



Photo 14: Looking east towards crossing point on Lime Tree Way

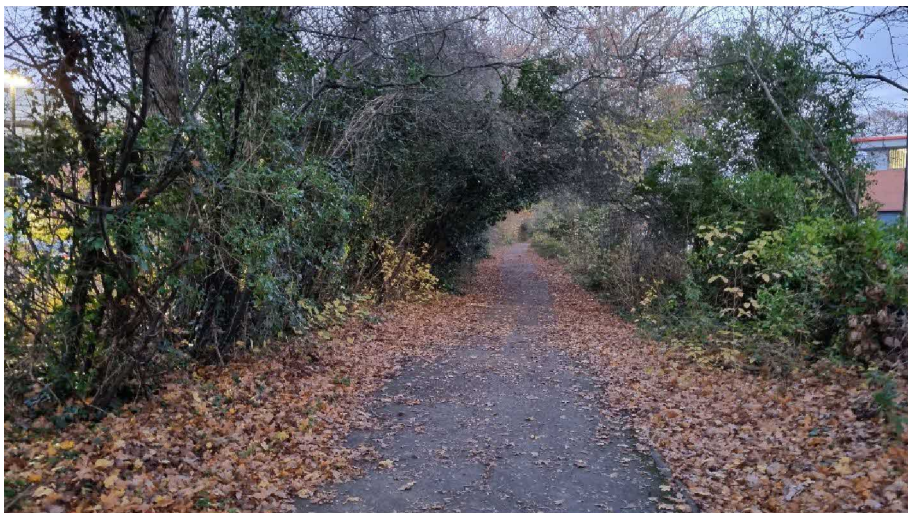


Photo 15: Looking west on paved off-carriageway path towards Lime Tree Way



Photo 16: Looking east towards bridge passing beneath railway



Photo 17: Looking south on Hanmore Rd towards eastern bridge egress and crossing point

2.7.4 Southwards from the development site, from Crockford Lane to the Crockford Roundabout on the A33 (for pedestrian facilities), and onwards to cover cycle facilities from the Crockford roundabout, alongside the A33 and on Norn Hill, Basing View and Alencon Link

General Arrangement and description of route:

This route runs southwards from the development site, along Crockford Lane towards the Crockford roundabout on the A33. The provision of cycle facilities has been considered from the A33 Crockford roundabout to Alencon Link

As described in section 2.7.2, Crockford Lane is a lit two-way single carriageway road subject to a 30mph speed limit and has an approximate width of 7 metres. South of the site it has 2-metre-wide footways on both sides and no cycle facilities. The Lindenwood roundabout and Lime Tree Way roundabout both have pedestrian dropped kerb crossing points with tactile paving throughout, and south of the Lime Tree Way roundabout, Crockford Lane has advisory cycle symbol markings and signage (see photo 18) extending to Chineham Gate at the southern end of Chineham Business Park.



Photo 18: Crockford Lane looking south, advisory cycle symbol markings

Approximately 200 metres south of Chineham Gate, Crockford Road becomes a dual carriageway over a distance of 300 metres as it approaches the signalised Crockford roundabout on the A33. On the western side of this dual carriageway there is a 3-metre-wide shared footway / cycleway (see photo 19); on the eastern side the 2-metre-wide footway continues southwards and becomes a 2-metre-wide shared footway / cycleway with a dropped kerb located north of the Audi garage to allow cyclists to join from the southbound side of the dual carriageway (see photo 20).



Photo 19: Crockford Lane looking south towards dual carriageway section and shared cycleway / footway



Photo 20: Crockford Lane looking south, Shared footway / cycleway on eastern side

It was noted during the site visit that (i) a short section of the western shared footway / cycleway was closed with no diversion provided. It is not clear whether this is a short-term temporary arrangement; however, the closure appeared to be related to an uneven surface which may have been in this condition for some time (see photo 21); and (ii) the vehicle access serving the Audi garage on the eastern side of Crockford Lane has tactile paving on one side only, and that tactile paving is angled towards the southbound carriageway, forming a hazard for mobility impaired pedestrians (see photo 22).

The Crockford Lane arm of the Crockford roundabout is signal controlled and includes 4-metre-wide pedestrian / cycle crossing facilities (see photo 23). From this point there are

pedestrian and cycle links to local residential areas (1) to the southwest of Crockford Lane via Carpenters Down, and (2) to the east of Crockford Lane via a disused section of road leading beneath the railway line to Hanmore Road / Reading Road.



Photo 21: Temporary closure of Crockford Lane western footway / cycleway



Photo 22: Crockford Lane looking north, mis-aligned tactile paving



Photo 23: Signalised crossing facilities at southern end of Crockford Lane

(1) Link to residential areas via Carpenters Down:

Pedestrians and cyclists can access Carpenters Down from the southern end of Crockford Lane via a 3-metre-wide shared footway / cycleway. This link reduces to 2 metres for a length of 20 metres, then widens to 3 metres as a shared facility on the northern side of Carpenters Down, with a crossing point providing access to a 3-metre-wide shared footway / cycleway on the southern side of the road.

(2) Link to residential areas via Hanmore Road / Reading Road:

Pedestrians and cyclists can access Hanmore Road / Reading Road from the southern end of Crockford Lane via a shared footway / cycleway which is formed from a disused section of road passing beneath the railway line. This section is accessed from Crockford Lane via a 2-metre-wide pinch point (see photo 24), which then widens out to onto the disused road (see photo 25). On the eastern side of the bridge the route splits into two paths, both 2 metres in width; one veers towards the north for a distance of approximately 30 metres where there is a dropped kerb crossing point on Hanmore Road with tactile paving, providing access to the pedestrian footway on the opposite side. The other path continues eastwards, following the alignment of the disused carriageway for a distance of approximately 40 metres, leading onto Reading Road. There is a barrier across the disused road at this point (see photo 26) forcing pedestrians and cyclists to use the two-metre-wide footway / cycleway, which itself ends after a short distance on Reading Road, requiring pedestrians to cross Reading Road. There is a dropped kerb at the end of this path with a vehicle crossover located on the opposite side of Reading Road; this crossing point does not have tactile paving. There are no cycle facilities on Hanmore Road or Reading Road, therefore cyclists are required to continue their journey on carriageway.



Photo 24: East of Crockford Lane, looking west towards pinch point



Photo 25: Route on disused road beneath railway line



Photo 26: Eastern end of route on disused road, looking east

It is noted that the Basingstoke and Deane LCWIP route 140 passes through this section, from the Reading Road area, along the disused road beneath the railway, through the crossing facilities at the Crockford roundabout and continues southwards to Basingstoke railway station / town centre. With respect to the link from Reading Road through to the Crockford roundabout crossing facilities, the LCWIP highlights the following:

140.14 Reading Road (Sustrans) - Install two-way segregated cycle track on southern side of Reading Road between the roundabout and existing cycle track connecting to the Crockford Lane. Resurface western end of Reading Road between Hanmore Road and Crockford Lane.

The following paragraphs describe the cycle facilities from the Crockford roundabout, continuing southwards alongside the A33 onto Norn Hill, Basing View; and then westwards along Alencon Link to Basingstoke railway station and town centre.

The 3-metre-wide shared footway / cycleway on the western side of Crockford Lane continues through a 3-metre-wide lit underpass beneath Carpenters Down (see photo 27). The route continues southwards, parallel to the A33 but separated from the carriageway by a wide verge and embankment. The A33 along this section is a lit two-lane dual carriageway carrying high traffic flows and subject to a 50mph speed limit; however, the pedestrian / cycle

route is well separated from the carriageway and this section of the route has its own off carriageway lighting (see photo 28).



Photo 27: Looking south towards underpass beneath Carpenters Down

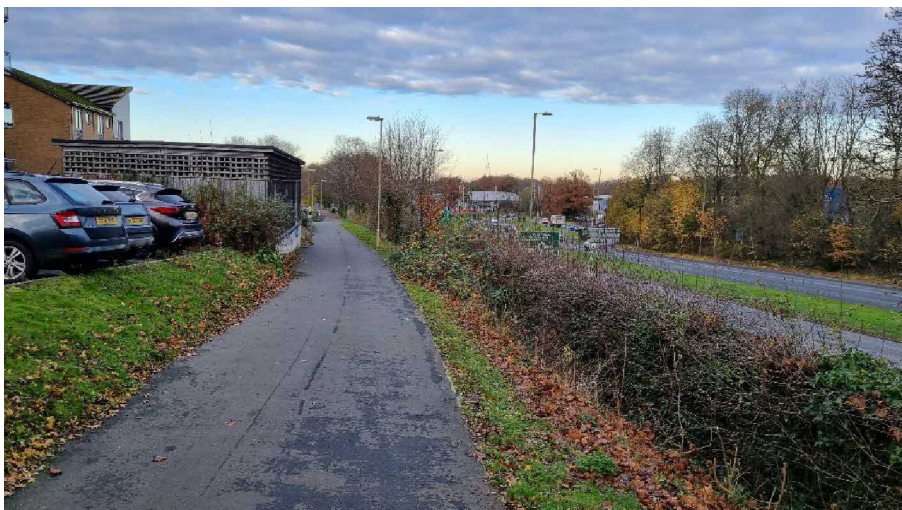


Photo 28: Looking north adjacent to A33 dual carriageway

The shared route leads to 4-metre-wide signal-controlled pedestrian / cycle crossing facilities at the Popley Road signalised junction. The southbound approach to the crossing point has a downward gradient with a pair of staggered barriers at the bottom.

The shared route continues to the south of the Popley Road junction, along the western side of the lit A33 dual carriageway. On this section the footway / cycleway has a width of 2.2 metres and is separated from the A33 northbound carriageway by a grass verge buffer approximately 2 metres wide. The route passes over a pedestrian / cycle underpass, where there is a 1-metre-high parapet (see photo 29).

As the route approaches the A33 / A339 signalised roundabout junction, there is vegetation growth reducing the effective width of the route down to around 1 metre wide (see photo 30).

The A33 / A339 signalised roundabout is a large, busy, grade separated junction where the A339 forms the major route passing beneath the roundabout. The A33, Faraday Road, Oakridge Road and Norn Hill form the other arms of the junction. The pedestrian / cycle route across the roundabout from the A33 to Norn Hill requires four road crossings; all are signalised pedestrian / cycle crossing 4 metres in width. The bridge section over the A339 has a 2.5 metre wide footway / cycleway and parapets 1.45 metres high.



Photo 29: Looking north toward parapet adjacent to A33



Photo 30: Looking north towards A33 / A339 roundabout

The path leading from the roundabout crossing point to Norn Hill is 2.2 metres wide. Norn Hill is a lit 30mph single carriageway two-way road passing through the Oakridge residential area to the northeast of Basingstoke. It forms a spine road, serving numerous minor residential roads on both sides. It has a 6-metre-wide carriageway and 1.8-metre-wide footways on either side. During the site visit the observed traffic flows were reasonably light.

The shared route leads from the roundabout into the northern end of Norn Hill and ends at this point, with signage and markings indicating that cycles must join the carriageway. At the minor road junctions on Norn Hill there are cycle symbol markings and signage alerting drivers to “Think bike”.

At the southern end of Norn Hill, the road passes over two railway lines, leading to a mini-roundabout junction with Basing View. There are separate pedestrian bridges provided alongside the road bridges, which have an internal width of 3.3 metres. However, they are

not signed for cycle use, therefore cyclists must continue on carriageway until reaching Basing View.

Basing View is a lit 30mph two-way single carriageway road passing through the commercial district immediately to the east of Basingstoke town centre. On the western side of the mini-roundabout junction with Norn Hill, Basing View has a 7.3-metre-wide carriageway and 3-metre-wide shared footway cycleways on both sides of the road. The road curves around towards the south where there is a short 4 metre wide off-carriageway pedestrian / cycle link connecting the southern end of Basing View to Alencon Link.

Alencon Link is a lit 30mph two-way single carriageway road 7.3-metre-wide carriageway, a 2-metre-wide footway on the northeastern side and a 3-metre-wide footway on the southwestern side. The road leads to the railway station entrance and 'The Malls' shopping centre; however, the section of carriageway at these entrances is designated as a pedestrian zone with an exception for buses and taxis, which effectively renders Alencon Way as a no through road for other types of vehicles, and therefore traffic flows on Alencon Way reflect this and are relatively low for a town centre location.

Cyclists travelling on Alencon Link must continue in the carriageway to reach the railway station and town centre facilities. In the vicinity of the railway station and shopping mall there are 7 publicly accessible cycle hoops adjacent to the carriageway, with a further 18 at the railway station frontage. In addition, there are 36 cycle hoops within a locked compound at the railway station.

As noted above, the Basingstoke and Deane LCWIP route 140 continues from the Crockford roundabout to Alencon Link. With respect to this route, the LCWIP highlights the following:

140.15 Reading Road (Sustrans) - Add physical segregation such as a raised trapezoidal strip to designate a minimum 3m wide two-way cycle track and 2m footway on the shared use path from A33 roundabout to Oakridge Road roundabout. In areas where the existing shared use path width is less than 5m, widen path include a minimum 2m footway and 3m cycle track. Ensure tactile cones provided on push buttons at all junctions along the A33 from the A33 roundabout to the A339/A33 roundabout. Consider providing segregated crossings with straight-over crossings for cycles.

140.16 shared use path near Shetland Road (Sustrans) - Widen shared use path to 5m minimum, and add segregated cycle track markings for 3m wide section with minimum 2m footway.

140.17 shared use path on A33 (Sustrans) - Widen path to at least 5m and provide segregation between pedestrians and cyclists.

140.18 A339/A33 ringway roundabout (Sustrans) - Ensure tactile cones provided on push buttons at all arms of A339/A33 ringway roundabout. Change signalisation to allow crossing for cyclists and pedestrians in one phase.

Figure 140.19 Norn Hill (Sustrans) - Transition from two way segregated cycle track to one way cycle tracks on Norn Hill. Ensure coordination with Town Centre Master Plan.

140.20 Norn Hill (Sustrans) - Install two-way cycle tracks in the verges of Norn Hill from Freemantle Close to Queen Mary Avenue with transition to and from the identified cycle track at Queen Mary Avenue. Install traffic calming measures along the length of Norn Hill.

140.21 Norn Hill (Sustrans) - Reduce speed zone to 20mph and install traffic calming measures such as speed humps and cycle symbols on the carriageway on Norn Hill from Queen Mary Avenue to Basing View. Widen and improve surface of footways where possible. Investigate the feasibility of installing a bus gate or modal filter to reduce traffic flow. Coordinate with Town Centre Master Plan.

140.22 Gresley Road and Norn Hill (Sustrans) - Consider traffic calming interventions such as speed humps and a 20mph speed zone on Gresley Road to slow traffic on approach to junction with Norn Hill.

140.23 Norn Hill crossing (Sustrans) - Consider upgrading existing uncontrolled crossing to zebra or parallel crossing on southern end of Norn Hill railway bridge. Remove or redesign barriers at either end of pedestrian/cycle bridge. Investigate allowing cycles to use footbridge, subject to pedestrian flows and widths available. A wider footbridge may be required.

140.24 Basing View looking north (Sustrans) - Install stepped cycle tracks on Basing View. Install traffic calming if vehicle speeds exceed 30mph.

140.25 Basing View path (Sustrans) - Install a two-way segregated cycle track on the existing shared use path. Would need 3m for cycle track and minimum 2m footway. Widen path as this location has high pedestrian flows.

140.26 Basing View barriers (Sustrans) - Remove or modify barriers to support two-way cycle track and remove end cycle route signage. Install a parallel crossing for safer transition from the segregated cycle route if 140.27 is not possible.

140.27 Alençon Link (Sustrans) - Investigate possibility of installing north side two-way segregated cycle track to connect to Basingstoke Railway Station. This may require utilising a travel lane and creating a one way vehicle traffic flow around station. Potential options for this section should be coordinating with the Town Centre Master Plan.

There are no horse riding facilities on this route.

2.8. Walking, cycling and horse-riding survey data (Large schemes only)

Data from automatic traffic counts (ATCs) carried out in 2019 has been made available. These surveys captured traffic flows and speeds, including cycles at three locations on Chineham Business Park:

ATC1: Crockford Lane, at the southern end of Chineham Business Park between Chineham Gate and Ashwood.

ATC2: Crockford Lane, at the northern end of Chineham Business Park north of Lindenwood.

ATC3: Lime Tree Way, at the northern end of Chineham Business Park north of Redwood 2.

These surveys showed that 85th percentile speeds at both the northern and southern ends of Crockford Lane are around 40mph in both directions, indicating that most of the traffic is exceeding the 30mph limit. The 85th percentile traffic speeds on Lime Tree Way were lower than the 30mph speed limit, at 26mph and 23mph for northbound and southbound respectively.

The recorded traffic flows indicate that the two-way average annual daily traffic flows (AADT) are around 8,400 at the southern end of Crockford Lane, 2,400 at the northern end of Crockford Lane and 3,900 on Lime Tree Way.

The ATCs also captured cycle movements. The results show that during the survey there were 19 cycle movements at the southern end of Crockford Lane, 58 at the northern end of Crockford Lane; and 35 on Lime Tree Way.

In addition to the above, Department for Transport traffic count data is available online for a location on Crockford Lane, just south of Appian Way (near the bridge over the railway, leading to Cufaude Lane). The most recent count data shows an AADT figure of 2801, taken in 2022.

Detailed survey data for existing levels of walking and horse-riding has not been obtained. However, observations were made during the site visit and are included in the section above.

Regarding the levels of walking, cycling and horse-riding expected to be generated by the proposed development, estimated trip generation data has provided as part of the Transport Statement. This showed that on a typical weekday, the trips to and from the site are expected to be as set out below:

Bus:	In = 14 / out = 14
Train:	In = 13 / out = 13
Driver:	In = 10 / out = 10
Car share:	In = 25 / out = 26
Motorcycle:	In = 1 / out = 1
Taxi:	In = 4 / out = 4
Cycle:	In = 4 / out = 4
Walk / run:	In = 12 / out = 13
Remote working:	In = 40 / out = 40
Other:	In = 1 / out = 1

2.9. Liaison with local user groups and wider public (Large schemes only)

The submission of a planning application will lead to consultation opportunities for local user groups and the wider public through the normal planning process.

3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1. General

Opportunities for improvements are presented below under the same headings as the earlier description of the existing facilities in section 2.7:

3.1.1. Northwards from the development site, from Crockford Lane to Cufaude Lane / Hanmore Road / NCN23, via the road bridge over the railway (including Aurum Green Avenue).

The proposed LGV/HGV access at the development site should include a suitable pedestrian crossing point with dropped kerbs and tactile paving.

The relocated bus stop should be designed to ensure it is accessible, convenient, and comfortable to encourage travel by bus to and from the site.

ATC data indicates that whilst traffic flows on the northern section of Crockford Lane are low, the speeds are high. Therefore, if feasible, it would be preferable to provide off carriageway cycle facilities on Crockford Lane. Where this is not feasible, traffic calming measures should be introduced to reduce traffic speeds, with advisory cycle marking / signage in the carriageway.

Provide a new pedestrian crossing point with dropped kerbs and tactile paving, where the western footway ends, approximately 400 metres to the north of the site (at the Air Products site access, where the road curves around towards the east).

Trim back vegetation growth on the footway opposite the Air Products site.

Provide tactile paving at the two accesses which have dropped kerbs but no tactile paving (the disused / redundant access and the access serves the Dunster House premises).

Traffic flow and speed data has not been obtained between Aurum Green Avenue and the Crockford Lane bridge, leading to the junction with Cufaude Lane and Hanmore Road. Should flows and/or speeds be high, it would be preferable to provide off carriageway cycle facilities on Crockford Lane. Where this is not feasible, traffic calming measure should be introduced to reduce traffic speeds, with advisory cycle marking / signage in the carriageway.

Trim back vegetation growth on the shared footway / cycleway on Hanmore Road, to the south of the junction with Crockford Lane / Cufaude Lane.

3.1.2. Eastwards from the development site, from Crockford Lane to amenities at Spindlewood in Stag Oak Lane (including off carriageway footpath and Lime Tree Way).

Provide a dropped kerb pedestrian crossing point with tactile paving on Crockford Lane, near to the western end of the off-carriageway path located to the north of Redwood 2. In addition, the off-carriageway path could be improved with lighting, a bound surface and removal of the trip hazard caused by the level difference between the path and adjacent footway. If feasible, the path could be widened to create a shared footway / cycleway.

Provide tactile paving on Lime Tree Way at the access to Redwood 2 and address the surface water ponding issue at this location.

Provide tactile paving on Lime Tree Way at the accesses to Rosewood, Central 40 and Beechwood on Lime Tree Way.

Provide a dropped kerb pedestrian crossing point with tactile paving on Stag Oak Lane, the at Cherrywood access.

Provide a dropped kerb at the eastern end of Stag Lane, where the footway leads to the shared surface access to Spindlewood.

Provide off carriageway cycle facilities on Lime Tree Way. Where this is not feasible, traffic calming measures should be introduced to reduce traffic speeds, and the advisory cycle marking / signage in the carriageway should be improved.

3.1.3. Eastwards from the development site, from Crockford Lane to Hanmore Road (via the footpath passing under the railway).

Provide tactile paving at the dropped kerb pedestrian crossing points on both Crockford Lane and Lime Tree Way, that are located at the western and eastern ends of the off-carriageway path located to the south of Redwood 3. In addition, the off-carriageway path could be improved with lighting and a bound surface. If feasible, the path could be widened to create a shared footway / cycleway.

Provide tactile paving on Lime Tree Way at the accesses to Rosewood, Central 40 and Beechwood on Lime Tree Way (as mentioned in section 3.1.2 above).

Improve the lighting on the off-carriageway path on the eastern side of Lime Tree Way. If feasible, the path could be widened to create a shared footway / cycleway, continued through the bridge to provide a cycle link with Hanmore Road.

If the off-carriageway paths cannot be converted to shared footway / cycleways, then provide off carriageway cycle facilities on Lime Tree Way. Where this is not feasible, traffic calming measures should be introduced to reduce traffic speeds, and the advisory cycle marking / signage in the carriageway should be improved.

2.7.4 Southwards from the development site, from Crockford Lane to the Crockford Roundabout on the A33 (for pedestrian facilities), and onwards to cover cycle facilities from the Crockford roundabout, alongside the A33 and on Norn Hill, Basing View and Alencon Link

If feasible, it would be preferable to provide off carriageway cycle facilities along the full length of Crockford Lane. Where this is not feasible, traffic calming measures should be introduced to reduce traffic speeds, with advisory cycle marking / signage in the carriageway.

Improved signage and a crossing point for cyclists should be provided at the northern end of the 3 metre wide shared footway / cycleway on Crockford Lane, to provide an alternative route for southbound cyclists (avoiding the 2 metre wide footway / cycleway further south on the eastern side of the road).

Repair the damaged section of the western shared footway / cycleway (which is currently closed) on the eastern side of Crockford Lane.

Rectify the misaligned / sub-standard tactile paving provision at the vehicle access serving the Audi garage on the eastern side of Crockford Lane.

Widen the pinch point link between Crockford Lane and Carpenters Down.

Widen the link between Crockford Lane and the disused section of road passing beneath the railway line.

Widen the two paths on the eastern side of the bridge (leading to Hanmore Road and Reading Road respectively). Improve the pedestrian crossing arrangement on Reading Road.

Widen the shared route path from the Popley Road junction to the A33 / A339 roundabout.

Provide an improved parapet (replacing the 1-metre-high parapet) where the route passes over a pedestrian / cycle underpass on the A33.

Trim back the vegetation growth on the path near to the A33 / A339 roundabout junction.

Widen the shared route path from the A33 / A339 roundabout junction to Norn Hill.

Provide an off-carriageway cycle facility on Norn Hill. If not feasible, improve the signage and markings for the on-carriageway advisory route.

Assess whether the Norn Hill footbridges can be converted to shared pedestrian / cycle use (may need an assessment of pedestrian flows during peak times).

If feasible, it would be preferable to provide off carriageway cycle facilities on Alencon Link. This may involve assessing whether the 3-metre-wide footway on the southwestern side of Alencon Link can be converted to shared pedestrian / cycle use which may need an assessment of pedestrian flows during peak times, of reducing carriageway width as referenced in the LCWIP). Where this is not feasible, traffic calming measures should be introduced to reduce traffic speeds, with advisory cycle marking / signage in the carriageway.

Reference should be made to the improvements recommended in the LCWIP, relating to route 140. Specifically recommendations highlighted in LCWIP figures 140.14 to 140.27.

3.2. Strategic Opportunities

Strategic opportunities are set out in the LCWIP. Regarding this WCHAR, it is considered that the recommended improvements to Norn Hill, the Norn Hill footbridges and Alencon would provide a continuous off carriage cycle route from the southern end of Crockford Lane to Basingstoke railway station / town centre, which forms a key strategic cycle route in this area.

3.3. Walking Specific Opportunities

The opportunities set out in section 3.1 above include walking specific opportunities.

3.4. Cycling Specific Opportunities

The opportunities set out in section 3.1 above include cycling specific opportunities.


3.5. Horse-Riding Specific Opportunities

The assessment has not identified any horse-riding specific opportunities.

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Julian Smith BEng, MCIHT, MSoRSA
Title/Position:	Road Safety Engineer
Organisation:	Gateway RSE
Signature:	
Date:	5 th December 2023

Scheme Client Team Leader

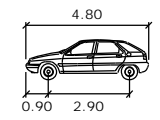
As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	
Title/Position:	
Organisation:	
Signature:	
Date:	

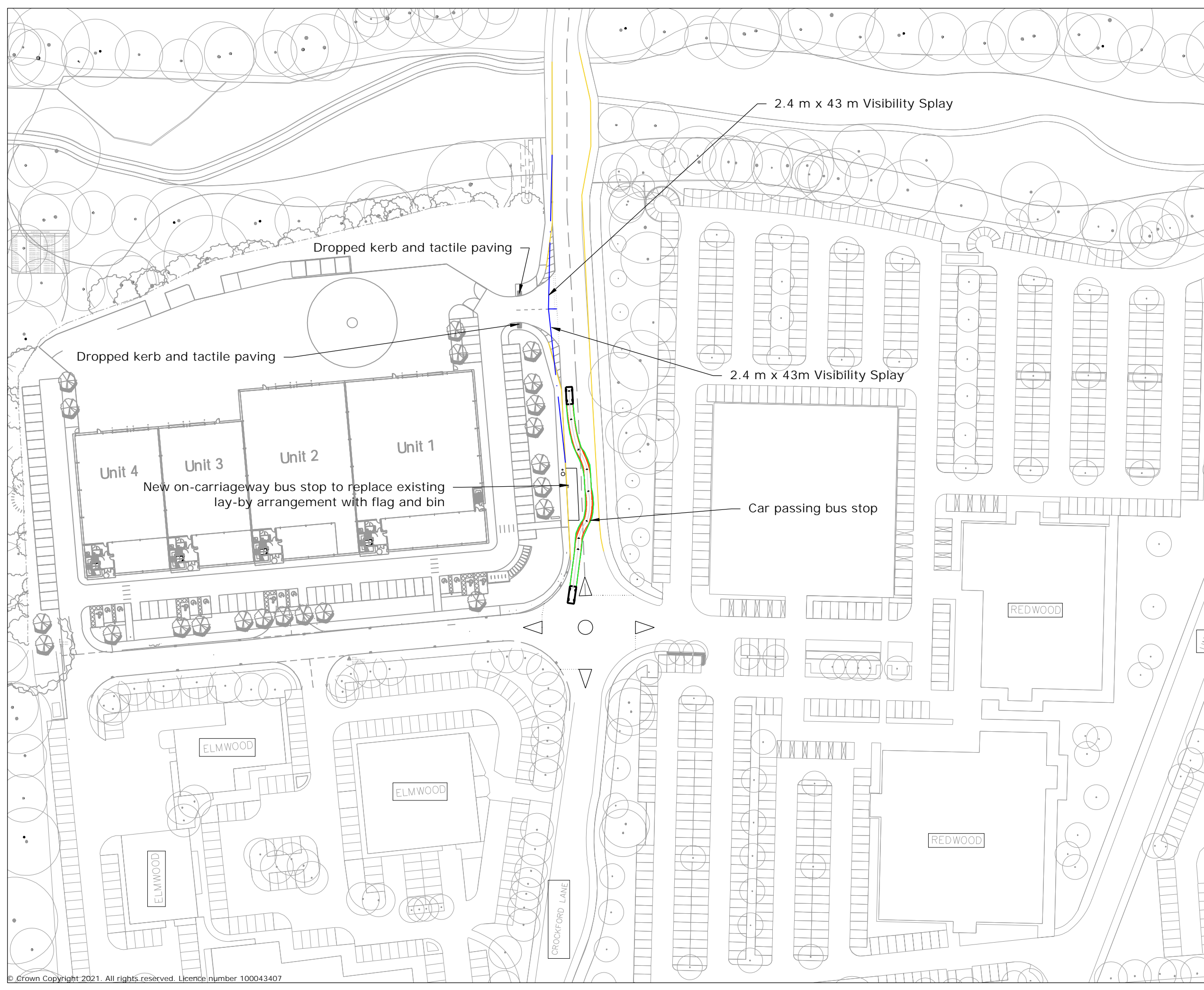
Appendix C

Crockford Lane - New Access Drawing



SDV

	units	meters
Width	:	1.80
Track	:	1.80
Lock to Lock Time	:	6.0
Steering Angle	:	37.8



Guildford - London - Reading
www.motion.co.uk

Project:
Chineham Business Park - Lindenwood

Title:
Visibility Splay at Proposed Site
Access with Bus Stop and Passing Car

Client:
Aviemore Trustee Ltd

Drawing Status:

Scale: 1:1000 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

Drawing: Revision:

2210020-GA01

Appendix D

Road Safety Audit (Stage 1) and Designer's Response

LINDENWOOD, CHINEHAM BUSINESS PARK

Proposed Access and Associated Works

Stage 1 Road Safety Audit

Overseeing Organisation: Hampshire County Council

December 2023



Road Safety Engineering

Project: Lindenwood, Chineham Business Park
Proposed Access and Associated Works

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: Hampshire County Council

Client: Aviemore Trust Ltd

Gateway RSE ref: SG/WP/2311-21 RSA1 v1.0

Issue date: 04/12/2023

Status: Issued as Version 1.0

Authorised by: SG

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Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at the Chineham Business Park, Chineham, within the Borough of Basingstoke & Deane and the County of Hampshire. The audit brief, dated 22nd November 2023, describes the scheme as access alterations in relation to redevelopment of the Lindenwood business area, together with relocation of a bus stop/lay-by on Crockford Lane.
- 1.2 Crockford Lane is a 2-lane single carriageway road running broadly north to south. It is lit, with a footway on each side and is subject to a 30mph speed limit.
- 1.3 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 10:00 and 11:00 on Thursday 30th November 2023, when the weather was fine/cold and the road surface dry. No traffic congestion was observed, whilst some pedestrian but no cyclist movements occurred.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of their responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk). This indicates that one PIC occurred at or close to the site during the latest available five-year period (2018 to 2022).
- 1.8 The collision occurred in May 2020 (during the first Covid-19 lockdown), in fine/light/dry conditions. It involved a car striking an adult pedestrian crossing the carriageway, not at a crossing. The pedestrian sustained slight injuries.

Previous Road Safety Audit(s)

- 1.9 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Absence of pedestrian facilities may lead to trips or falls.

Location: Site access junction

No dropped kerbs or tactile paving are shown at the proposed site access junction. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide dropped kerbs and tactile paving at the site access junction.

2.5 Problem

Stranded pedestrians may trip/fall.

Location: Footway at site access to be closed

Closure of the site access may leave pedestrians stranded on the footway, without crossing facilities. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide a north-south pedestrian crossing at the footway terminates at the closed site access.

Road Signs, Carriageway Markings and Lighting

- 2.6 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:

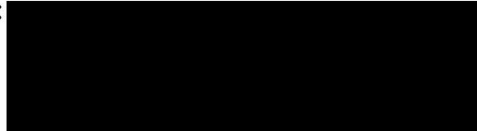


Date: 01/12/2023

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 01/12/2023

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

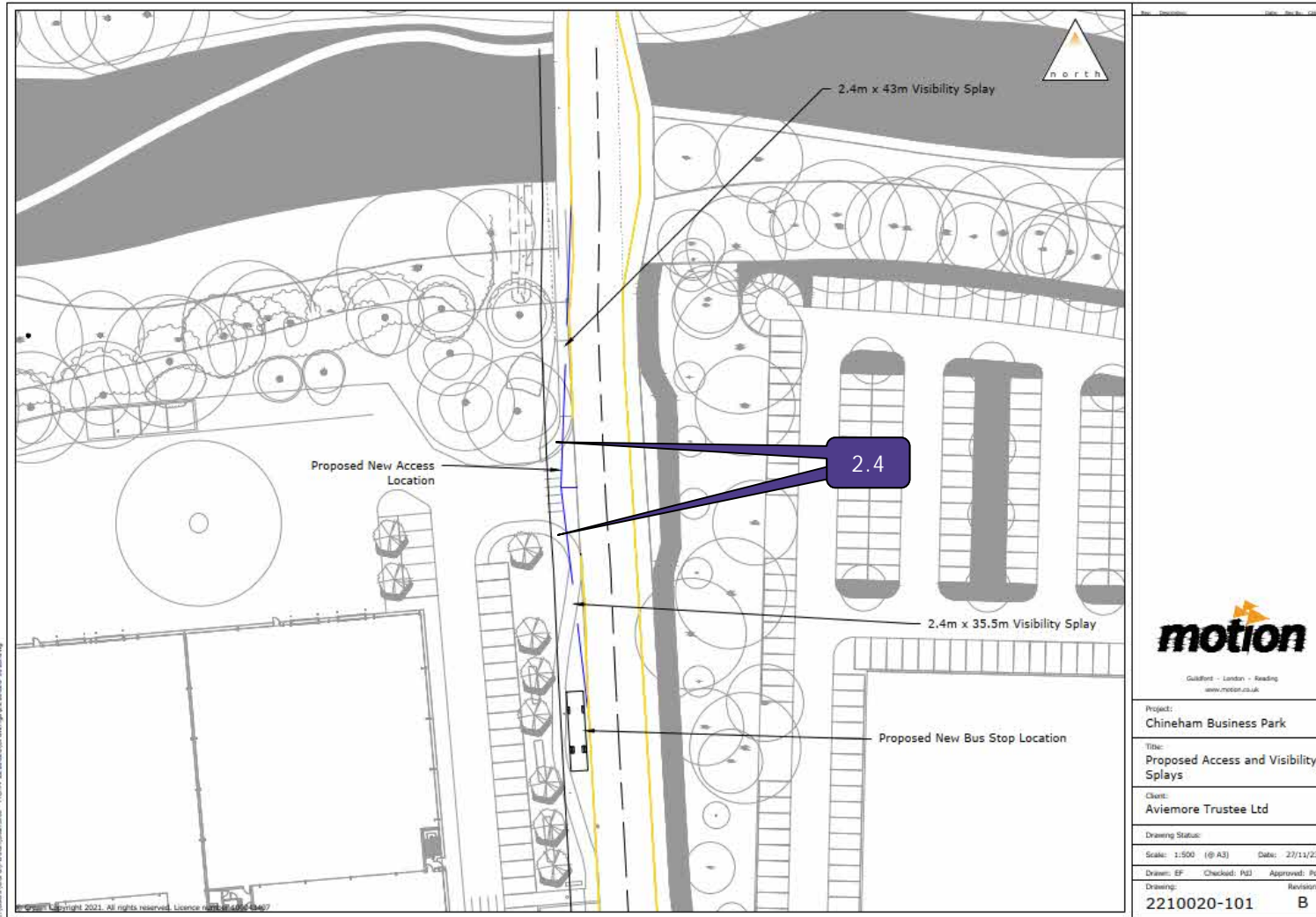
Document ref.	Rev.	Originator	Title
2210020-101	B	Motion	Proposed Access and Visibility Splays
2210020-TK06	-	Motion	Swept path Analysis, Articulated Vehicle
2210020-TK08	-	Motion	Swept path Analysis, Articulated Vehicle
2210020-TK09	-	Motion	Swept path Analysis, Large Car
2210020-TK10	-	Motion	Swept path Analysis, Refuse Vehicle
2210020-TK101	A	Motion	Swept path Analysis, 16.5m Artic

Additional/background information provided to the Audit Team

Audit Brief dated 22/11/2023 (Motion)

TN02: Transport - Pre-app Technical Note dated 15/08/2023 (Motion)

APPENDIX B Location Plan(s)



Guildford - London - Reading
www.motion.co.uk

Project:	
Chineham Business Park	
Title:	
Proposed Access and Visibility Splays	
Client:	
Aviemore Trustee Ltd	
Drawing Status:	
Scale: 1:500 (@ A3)	Date: 27/11/23
Drawn: EF	Checked: PdJ
Approved: PdJ	Revision:
2210020-101	B



DMRB GG119 - ROAD SAFETY AUDIT RESPONSE REPORT

PROJECT DETAILS

Report Title Lindenwood redevelopment, Chineham Park, Stage 1 Road Safety Audit
Date 06/12/2023
Document ref and rev Gateway RSE ref: SG/WP/2311-21 RSA1 v1.0
Prepared by Motion
On behalf of Hampshire County Council

AUTHORISATION SHEET

Project Lindenwood, Chineham Business Park, Crockford Lane,
Chineham, Basingstoke, RG24 8QY

Report Title Designer's Response to Stage 1 RSA

Prepared by;

Name: Phil de Jongh
Position: Technical Director

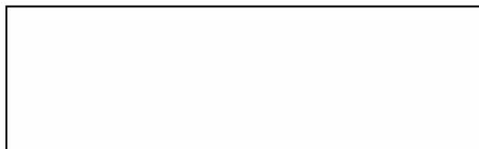
Signed:



Organisation: Motion
Date: 6th December 2023

Approved by;

Name:
Position:
Signed:



Organisation:
Date:

INTRODUCTION

A Stage 1 RSA was carried out by Gateway RSE in December 2023.

The proposal seeks planning consent for the demolition of the existing units and the subsequent construction of a single industrial structure containing 4 separate industrial units totalling 4,878 sqm. As part of the proposed development, the existing access to the site will be relocated to the west on the Business Park estate road and a new access provided onto Crockford Lane.

A Stage 1 RSA was requested by HCC as part of the pre-application consultation process.

The Road Safety Audit considers the potential implications of the new access onto Crockford Lane. The Gateway RSE Stage 1 Audit report is provided in Appendix A.

This response report was prepared by Phil de Jongh, Technical Director, Motion.

KEY PERSONNEL

Overseeing Organisation Planning	Gemma McCart – Team Leader, HCC Highways Development
RSA Team	Steve Giles BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp Wendy Palmer MCIHT, MSoRSA. FIHE, HE Cert Comp
Design Organisation	Motion Consultants Limited

ROAD SAFETY AUDIT DECISION LOG

Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action (design organisation and overseeing organisations agreed action to the problem)
2.4	Provide dropped kerbs and tactile paving at the site access junction.	The proposed access has been re-designed to provide an on-carriageway bus cage to replace the existing lay-by arrangement. The design review has been extended to include dropped kerbs and tactile paving to deliver a north-south crossing at the narrowest part of the new access. The bus cage has been located to the south of the access and will be outside of the proposed driver visibility splays (2.4m x 43m).		
2.5	Provide a north-south pedestrian crossing at the footway terminates at the closed site access.	The new arrangement is presented on Motion Drawing 2210020 / GA 01.		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Design Organisation Statement

On behalf of the design organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:

Position:

Signed:

Organisation:

Date:

Overseeing Organisation Statement

On behalf of the overseeing organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation.
2. The agreed RSA actions will be progressed.

Name:

Position:

Signed:

Organisation:

Date:

Appendix A

Gateway RSE Stage 1 Road Safety Audit – December 2023

LINDENWOOD, CHINEHAM BUSINESS PARK

Proposed Access and Associated Works

Stage 1 Road Safety Audit

Overseeing Organisation: Hampshire County Council

December 2023



Road Safety Engineering

Project: Lindenwood, Chineham Business Park
Proposed Access and Associated Works

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: Hampshire County Council

Client: Aviemore Trust Ltd

Gateway RSE ref: SG/WP/2311-21 RSA1 v1.0

Issue date: 04/12/2023

Status: Issued as Version 1.0

Authorised by: SG

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2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement	5

Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at the Chineham Business Park, Chineham, within the Borough of Basingstoke & Deane and the County of Hampshire. The audit brief, dated 22nd November 2023, describes the scheme as access alterations in relation to redevelopment of the Lindenwood business area, together with relocation of a bus stop/lay-by on Crockford Lane.
- 1.2 Crockford Lane is a 2-lane single carriageway road running broadly north to south. It is lit, with a footway on each side and is subject to a 30mph speed limit.
- 1.3 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 10:00 and 11:00 on Thursday 30th November 2023, when the weather was fine/cold and the road surface dry. No traffic congestion was observed, whilst some pedestrian but no cyclist movements occurred.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of their responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk). This indicates that one PIC occurred at or close to the site during the latest available five-year period (2018 to 2022).
- 1.8 The collision occurred in May 2020 (during the first Covid-19 lockdown), in fine/light/dry conditions. It involved a car striking an adult pedestrian crossing the carriageway, not at a crossing. The pedestrian sustained slight injuries.

Previous Road Safety Audit(s)

- 1.9 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Absence of pedestrian facilities may lead to trips or falls.

Location: Site access junction

No dropped kerbs or tactile paving are shown at the proposed site access junction. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide dropped kerbs and tactile paving at the site access junction.

2.5 Problem

Stranded pedestrians may trip/fall.

Location: Footway at site access to be closed

Closure of the site access may leave pedestrians stranded on the footway, without crossing facilities. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide a north-south pedestrian crossing at the footway terminates at the closed site access.

Road Signs, Carriageway Markings and Lighting

- 2.6 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.


3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 01/12/2023

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 01/12/2023

APPENDIX A

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Items Considered by this Road Safety Audit

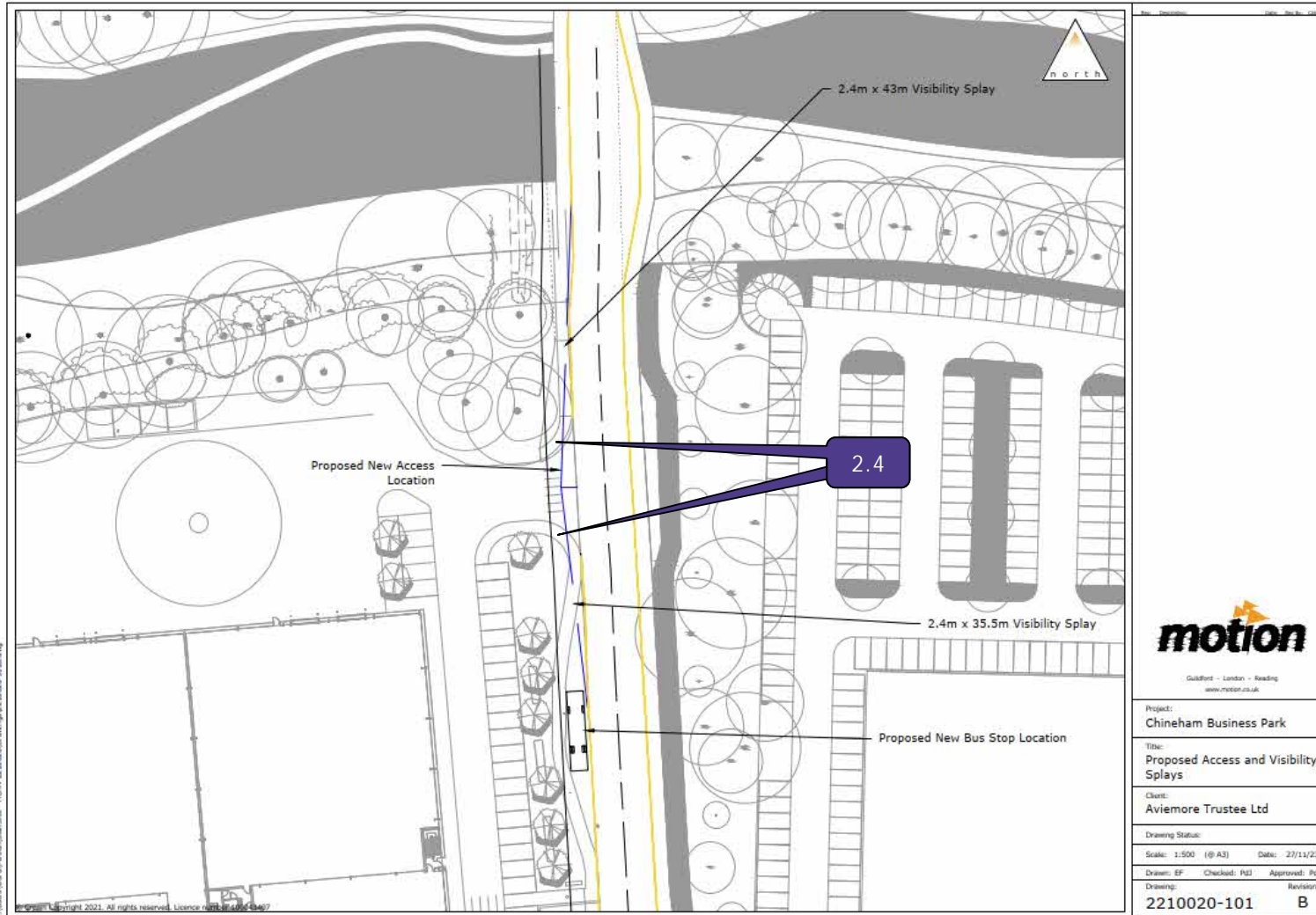
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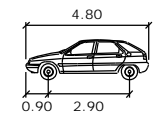
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Title:	Proposed Access and Visibility Splays
Client:	Aviemore Trustee Ltd
Drawing Status:	
Scale:	1:500 (@ A3)
Date:	27/11/23
Drawn:	EF
Checked:	PDJ
Approved:	PDJ
Drawing:	
Revision:	
2210020-101	B



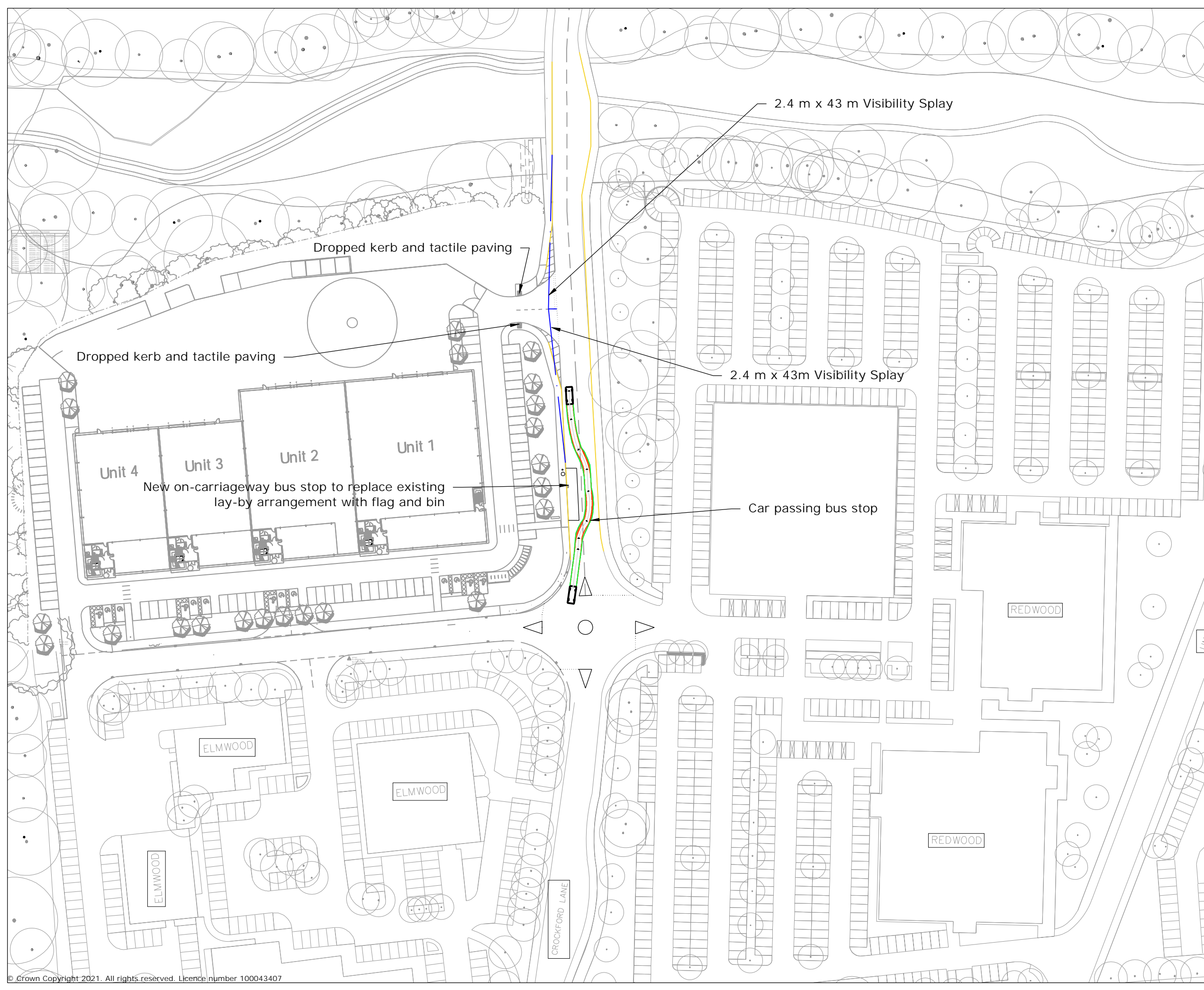
Appendix B

Motion Drawing



SDV

	units	meters
Width	:	1.80
Track	:	1.80
Lock to Lock Time	:	6.0
Steering Angle	:	37.8



Guildford - London - Reading
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Project:
Chineham Business Park - Lindenwood

Title:
Visibility Splay at Proposed Site
Access with Bus Stop and Passing Car

Client:
Aviemore Trustee Ltd

Drawing Status:

Scale: 1:1000 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

Drawing: 2210020-GA01 Revision: