Environment Department Gateway Process Scheme Name: Alencon Link Accessibility Improvements Reference: 1230188



ALENÇON LINK ACCESSIBILITY IMPROVEMENTS



Background, Aims and Objectives

Pedestrian and cycle movement around Basingstoke is recognised at times to be problematic due to severance caused by busy roads or areas having unpleasant walking environments. These issues are a specific focus of the Town Access Plan.

At present, in order to gain access to Alençon Link, pedestrians and cyclists have to cross Victory Roundabout using the existing subways which link the four corners of the roundabout. The subways have steps and ramps, but the ramps are steep and narrow with sharp entry points making them unsuitable for mobility-impaired users and requiring cyclists to dismount. The gradient of the surface inside the roundabout presents similar issues, due to reinforced concrete blocks being present just below the surface. Crossing at the Alençon Link / Winterthur Way roundabout is provided by a stairs-only subway with no provision for cyclists and mobility-impaired users.

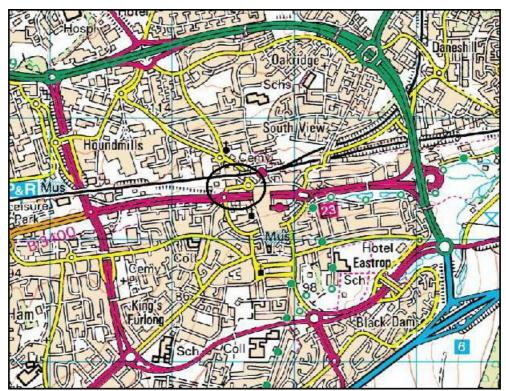


Figure 1: Location of proposed improvements

The above shortfall in provision was noted during planning negotiations for a residential development on part of this site and a Section 278 agreement was sought for a shared-use foot/cycle way on the north side of the Alençon Link between the northern subway approach to Victory Roundabout and the Chapel Hill roundabout by the station. This was to provide residents of that site much improved access to the town centre and hopefully offset a percentage of potential trips that would otherwise be undertaken in the car.

This work also identified that there is a need for an improved safe crossing facility to provide a north-south access for all user groups travelling from Alençon Link and Winterthur Way to town centre instead of the existing stairs-only subway.

The recent housing and business developments along Churchill Way and Winterthur Way, as well as those planned along Kingsclere Road, would continue to generate extra foot and cycle traffic in the area, thus justifying the need for these facilities.

The below diagram, gives a basic explanation of what was proposed.

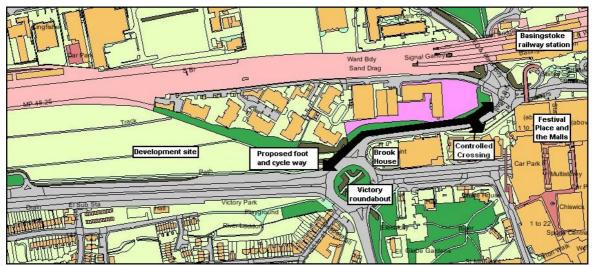


Figure 2: Diagram showing location of proposed route

This above shared-use path was never achieved because of problems obtaining rights to part of the land in contended ownership, so a Section 106 contribution of just over £1,000,000 was obtained to pay for this facility. Because of the time taken for the development site to come forward, and the triggers that released the funding, the scheme was never advanced because of a variety of risks that had to be considered and resolved. The delay continued until further development was agreed at the former-Eli Lilly site on Kingsclere Road, to the north of the proposed scheme's location. (the Eli Lilly site is just north of the railway line in the centre of the above Figure 2)

Lemon Land, the developer of the former Eli Lilly site, is proposing to provide part of the proposed cycle route along Alençon Link. The proposal is to tie-in with its S278 works proposals which include a shared pedestrian/cycle route along Kingsclere Road with improved pedestrian and cycle crossing facilities. The developer is also proposing to provide a controlled pedestrian/cycle crossing facility at Alençon Link (on the eastbound approach to Chapel Hill roundabout) and a Puffin-to-Toucan conversion at Chapel Hill incorporating a right turn into Vyne Road. In addition to providing an improved crossing facility, the proposed crossing facility at Alençon Link could help traffic egress from the Anvil Shopping Centre ramp into Alençon Link, especially during peak times, by providing a suitable gap in traffic for vehicles exiting the car park.

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Hampshire County Council is in consultation with Eli Lilly regarding the proposal for a shared-use pedestrian/cycleway facility along Alençon Link's north side, to agree the scope of works to be carried out by each party. Through co-ordination with Basingstoke and Deane Borough Council and Hampshire County Council's Engineering Consultancy, Development Control and Transport Team North, an outline agreement has been reached for undertaking complementary works, but ones that ultimately are also independent improvements.

The missing foot/cycle way that is being furthered in the proposed scheme is a noted missing connection in both the pedestrian and cycle network. This has been identified formally in the Basingstoke Missing Cycle Links study of 2009 and the emerging Basingstoke Town Access Plan of 2010/11.

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G3 PROJECT APPRAISAL

1. Executive Summary

1.1. Scheme Outline

The proposed scheme will make it safer, quicker and easier to access the retail, employment and public transport facilities in the town centre on foot or by bicycle, when approaching from a major residential development only a few hundred yards away. This is currently difficult and not properly supported by infrastructure, resulting in many residents choosing to drive despite the short distance.

The external funding that is being used for the scheme, was taken specifically for this improvement.

1.2. Alternative Options

Locate the facility on the southern side of the Alencon Link. This was rejected because it would have meant users would have had to take a more circuitous route, meaning they would be less likely to use it.

There were no other options available.

1.3. Measures of Success

Success will be measured by comparing the numbers of pedestrians and cyclists using the Alencon Link with numbers recorded previously. This will be combined with qualitative feedback from the public.

2. Finance

<u>Estimates</u>	£'000	% of to	tal Funds Available	£'000
Design Fee	175	11	Developer contributions	1580
Client Fee	5	1		
Supervision	50	3		
Construction	1350	85		
Land	0	0		
Total	1580	100	Total	1580
Revenue Implications		£'000	% Variation to Committee's budget	
Net increase in current		97	0.087%	
•	е	97	0.073%	
Total Expenditure		194		
	Design Fee Client Fee Supervision Construction Land Total Revenue Implications Net increase i current expenditure Capital Charg	Design Fee 175 Client Fee 5 Supervision 50 Construction 1350 Land 0 Total 1580 Revenue Implications Net increase in current expenditure Capital Charge	Design Fee 175 11 Client Fee 5 1 Supervision 50 3 Construction 1350 85 Land 0 0 Total 1580 100 Revenue	Design Fee 175 11 Developer contributions Client Fee 5 1 Supervision 50 3 Construction 1350 85 Land 0 0 Total 1580 100 Total Revenue Implications

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3. Programme

	Gateway Stage					
	3 - Project Appraisal	Start on site	End on site	4 - Review		
Date (mm/yy)	09/12	10/12	10/13	10/14		

Any scheduled utility works will be undertaken prior to the works being carried out and a Section 58 order will be put in place to protect any new surfacing.

4. Scheme Details

A location plan is attached (Appendix A) and a detailed plan will be displayed at the meeting.

The Alencon Link Accessibility Improvements are a key part of a programme to improve the environment for non-motorised users of Basingstoke town centre. The central feature was first proposed following a housing development on a site a few hundred metres from the town centre, but residents having to walk on an circuitous route to reach it or drive what is a very short distance.

The scheme provides a shared-use footway/cycleway connection along the north side of the road, which allows direct access to the town centre, railway station and new bus interchange, but also adds informal crossing facilities which supports pedestrian movements at road level. This allows the removal of the underpass, which is very rarely used as pedestrians choose to cross the road without supporting infrastructure, but frequently floods causing a maintenance liability.

The scheme also adds a Toucan Crossing just to the north-east of the exit from The Malls car park on the Alencon Link, which allows pedestrians and cyclists to safely cross, while also allowing cars to exit the car park which is often prevented during peak times.

This main route was specifically identified during the planning process for the housing development and a contribution taken for providing it. The removal of the subway was a planning condition for a site a short way to the north, so to improve efficiency and reduce public disruption, this is being delivered in a single improvement scheme. This will compliment work being undertaken by two developers to improve the Alencon Link and the links to key destinations in Basingstoke Town Centre. It is a major component of the regeneration of this central area of the town.

The work will feature a sizeable new structure to support this footway/cycleway, which will be landscaped and the appearance made as unobtrusive as possible, but it will be very noticeable. It will also involve disruption during construction over several months.

5. Departures from Standards

N/A, the scheme is entirely within the prescribed highway standards.

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6. Community Engagement

The local member, Cllr Ron Hussey, has given his full support for the proposed scheme. Support has also been forthcoming from the Basingstoke and Deane Borough Council members.

The scheme was consulted on as part of the Basingstoke Town Access Plan, where overwhelming support was given, with no members of the public raising an objection to the proposed scheme. The Basingstoke Bicycle User Group have frequently highlighted the danger to cyclists on the Alencon Link, which this scheme would overcome.

7. Statutory Procedures

A Temporary Traffic Regulation Order will be required during construction. This will be finalised with the approval of this Project Appraisal.

8. Land Requirements

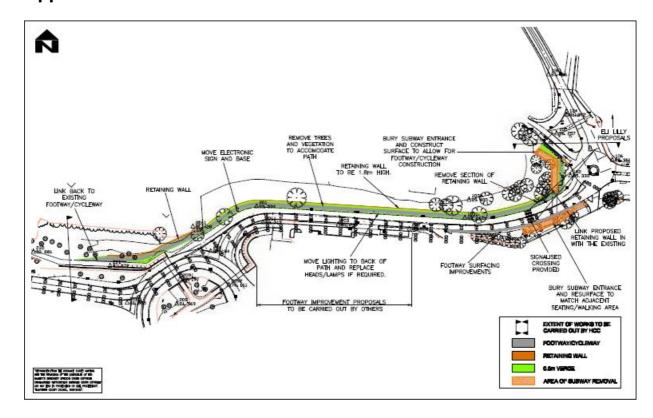
N/A

9. Maintenance Implications

Maintenance will be required on the landscaping element of the improvements, this additional cost is included in the above maintenance costs.



Appendix A – Location Plan



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Appendix B – Priorities and Targets

<u>7 LTP2 Objectives</u>					
Increase accessibility to services	\boxtimes				
Promote Safety	\boxtimes				
Reduce impact and effect of congestion					
Widen travel choice	\boxtimes				
Contribute towards improvements in air quality					
Support wider quality of life objectives	\boxtimes				
Encourage value for money and efficient asset management					
17 LTP2 Targets LTP1 - Accessibility. Percentage of people who consider accessibility					
is good	\boxtimes				
LTP2 - Change in area-wide road traffic mileage	\boxtimes				
LTP3 - Cycling trips (annualised index)	\boxtimes				
LTP4 - Mode share of journeys to school					
LTP5 - Bus punctuality indicator					
LTP8 - Air Quality. Related to traffic in Winchester, Eastleigh, Totton					
and Lyndhurst					
BVPI 199x – Casualties. Total killed and seriously injured	\boxtimes				
BVPI 199y – Casualties. Total child killed and seriously injured	\boxtimes				
BVPI z – Casualties. Total slight casualties	\boxtimes				
BVPI 223 – Road Condition. Contribute towards improvements in					
air quality	\boxtimes				
BVPI 224 a - Road Condition. Classified non-principal roads					
BVPI 224b - Road Condition. Unclassified roads					
BVPI 187 - Footway Condition					
BVPI 102 – Public Transport. Number of bus passenger journeys					
BVPI 104 – Public Transport. Satisfaction with local bus services					

<u>Other</u>

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.