

SELBORNE, OAKHANGER And BLACKMOOR

Measures to Improve Traffic Management

Introduction

Hamilton Baillie Associates (HBA) have prepared a report on measures aimed at seeking fresh approaches to dealing with the impact of traffic growth in Selborne, Blackmoor and Oakhanger – especially as it relates to the potential transfer of traffic resulting from the construction of the Bordon / Whitehill relief road.

HBA have “considered fresh approaches to the problems, developing a more locally responsive strategy, drawing on the distinctive characteristics of each community” and “intended to foster greater involvement and participation by local residents and businesses.”

Atkins has been commissioned by Hampshire County Council to review a number of the HBA outline proposals and where applicable propose alternatives that are deliverable whilst maintaining the spirit of the originals.

Order of Magnitude Cost Estimates

Cost estimates have been produced for the various options. It should be noted that at this early stage of the design process, the values provided are very much Rough Order of Magnitude (ROM) approximations, hence the inclusion of a 40% optimism bias. A summary of the estimates are illustrated in Table 1.

Table 1. Order of Magnitude Cost Estimates

Location	Summary of intervention measures	ROM estimate (£,000 – include 40% optimism bias)
Selborne Primary School	New carriageway surfacing, widened footway, new retaining wall, junction re-alignment	100 – 110
Selborne Village	Widened footway, informal crossing point, 20mph signing upgraded.	20 – 25
Blackmoor – St Matthews Primary School	Raised area of carriageway, new parking arrangements widened footways, improved school signing	75 – 80
Drift Road/Sotherington Lane/Church Lane	Changed junction priority, planted island to introduce priority working, kerb build outs, new direction signing.	20 – 25
Oakhanger	Changed junction priority, widened grass verges, new signing, and new road alignment.	50 – 60
The Red Lion junction	New traffic signs and road markings to enhance junction conspicuity. New kerb alignment with landscaping, reduced carriageway width to reduce traffic speeds.	15 – 20
Total		280 – 320

Conclusion and Way Forward

The concepts put forward by HBA are generally supported, however some of their suggested interventions may have adverse road safety consequences due to their innovative use of materials and road layouts. This is particularly the case where non-standard roundels are proposed. We have therefore modified the options so as to make them more acceptable in appearance and function, whilst maintaining the spirit of HBA’s approach..

It suggested that the scoping options presented in this report are used by Hampshire CC as a basis for further consultation with all interested stakeholders and that additional surveys are carried out prior to them being taken forward to the next design stage.

Next Steps

Should any of the proposals presented in this report be progressed, the following should be undertaken as part of the next stage:

- . Agree preferred options to take to the next design stage.
- . Commission surveys to record vehicle speed, volume and classification. These should be analysed to inform the appropriateness of any measures taken forward to the next design stage and implementation;
- . Commission topographical survey of the route; and Carry out statutory undertakers enquiries.