) and 2006 (Basingstoke & Deane) . We are not presenting these as they have difficult to find and are now historical.

In 2015 and 2016 the major reshaping of the Black Dam Roundabout (A30/A339) junction caused heavily increased volumes of traffic through the parish. HCC carried out surveys (IMG 20171216 0018, 0002, 0003, 0004, 0005 and 0006) which reveal the extent of the increased traffic along four routes. These surveys did not include Crown Lane where congestion was particularly intense. Mr and Mrs Hammond's letter (IMG 20171216 0007, 0008, 0009, 0010 and 0011) illustrate the increased hazards and and tensions at this time. Eventually HCC changed traffic priorities on Crown Lane to alleviate this congestion (IMG 20171216 0012, 0013, 0014 and 0015). We have also included IMG 20171216 0016 which gives "highlights" of HCC Surveys in 2009 and 2012.

Finally at the same time as we were submitting the Neighbourhood Plan, Hampshire County Council made an outline planning application for Basing Road/Swing Swang Lane site SS3.1. The Application and supporting documents can be found at the following link <http://pad.basingstoke.gov.uk/DocumentViewer/?DocumentClassCode=DC&Folder1Reference=17/02846/OUT> . We particularly draw your attention to the Atkins Traffic Assessments and Appendices on Page 2 which detail the current evidence for the impact of this development and consideration of measures needed. We would specifically ask you to consider page 12 (NP proposals), page 30 (Traffic Count on Basing Road) and pages 55 to 58 Sustainable Travel, Summary and Conclusions).

We hope this will help. Ongoing developments in information related to the planning applications of SS3.1 with the progress of the Neighbourhood Plan were not foreseen but we think they add materially to the evidence.

Yours sincerely,
David Whiter
OB&L NP Team Leader



HCC Traffic Schemes of Effect of Black Dam Roundabout Improvement

Basing Road (5 Day Average)

North Bound – AM Peak		
Before Works	398	
After Works	762	
Change		82 %

South Bound – AM Peak		
Before Works	256	
After Works	352	
Change		38 %

North Bound – PM Peak		
Before Works	235	
After Works	343	
Change		46 %

South Bound – PM Peak		
Before Works	256	
After Works	352	
Change		38 %

The Street (5 Day Average)

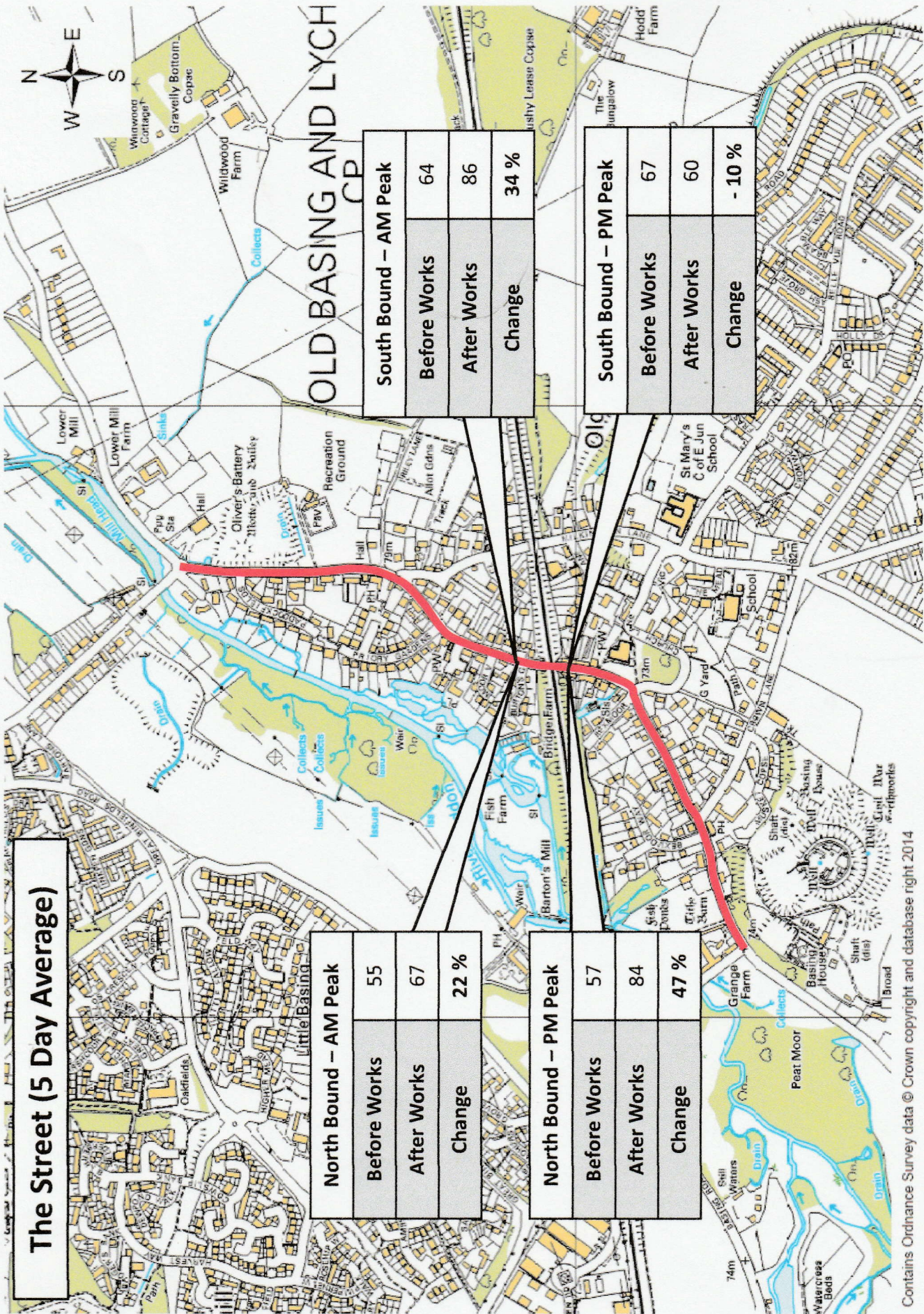
North Bound – AM Peak	
Before Works	55
After Works	67
Change	22 %

North Bound – PM Peak	
Before Works	57
After Works	84
Change	47 %

South Bound – AM Peak	
Before Works	64
After Works	86
Change	34 %

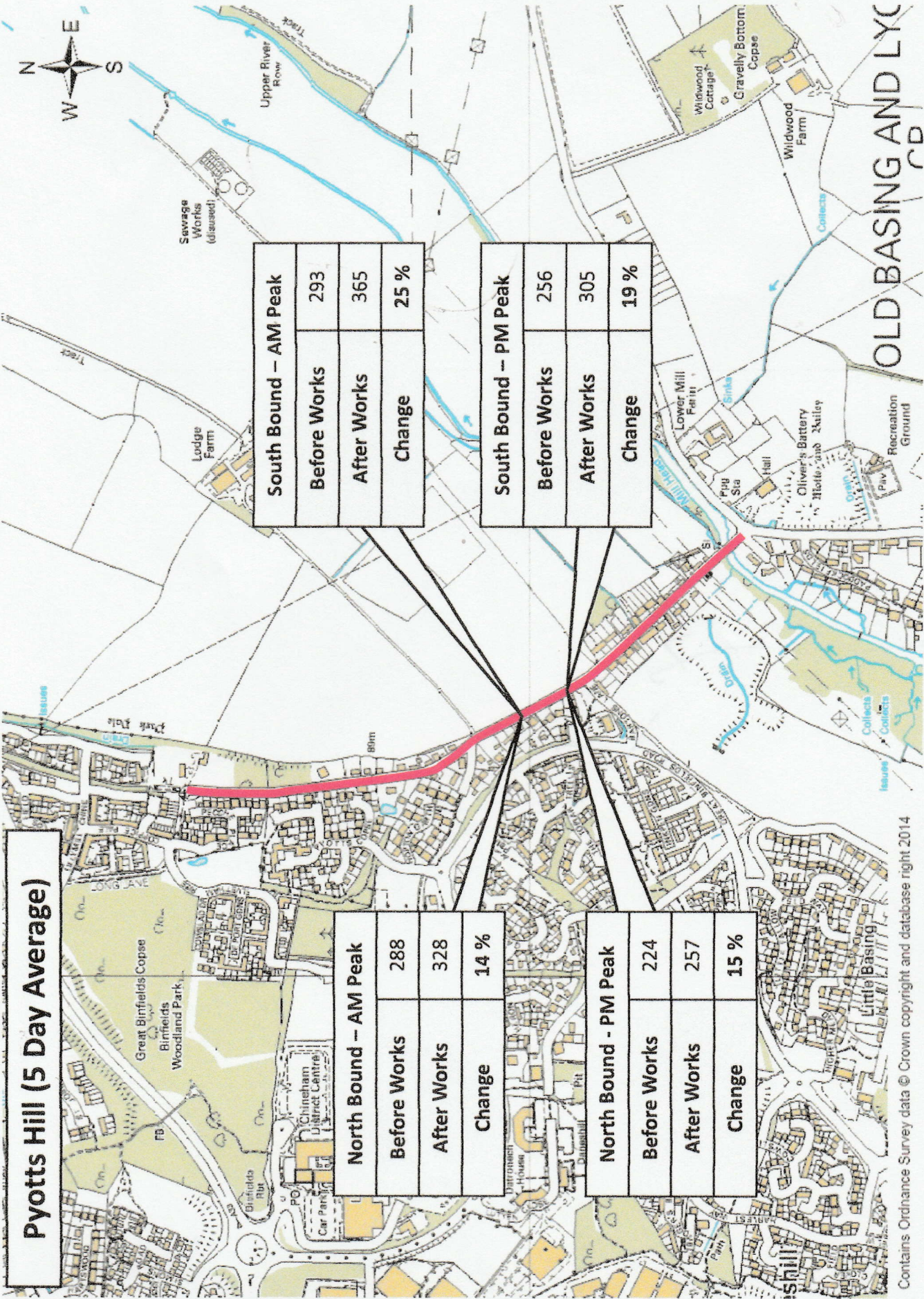
South Bound – PM Peak	
Before Works	67
After Works	60
Change	- 10 %

OLD BASING AND LYCH CP



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Pyotts Hill (5 Day Average)



South Bound – AM Peak		
Before Works	293	
After Works	365	
Change		25 %

South Bound – PM Peak		
Before Works	256	
After Works	305	
Change		19 %

North Bound – AM Peak		
Before Works	288	
After Works	328	
Change		14 %

North Bound - PM Peak		
Before Works	224	
After Works	257	
Change		15 %

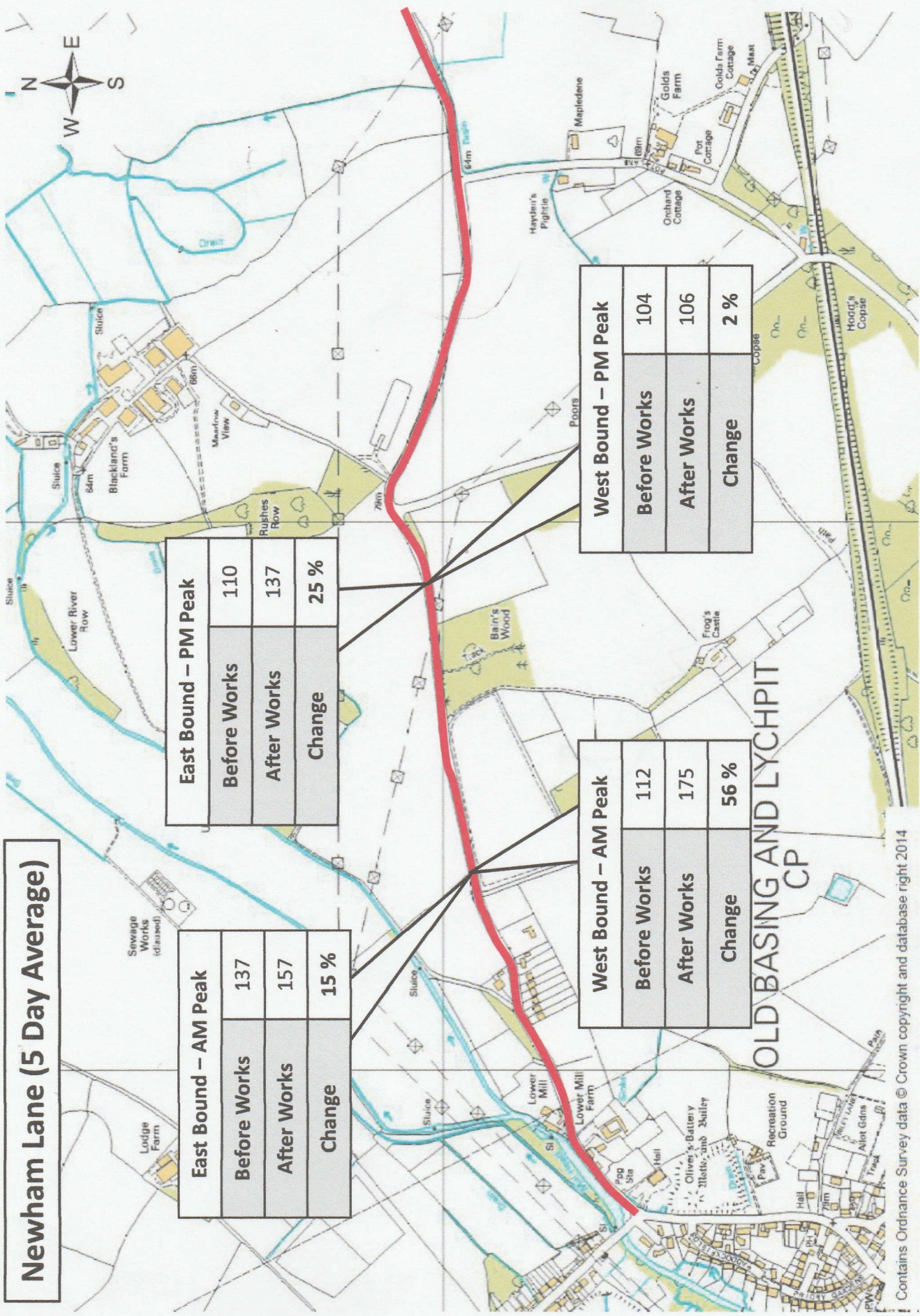
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AM Peak (5 day average)				
	Direction	Before Works	During Works	Increase
Basing Road	North Bound	398	762	82 %
	South Bound	256	352	38 %
The Street	North Bound	55	67	22 %
	South Bound	64	86	34 %
Newham Lane	East Bound	137	157	15 %
	West Bound	112	175	56 %
Pyotts Hill	North Bound	288	328	14 %
	South Bound	293	365	25 %

PM Peak (5 day average)				
	Direction	Before Works	During Works	Increase
Basing Road	North Bound	235	343	46 %
	South Bound	388	532	37 %
The Street	North Bound	57	84	47 %
	South Bound	67	60	- 10 %
Newham Lane	East Bound	110	137	25 %
	West Bound	104	106	2 %
Pyotts Hill	North Bound	224	157	15 %
	South Bound	256	305	19 %

Newham Lane (5 Day Average)



East Bound – AM Peak		
Before Works	137	
After Works	157	
Change		15 %

East Bound – PM Peak		
Before Works	110	
After Works	137	
Change		25 %

West Bound – AM Peak		
Before Works	112	
After Works	175	
Change		56 %

West Bound – PM Peak		
Before Works	104	
After Works	106	
Change		2 %

OLD BASING AND LYCHPIT CP

Graham Wright
Transport Policy and Plans
Strategic Transport
Hampshire County Council

23 November 2015

Dear Mr Wright

Reference: Suspension of postal delivery services in Crown Lane due to road safety issues

I am in receipt of a copy of your email to Councillor Mrs Still regarding the above matter. As one of the households affected by this measure I would like to comment on the briefing you have provided to the Councillor and to inform you of our views on the County Council's failure to act to improve the safety of the families who live in this section of Crown Lane.

It is a very sad reflection, in my view, that the Royal Mail has taken action to safeguard the safety of its employees whereas the County Council and our elected representatives have so far failed to take action to safeguard our safety and that of our children.

I find your email evasive and misleading. I comment on the points covered in your email as follows:

"I have contacted the Royal Mail to discuss their decision and to establish whether any mitigation measures (for example by retiming the postal delivery service for this stretch of road to avoid the busiest travel times) have or could have been considered as opposed to the summary suspension of service."

The fact is it would make no difference what time the delivery is made. Fast moving traffic is constant at all times of the day.

" I have asked the County Council road safety team to review the Police record of injury accidents to see if there

have been any recent increase in incidents and also to undertake a safety audit of this location for all pedestrians."

We are all aware that Hampshire Police do not record injury accidents unless someone is hospitalised and would therefore be unable to add to your knowledge. A safety audit would be most welcome. Please ensure that speed of vehicles and volume is measured and risk factors such as no footpath, no street lighting and the number of households with children under the age of 11 are taken into account.

"As you know the County Council has commissioned a series of traffic speed and volume surveys on local roads in Old Basing, before and during the Black Dam works .."

Please provide me with details of these: date(s), location(s) and findings within 20 days.

".. surveys indicate that the increases that have occurred in the village are acceptable in the circumstances,"

Please quantify what is the County Council's definition of "acceptable."

"It is clear however that the works will not be finished or the junction opened before Spring next year and there is nothing that can be done now by Highway England to alleviate the immediate concern"

I would like to know what action Hampshire County Council can take to alleviate the impact of current volumes? I am aware that Old Basing and Lychpit Parish Council formally requested a temporary 20 mph speed limit through Old Basing for the duration of the Black Dam roadworks. Why has this not been done?

"I am not aware that specific traffic concerns were raised by residents of Crown Lane prior to the Royal Mail letter...."

I find this astonishing! Despite having only moved into

Old Basing in 2012 I have become fully aware of the catalogue of action that has been taken by residents of Old Basing to try to get the issue of through traffic addressed, the rat run through Hatch Lane and Crown Lane in particular. Those that I am aware of are: the protest attended by MP, Maria Miller in Hatch Lane in 2006. Direct proposals put to the County Council by the Old Basing and Lychpit Traffic Working Group in 2007. Request for a 20 mph speed limit from the Parish Council in 2007 under "Streets are for People, Roads are for Cars" initiative. In 2015 we have arranged media coverage (TV and press) of the gridlock conditions in Old Basing and we have been active in this year's campaign for a 20 mph speed limit which resulted in a petition supported by over 1100 people being delivered to Hampshire County Council. As you say, Councillor Woodward was invited to walk to school in Old Basing because of our concerns about road safety. I cannot believe that none of this has come to your attention.

"I am happy to work with the various parties involved to ensure that the reasonable safety concerns of Royal Mail staff are met and the postal service to the affected residents is resumed."

Thank you. However, we would also like you to work with us who live in this section of Crown Lane as we believe we have "reasonable safety concerns." Ours are more urgent because we have to think about the safety of our children. They are also more persistent - all times of day and night, 7 days per week.

" I can also say that following a recent walk to school event, attended by Cllr Seán Woodward, some specific road safety issues were identified for possible future implementation that I hope will assist the general safety of children walking to school in Old Basing."

As we are members of the Safer Roads for Old Basing action group we are fully aware of the details of this walk and its outcomes. I find your statement misleading - Councillor Woodward did not walk in Crown Lane although this was included in the itinerary. The

remedies that Councillor Woodward has proposed concern overgrown hedges, worn carriageway markings, dropped kerbs and drainage. None of these pertain to the present situation in Crown Lane. Further, the longer term attention that Councillor Woodward committed to were to include Byfleet Avenue and Milkingpen Lane in the Casualty Reduction Programme for 2016/17! Your use of the word "possible" is particularly worrying.

"Due to the narrow width of Crown Lane and the close proximity of the junction with The Street, I do not consider that speeding traffic is likely to have been an issue....."

I can assure that this is an issue! I have seen a document produced by your Traffic Management North team in 2007 which recorded a mean speed of 28 mph in Crown Lane. I accept this may have been at the wider part of the Lane. However, as the Royal Mail has noted there is no footpath in our section of the Lane. Vehicles feel entitled to travel at up to 30 mph past our driveways, especially if they are trying to beat a vehicle coming the other way! Please come and stand in my drive to experience the feeling of a vehicle passing very closely at even 20 mph. Imagine you are trying to get out to cross the road to take your child to school.

"I will inform the Police of the situation and ask that they take any appropriate action."

The Police Community Support Officer has been in touch and has suggested that our children are "walked to school" (as if they would not be!) while "a multi-agency approach will allow a timely resolution!"

"Once I have spoken to Royal Mail and also liaised with Highways England I will up date you next week on how, hopefully this issue can be swiftly resolved."

What issue are you seeking to resolve? Re-instatement of postal deliveries would be most welcome, however, we want action on the road traffic safety issues we are

confronted with. Please leave Highways England out of this - as far as my neighbours and myself are concerned, let alone the majority of residents in Old Basing, this is just obfuscation and 'buck' passing.

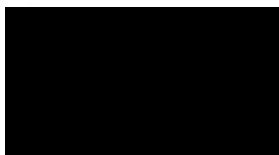
We want to hear a clear message from Hampshire County Council what they are going to do to make it safe for us who live in Crown Lane. We want to see traffic flows controlled by lights at The Street junction and near to the Almond Close junction, as seen in similar locations in Hampshire, with immediate effect. Perhaps only then will Royal Mail feel safe to reinstate our mail services.

Finally, although most acknowledge that the situation in Old Basing has become worse since the work has been going on at the Black Dam roundabout, I would like to refute any assertion that the hazards caused by fast moving traffic through Old Basing is temporary and only caused by the roadworks. This is a long term and persistent problem. To my knowledge, in **2005** Hampshire County Council's own Traffic Flow Survey counted "4124 two way traffic movements between 7.00am and 7.00pm in Crown Lane." By how much has Basingstoke grown since then?

I look forward to hearing from you.

Yours sincerely

Mr and Mrs J Hammond



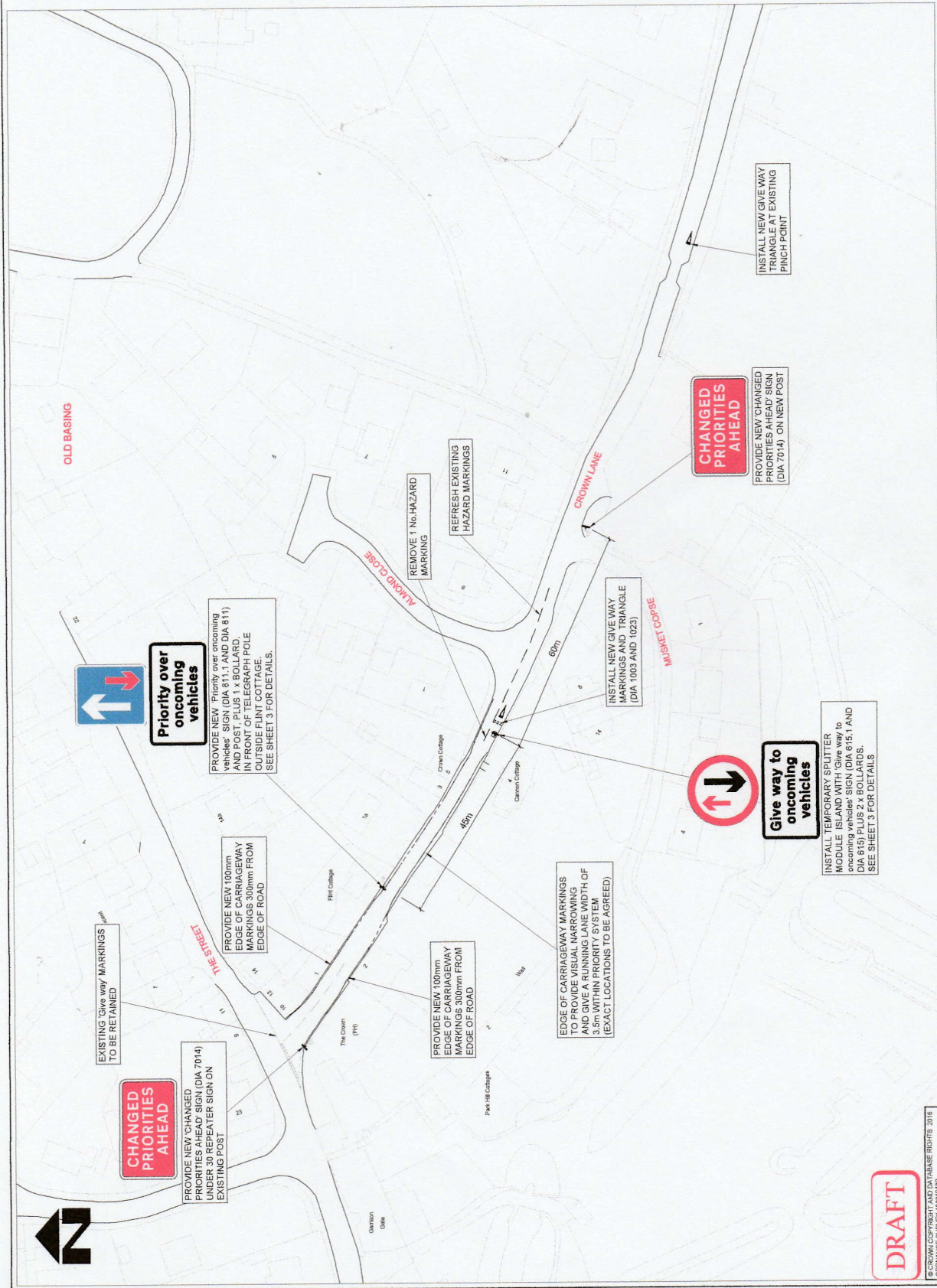
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 Hampshire County Council <small>STUART JAMES BSc Dip (MPhil) MPhil, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</small>		 CONSULTANT		DATE: 11.01.2016 SHEET NUMBER: 1 OF 4 DRAWING NUMBER: 01RAP34/JCL		LOCATION PLAN	
PROJECT: CROWN LANE, OLD BASING EXPERIMENTAL PRIORITY SYSTEM SCALE: 1:1000 APPROVED: SPW		DESIGNER: CAS CHECKED: LH DRAWN: SPW		DATE: 11.01.2016 SHEET NUMBER: 1 OF 4 DRAWING NUMBER: 01RAP34/JCL		LOCATION PLAN	
© CROWN COPYRIGHT AND DATABASE RIGHTS 2016 ORDNANCE SURVEY 100019180		DRAFT		A: TRAFFIC, LAND RESOURCES, ROUTED DRAINAGE AMENDMENTS:		REV:	

HCC Crown Lane Change of Priorities

- NOTES
1. DO NOT SCALE FROM THE DRAWING
 2. ALL EXTENSIVE LOCATIONS TO BE MARKED ON SITE
 3. FOR SIGN DETAILS REFER TO SHEET A.
 4. FOR TRAFFIC CALMING DETAILS REFER TO SHEET 3



<p>Hampshire County Council STUART JAMES BELLIS FORT MEYER DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>		<p>CONTRACT NO. 01RFP34/CL</p>
<p>PROJECT TITLE</p> <p>CROWN LANE, OLD BASING EXPERIMENTAL PRIORITY SYSTEM</p>	<p>DATE</p> <p>14.01.2016</p>	<p>SCALE</p> <p>1:300</p>
<p>DESIGNED BY</p> <p>SPW</p>	<p>CHECKED BY</p> <p>LH</p>	<p>DATE</p> <p>2 OF 4</p>
<p>GENERAL ARRANGEMENT FOR CONSULTATION</p>		

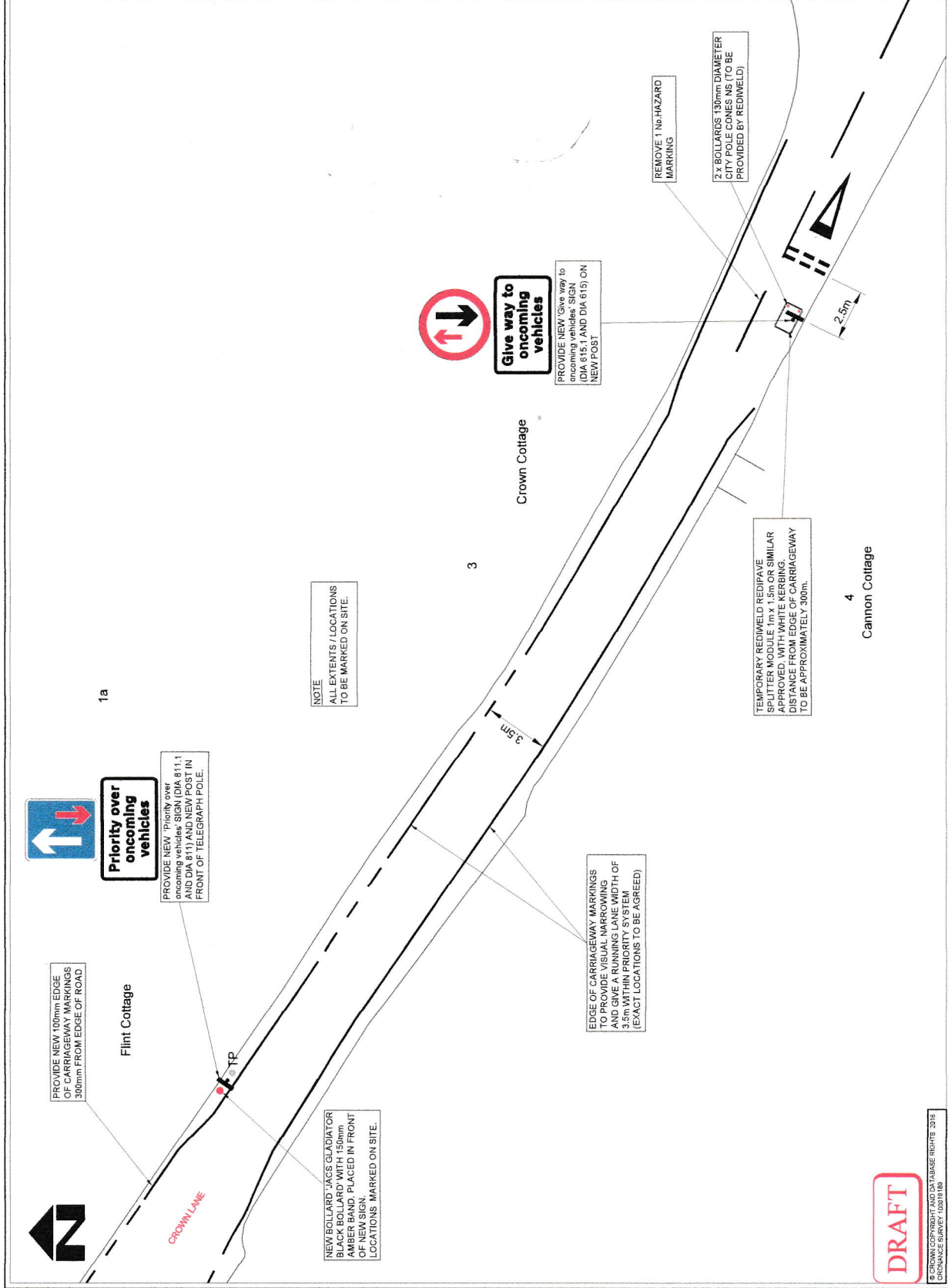
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 CHANCELLERY HIGHWAY 1000 TO 150

NO.	DATE	BY	CHKD	APPD
1				

SCALE: 1:300

- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL EXTENTS / LOCATIONS TO BE MARKED ON SITE.
 - FOR GENERAL ARRANGEMENT REFER TO SHEET 2.
 - FOR SIGN DETAILS REFER TO SHEET 4.



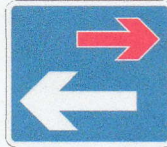
DRAWING TITLE		TRAFFIC CALMING DETAILS FOR CONSULTATION	
PROJECT		CROWN LANE, OLD BASING EXPERIMENTAL PRIORITY SYSTEM	
SCALE	DATE	SHEET NUMBER	REV
1:100	14.01.2016	3 OF 4	A
DESIGNED BY	CHECKED BY	DATE	SCALE
SPW	SPW	14.01.2016	1:100
STUART JARVIS BSc (HRT) WITH MPhil DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT			
CONSULTANT		CONTRACT	
CROWN LANE AND OUTGOING RIGHTS 2015 ORDNANCE SURVEY 100318 80		DATE: 14.01.2016 SCALE: 1:100 SHEET NUMBER: 3 OF 4	

DRAFT

NOTE:
ALL TRAFFIC SIGNS SHALL BE TO THE TRAFFIC SIGNS
REGULATIONS AND GENERAL DIRECTIONS 2002.



Scheme Ref. CROWN LANE	
Sign Ref. 7014	x-height 62.5
Letter colour WHITE	SIGN FACE
Background RED	Width 855mm
Border WHITE	Height 485mm
Material Class RA2 (12899-1;2007)	Area 0.41sq.m



Scheme Ref. CROWN LANE	
Sign Ref. 811	x-height 62.5
Letter colour BLACK	SIGN FACE
Background WHITE	Width 525mm
Border BLACK	Height 600mm
Material Class RA2 (12899-1;2007)	Area 0.32sq.m



Scheme Ref. CROWN LANE	
Sign Ref. 811	x-height 62.5
Letter colour BLACK	SIGN FACE
Background WHITE	Width 875mm
Border BLACK	Height 485mm
Material Class RA2 (12899-1;2007)	Area 0.42sq.m



Sign Reference 615	
Height	600mm
Width	600mm
Area	0.28 sq.m
Material	Class RA2 (12899-1;2007)
Mount Height	2300



Scheme Ref. CROWN LANE	
Sign Ref. 615.1	x-height 62.5
Letter colour BLACK	SIGN FACE
Background WHITE	Width 830mm
Border BLACK	Height 485mm
Material Class RA2 (12899-1;2007)	Area 0.40sq.m

DRAFT

CONTRACTOR		CONSULTANT		DRAWING TITLE	
DESIGNER	CAS	SCHEME	CROWN LANE OLD BASING	DATE	11.01.2016
DESIGNED	LH	PROJECT	EXPERIMENTAL PRIORITY SYSTEM	SHEET NUMBER	4 OF 4
CHECKED	SPWJ	SCALE	NTS	DRAWING NUMBER	01RAP34/CL
APPROVED					
SIGNATURE			SIGN DETAILS		
 Hampshire County Council <small>STUART JARVIS BSc (Hons) (Hort) (MPhil) (MSc) DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</small>					
REV	DESCRIPTION	DATE	ADD	BY	APPD
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HCC traffic Surveys – Some “highlights”

1. Basing Road – **west** of Swingswang Lane jct (No through road section)
Survey date: week 11-17th March 2012.

In the morning peak, there is more westbound traffic with presumably staff and patients traveling to the Clinic. The morning peak period was the 2 hour period 8 – 10am, during this time the average traffic over the five weekdays measured in both directions was **258** vehicles – more than 2 per minute !

In the 2 hour afternoon peak (16.00 – 18.00) the flow is even greater - **303** vehicles ! There is a slight predominance of Eastbound traffic at this time.

2. Basing Road - **east** of Swingswang Lane jct
Survey date: week 11-17th November 2009

Here the morning peak was the 3 hour period 7 -10am when there was more westbound traffic, travelling into Basingstoke.

In the 3 hour period 7 – 10 am the average traffic over the five weekdays westbound was **998** vehicles westbound and 124 eastbound , 1122 in total or slightly over 6 cars per minute!

In the afternoon traffic levels are highest over the four hours 14.00 – 18.00, even here *westbound flows are higher than eastbound.*

Over the 12 hours 7.00 – 19.00 the average flow for weekdays over the survey period was 2632 vehicles westbound, 731 eastbound.

This was before the Black Dam improvements....

3. Data is available for the usage of Basing Road during the Black Dam road works. The volume of traffic rises from the 3363 movements in 2009 to 7427 for the period 7.00 -19.00. The increase is much higher eastbound traffic than westbound.
4. Data is also available for Milkingpen Lane during the Black Dam works but unfortunately there is no recent data to compare this with.

The Data in points 1 & 2 serves to further emphasise the need for a safe junction at the Swingswang Lane/Basing Road/ Bartons Lane Railway Bridge area, with particular emphasis on pedestrian and cycle safety. The data also shows how unsafe Basing Road is for cyclists and pedestrians, particularly during peak hours.

