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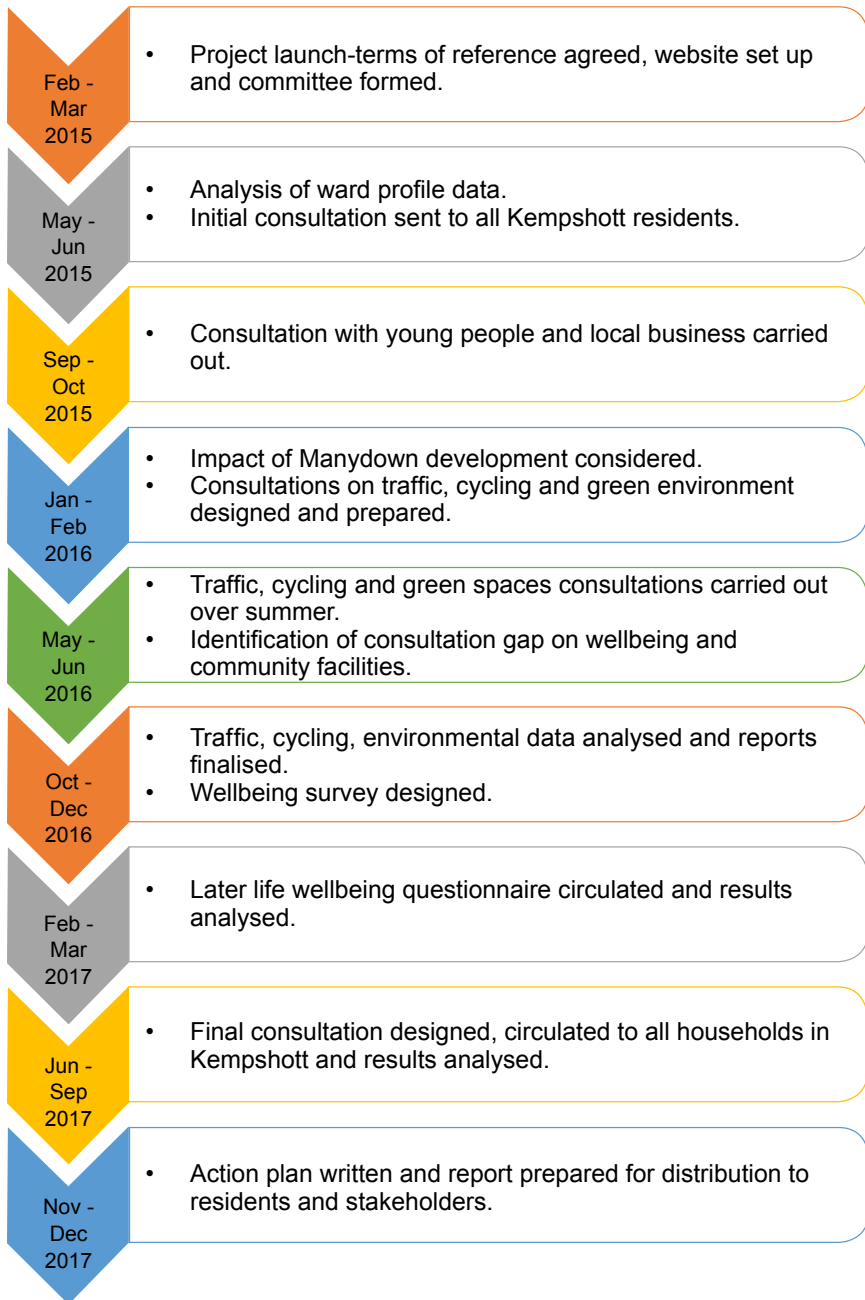


Kempshott Community Plan

2018



Timeline



About Kempshott and its residents

Kempshott has been a settled community for a long time. It was the site of the Basingstoke races during the 18th Century and an area of typical 19th Century mixed farming after 1788. The village of Kempshott was based around poultry farms and orchards in the 20th Century before it was absorbed into rapidly expanding Basingstoke in the 1970s – 1990s.

The community plan group started work in February 2015 and the plan was completed by the end of 2017. All the various stages of work have been documented. These and the final plan are available on the website. kempshottcommunityplan.org.uk

The contribution of many residents to this process is gratefully acknowledged – without them it would not have been completed. As the committee hands over responsibility for its implementation to the various working groups within the ward they can be contacted on kempshottcommunityplan@gmail.com.

From vision statement to action plan

Early on in the process of developing this plan it was clear what made Kempshott tick. Residents want to see:

- **a neighbourly, engaged and active community**
- **a high quality environment with wildlife friendly green spaces that provide direct access to highly valued countryside**
- **a safe and sustainable transport network**
- **a high quality built environment which reflects current lifestyles and needs.**

We are not there yet - there are things which need to change to achieve this vision.

Action plan summary

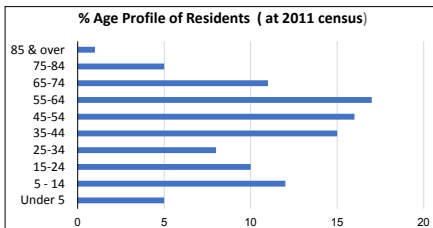
What Kempshott residents want and how this could be delivered through working with relevant bodies.

Vision	Sub-elements	Actions to be investigated and pursued	
A safe and sustainable travel network		T1.1 Pedestrian crossings in Pack Lane by Kempshott Post Office and Buckland Avenue shops.	
	T1 Traffic management Pedestrian/ vehicular interface	T1.2 Removal of humps in Pack Lane if pedestrian crossings installed.	
		T1.3 Funding of a School Crossing Patrol in Homesteads Road.	
		T1.4 Better maintenance of the underpass to Sainsbury's.	
		T1.5 Additional barriers at toucan crossing in Kempshott Lane by Heron Way (north).	
		T1.6. Feasibility of pedestrian phase in traffic lights at Five ways.	
		T2 Traffic management	T2.1 Installation of light-up 30mph reminders at appropriate locations.
	T2.2 Realignment of Kempshott Lane/Heather Way and Pack Lane/ Brackley Way mini roundabout junctions.		
	T2.3 Restriction of right turn from Down Grange onto A30.		
	T2.4 Add 20mph restrictions in Derwent and Coniston Roads and some sections of Kempshott Lane and Homesteads Road.		
	T3 Parking		T3.1 Provision of more parking at Buckingham Parade Centre for school drop-off and pick-up and shoppers.
	T4 Public transport	T4.1 Bus shelter at Buckingham Parade north bound bus stop.	
		T4.2 Better transport connectivity to health service locations.	
	T5 Cycling	T5.1. Expansion of cycle network within Kempshott and to destinations beyond with integrated cycle path network.	
		T5.2 Implementation of borough Cycle Strategy and proposals in KCP cycling report to promote cycling and safer pedestrian/cyclist/motorist interfaces.	
	A built environment for current needs and lifestyles		B1.1 Provision of health related services locally - monitoring, prevention, inoculation.
B1 Health and wellbeing facilities			B1.2 Use of technology to reduce amount of travel to health facilities and extend wellbeing services in ward.
		B2 Commercial and community facilities	
B3 Housing stock			B3.1 More smaller housing units for the elderly and first time buyers.

Vision	Sub-elements	Actions to be investigated and pursued	
Quality green spaces for people, wildlife and access to countryside	E1 Awareness campaign for smaller green spaces in Kempshott	E1.1 Name and sign green community spaces for better awareness and ownership.	
		E1.2 Create a location map for Kempshott for greater resident and visitor awareness.	
		E1.3 Identify and promote 'hedgehog corridors' to benefit wildlife in the ward.	
		E1.4 Sow wildflowers and bulbs and adjust mowing schedules to benefit wildlife.	
	E2 Dog fouling	E2.1 Dog fouling awareness campaign - for cleaner public areas e.g. Twice a year applying purple spray on to instances of dog fouling.	
	E3 Fly-tipping	E3.1 Discuss with borough council green waste disposal options and actions in vulnerable locations to reduce fly tipping.	
	E4 Improve quality of footpaths	E4.1 Start a 'Friends group' for Roman Trackway footpath.	
		E4.2 Grass cutting/hedge trimming problem areas to be identified and reviewed with borough council.	
	E5 Natural green spaces and countryside connection	E5.1 Seek protection of Down Grange, Stratton and Old Down parks from threat of development or change of use.	
		E5.2 Promote green links from Old Down SINC to Oakley SINC woodlands and protection of the Strategic Gap in the future.	
		E5.3 Some existing tracks upgraded to permissive path status to provide Oakley to Kempshott green corridor links.	
		E5.4 Seek 'protected view' status for view northwest from A30 entrance to Old Down Park towards the AONB.	
Neighbourly, engaged and active community		W1.1 Better communication and awareness of activities and services available in ward.	
		W1 Accessible social opportunities for all groups in the ward	W1.2 Expanded range of activities/services within ward with existing and potential providers.
			W2 Opportunities for young people
		W3 Opportunities for older residents	
			W3.2 Easier access to water based exercise facilities.
			W3.3 Increased walking exercise opportunities for over 70s.
			W3.4 Review of transport options within the ward for residents with limited mobility.
		W4 Opportunities for parents with young children under five	W4.1 Review quality of existing and potential play areas with local authority.

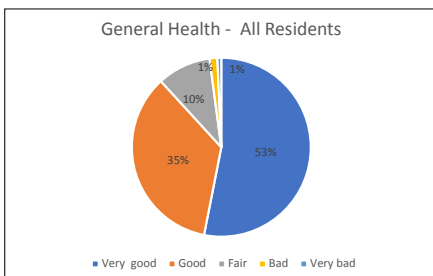
Kempshott people — the ward profile of 2011

In the last Census the population of Kempshott was 6,825 (2,680 households). The population is largely static. Key factors in the ward population profile are age, health and mobility — all higher than the borough averages — and the housing stock profile.

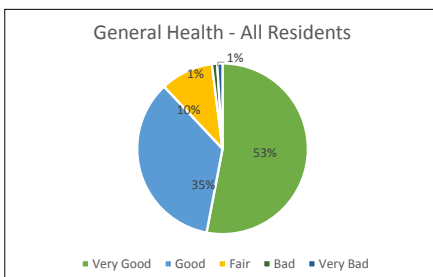


The population is relatively well off but ageing. Health statistics mirror this change in line with expectations. Over 54% of those in poor health were over 65.

In 2011 the proportion of the residents aged over 65 was 17.4% - this is projected to reach 27.5% by 2021 and the proportion over 75 years of age is expected to double to 12.7% in that timeframe.



As the population ages the proportion of houses owned outright (without a mortgage) will pass the 50% mark. In 2011 it was 42%.

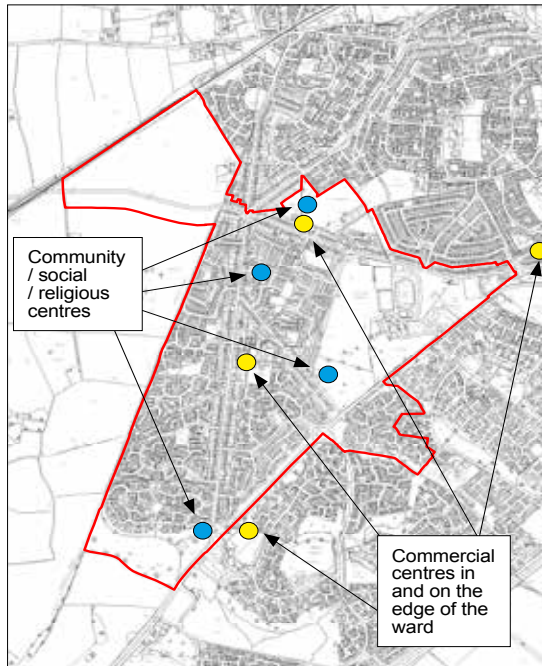


The average household size is declining somewhat (2.55 persons in 2011) while the average number of bedrooms per household is static at 3.4.

Only 7% of households had no access to a car or van - less than half the proportion across the borough. Older residents are still driving well into their 80s.

In 2011 52% of ward population were economically active - working full or part time or self employed, and of those 51% were classified as managerial, professional or technical professional occupations. The vast bulk of the remainder being administrative, service or skilled trades occupations.

Kempshott on the ground



There are two commercial centres in the ward - Pack Lane in the north and Buckingham Parade in the centre of the ward - with four community facilities of various extents – in the north, centre, south and east - which results in an unclear focus but a community facility of one sort or another in relative close proximity to most areas of the ward.

It also enjoys the proximity of sporting facilities at Down Grange which are supported borough-wide (football, rugby, hockey, athletics, rifle and pistol, petanque, croquet, disc golf).

The initial consultation of residents by card survey established the main issues and concerns of residents - all the work undertaken subsequently has ensured all stakeholder groups have been consulted, issues confirmed and the suggestions and options in addressing them fleshed out.

Positives and negatives in Kempshott

The initial response rate of 18% of households from across the ward gave us the key negatives and positives of living in the ward.

Positives are the many green spaces and access to the countryside, the quiet, safe and neighbourly area.

Negatives are traffic management issues, parking, lack of health provision, and poor cycle routes.



Everyone's opinions, everyone's input

We consulted a sample of young people (aged 8 to 15) who live in Kempshott. Their views largely reflect adult opinion on traffic and parking. While the majority go to school by car a significant proportion walk. Their activities outside of school reflect their age and interests with an average of two activities per child per week. Few of these take place near the school so it is likely these activities generate a lot of car journeys.

We consulted a sample of businesses in the ward. The 2011 ward profile data indicated 515 self employed people in the ward. This is a very substantial increase since 2001. The profile indicates that 490 residents mainly worked from home and there were approximately 400 jobs in the ward within businesses located here—most in the leisure, convenience or personal services sectors with only one company in the business services sector. Response to Kempshott as a place to do business was largely positive – the minor issues reflecting the concerns of other local residents – potholes, mobile phone coverage, traffic.

The fastest growing group in the ward are the retired over 65s, so the attitudes and opinions of the older age group on community facilities, volunteering, mobility, health and wellbeing were canvassed in detail. The median age of survey respondents was 72.

They are overwhelmingly a healthy, active, engaged and digitally connected group who are still mobile into their eighties and can therefore still access facilities which are not provided locally. Health and mobility declined with age, as one would expect. They reflect the general population, for the most part, in taking less exercise than would be recommended, but are significantly active in the community (42%) or within the family (11%). Very few wish to move away from the community network they have been part of for over 30 years.

A number of gaps in the network of social activities which support the community wellbeing were identified, which, if resolved, could reduce the extent of loneliness, immobility and declining health.

Validation of plan proposals

Finally, we asked residents to tell us if our assumptions on the issues, priorities and solutions were accurate and in accordance with their views. We received a ringing endorsement with a 37% response rate from households (twice the original response rate and way above our colleagues' expectations).

The result of this consultation is a 39 point action plan which is laid out on pages three and four. Some of these actions we can initiate and carry out ourselves – within the community – but many involve detailed discussion with borough and county councils and other agencies to achieve progress - traffic management in particular, is always a contentious subject.

From vision statement to action plan

How did we arrive at the action plan list?

What does a **neighbourly, engaged and active community** need? Accessible social activities and opportunities for all groups in the ward - both daytime and evening, with demand-led opportunities for young people, for older residents, and parents with young children under five. We believe there are gaps which need to be filled and awareness of what is actually available needs to be improved substantially.

(eight actions W1—W4)

A high quality environment with wildlife friendly green spaces that provide direct access to highly valued countryside, needs better secured pedestrian access to the countryside and better quality smaller green spaces in Kempshott, with an ongoing programme dealing with dog fouling and fly-tipping and some improvements to the quality of footpaths.

(12 actions E1—E5)

A safe and sustainable transport network is a universally desired condition, and Kempshott is no exception to this. Specifically there are several areas where safer and more convenient pedestrian access to key local facilities is needed, there is a need for increased off-street drop-off and pick-up parking at Kempshott schools and better public transport to key destinations in the borough other than the town centre.

The debate on speed restrictions and motorists' compliance and what are effective traffic calming measures continues. The growth of through traffic on local roads prompts a need for alterations to the operation and layout of key junctions.

(13 actions T1 – T4)

The potential exists for a much more coherent cycling network within the ward. Cycling is a sustainable means of travel with considerable wellbeing benefits and would reduce traffic congestion.

(two actions T5)

The desire for a **high quality built environment which reflects current lifestyles and needs** reflects three fundamental deficiencies in the development of Kempshott in the 1960s to 1990s:

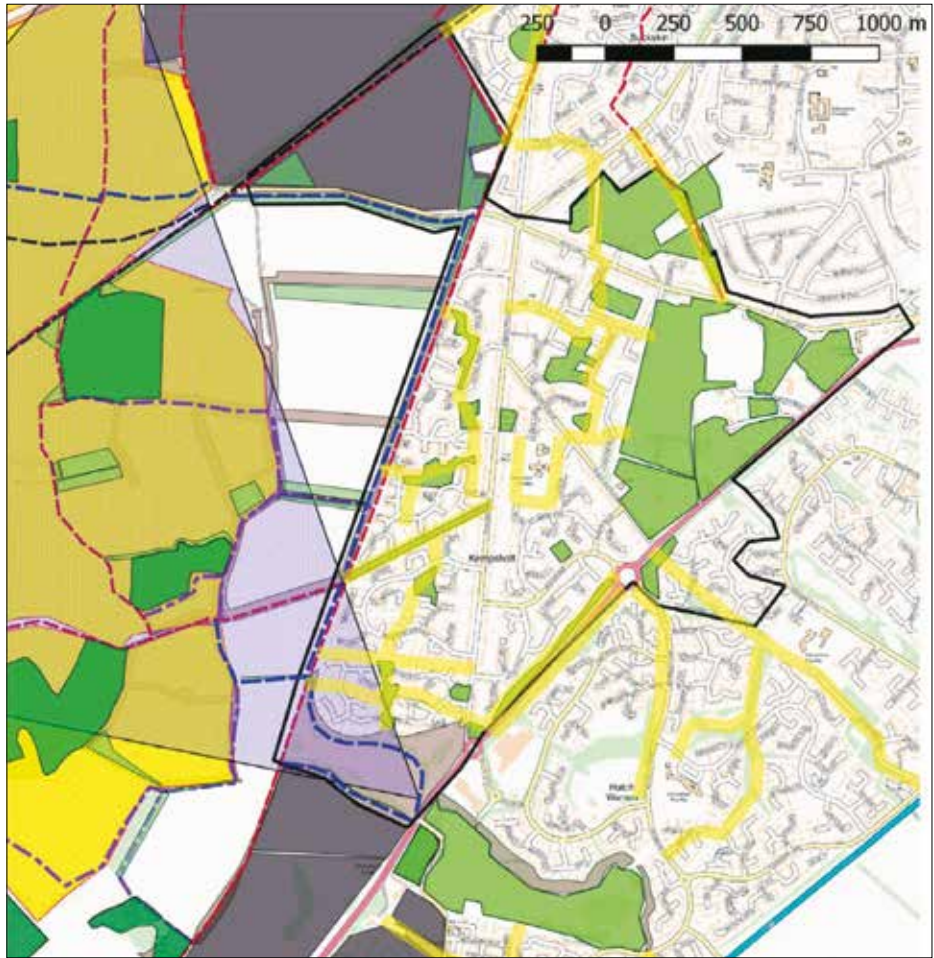
- a major imbalance in the housing stock which does not cater for the long-term needs of the community but addressed only the short term demands of young families when built
- the absence of a locally accessible health and wellbeing infrastructure
- community centred facilities which are inappropriate in size and nature.

All of which would not be acceptable by modern planning standards.

(four actions B1– B4)

The Action Plan Summary on pages three and four lists how these concerns can be addressed. A more detailed version of the action plan which will guide its implementation is available on our website.

The Kempshott environment map



Legend

- | | |
|------------------------------------|---------------------------------------|
| — Kempshott Ward Boundary(approx) | — Public rights of way |
| ■ 2029 Plan development | — Permissive paths |
| ■ View for which protection sought | — SUGGESTED walking routes |
| ■ Strategic Gap to Oakley | ■ Hedgehog corridors |
| ■ Ancient Woodland areas | ■ Important Arable Field Margins |
| ■ Urban Green Spaces | ■ Important Nature Conservation Sites |