

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	3 March 2015
Title:	Project Appraisal: A338 Salisbury Road/Watery Lane, Shipton Bellinger
Reference:	6526
Report From:	Director of Economy, Transport and Environment

Contact name: Gary Hedges

Tel: 01962 846809

Email: Gary.Hedges@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to seek approval of a proposed scheme to improve safety for vehicles turning at the priority junction of Watery Lane with the A338 Salisbury Road, Shipton Bellinger.

1.2. Scheme Outline: the scheme includes the creation of a right turn lane, for vehicles wishing to turn into to Watery Lane, and a left-side bypass lane on the A338 Salisbury road, for vehicles wishing to continue on the A338. Traffic regulations will be put in place to ban vehicles turning as follows:

- Right turn movements from Watery Lane into A338 Salisbury Road; and
- Left turn movements from A338 Salisbury Road into Watery Lane.

1.3. Alternative Options Considered and Rejected:

- A roundabout or traffic lights would not be appropriate in this location as traffic flows are judged to be too low; therefore these solutions have not been considered further as they are not realistic options.
- The option to ban all right turns into Watery Lane was reviewed but discounted on the basis that it would displace traffic to the A338 Bulford Road junction. Bulford Road is much more populated than Watery Lane so an increase in traffic would have greater impact on local residents. There is a historic cluster of accidents associated with turning vehicles at this junction too, which could be exacerbated if traffic flow were to increase.

2. Measures of Success

- 2.1. This location has a history of traffic collisions with high numbers of serious and fatal traffic injuries (KSI); the key measure for success is a reduction in KSI's recorded at the location.

3. Background

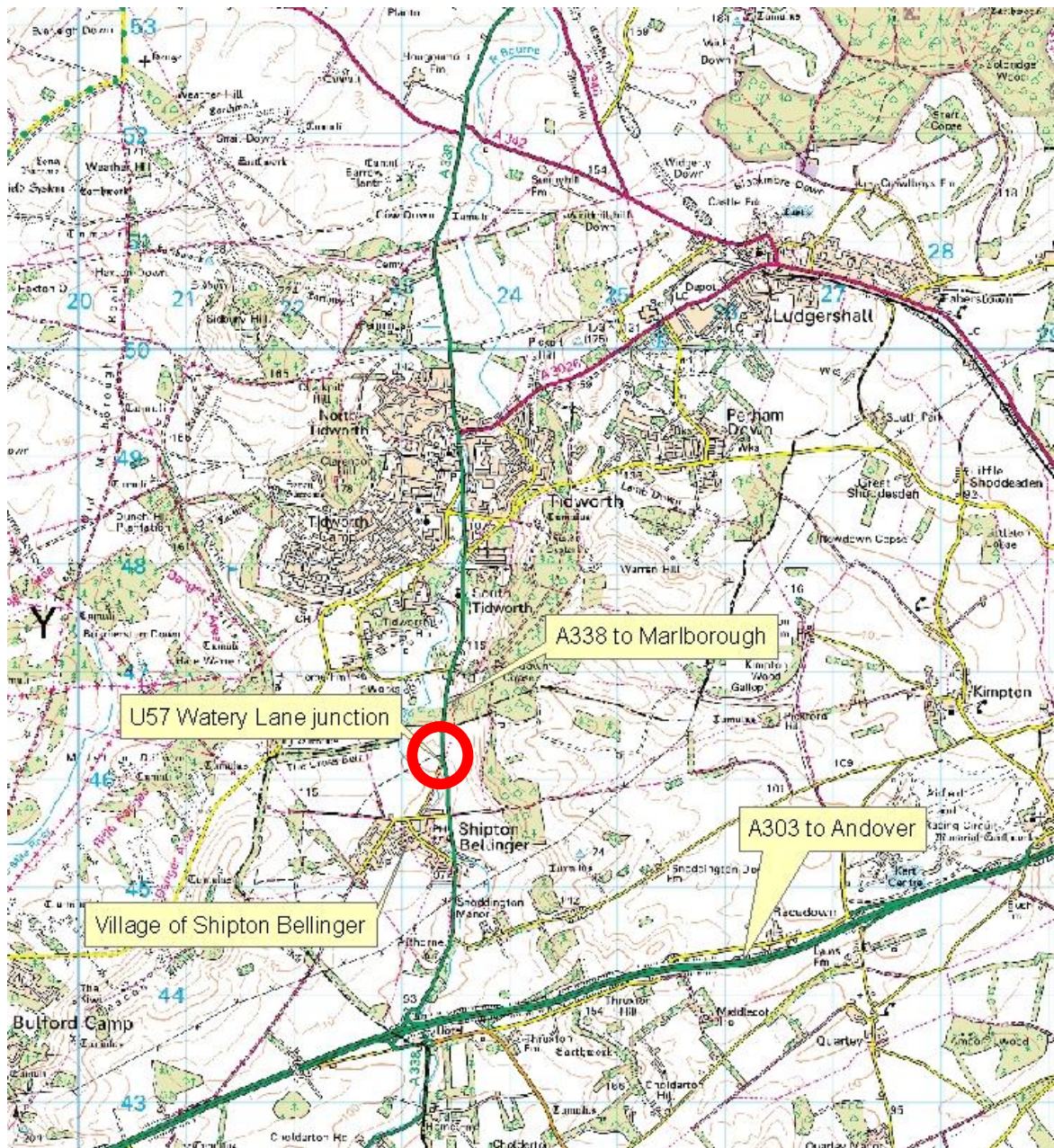
3.1. Location

Shipton Bellinger is a small village located to the North West of Andover and close to the Wiltshire county boundary. The A338 connects Salisbury and Marlborough and passes through Shipton Bellinger.

The U57 Watery Lane is a single track road running south east from the A338 Salisbury Road to the C131 Bulford Road in the centre of Shipton Bellinger. To the north of Watery Lane is located the Echo Echo tank crossing over A338 Salisbury Road.



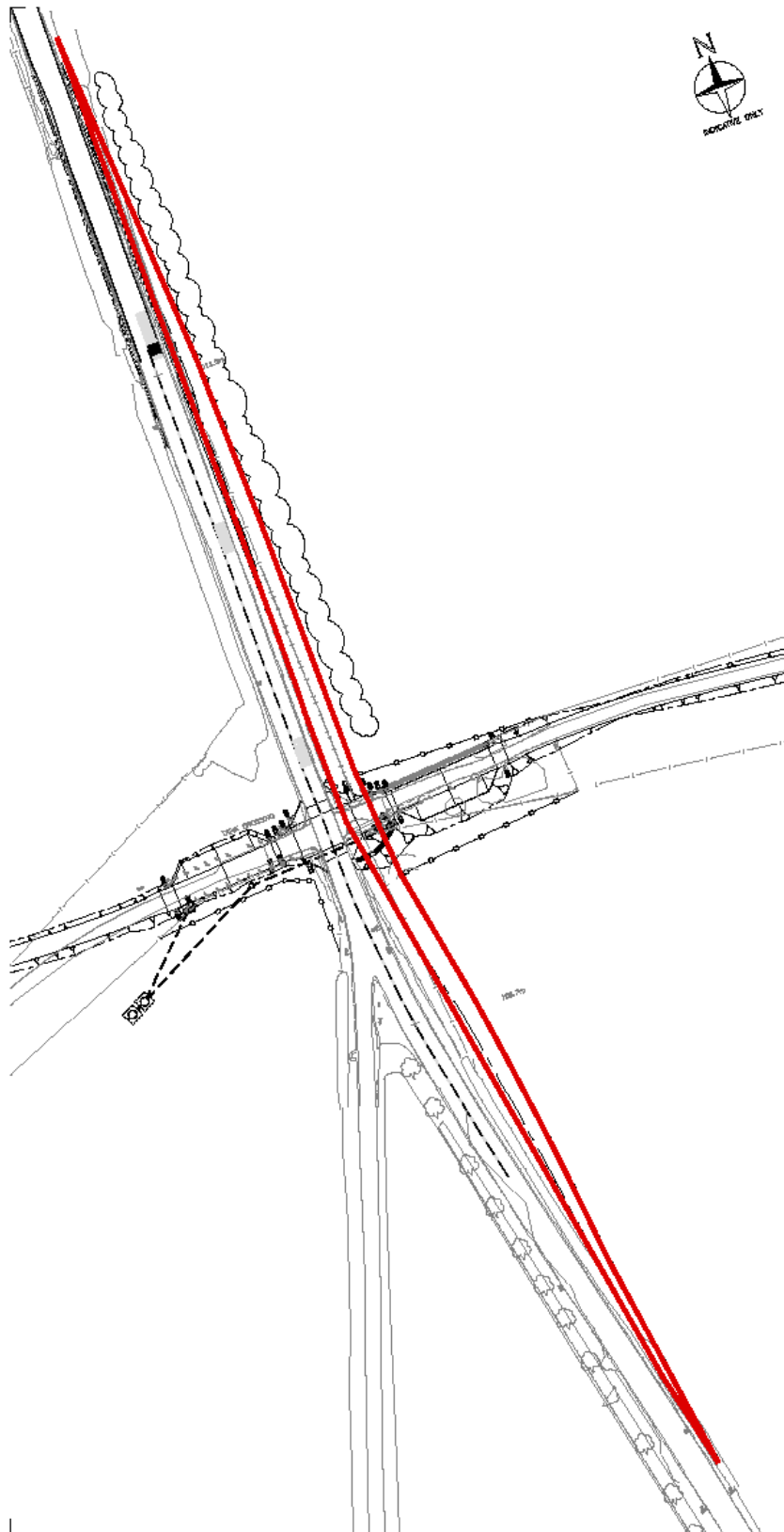
From the county boundary to the north of the junction with the C131 High Street, the A338 is subject to a national speed restriction. From north of the junction with the C131 High Street to south of the village, the A338 Salisbury Road is subject to a 40 mile per hour speed restriction. Following a recent county wide speed limit review there are plans to reduce the speed restrictions to 50 miles per hour and 30 miles per hour respectively.



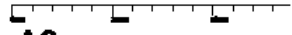
Location Plan 1 - Road layout around Shipton Bellinger



Location Plan 2 – Village of Shipton Bellinger



Responsibility is not accepted for errors made by others in reading these plans. All construction information should be taken from the appropriate drawings only.



A3 Original
Drawn Date

Note:

1. Existing Highway boundary has been taken from information supplied by Hampshire County Council, email 2/10/07/10.

Key:

— Future Works Land Dedication Boundary.
Total area = 1920m².

FOR APPROVAL

REV	DATE	BY	CHKD	REASON
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SECURITY LEVEL: **Unclassified**
Regional Prime Contract South West

Class: **REGIONAL PRIME CONTRACT SOUTH WEST**
Tender No. **DE317082**
debut Debut Services (South West) Ltd
Phone: 0800 000000, Fax: 01252 888888

CONSULTANT: **WSP**
WSP Group
WSP Group Ltd, 2nd Floor, 100, Broad Street, Birmingham, B1 2JN
Tel: 0121 6344444 Fax: 0121 6344444

PROJECT TITLE WOTERY LAKE / ASHA JUNCTION FIGHT TILM LAKE LAND DEDICATION PLAN			DEBIT-PROJECT/PLAN/REV
PROJECT NO.	1818	-	
APPROVAL			
DATE	31/03/15	BY	
DATE	30/08/16	BY	
DATE	01/08/16	BY	
PROJECT SPTA EASTERN INFRASTRUCTURE PROJECT			

Location Plan 3 – Land Dedicated by MoD to Hampshire County Council

3.2. Accidents & Improvement Schemes

Between April 1997 and March 2009 there were 29 vehicle crashes in Shipton Bellinger resulting in personal injuries along the A338 Salisbury Road.

At the junction of the A338 with Watery Lane there were 14 crashes resulting in 17 personal injuries. All of the crashes involved a vehicle attempting to turn right from the A338 into Watery Lane.

In April 1996 remedial works were undertaken to increase driver awareness of the junction with Watery Lane. The works included high friction surfacing on the southbound carriageway, as well as additional signing and lining. In May 2004 further works were carried out including refurbishment and extension of the high friction surfacing on the southbound carriageway as well as placing yellow backing boards behind signs to increase their prominence.

In November 2005 a fatal crash occurred south of the junction with Watery Lane. In 2006 additional signage was erected at both the Watery Lane junction and the Echo Echo tank crossing.

Between April 2009 and February 2013 there were five further crashes resulting in personal injuries in Shipton Bellinger along the A338 Salisbury Road. At the junction of the A338 with Watery Lane there were four crashes resulting in five personal injuries, one of which was a fatal.

In May 2010 further remedial works were undertaken at the approaches to Watery Lane, the works included additional signs on yellow back boards, a solar powered vehicle activated junction warning sign, high visibility bollards, three rumble strips and an extension to the high friction surfacing.

In autumn 2011 the Echo Echo tank crossing over the A338 was upgraded. The works included widening the crossing, the removal of hedges and banks to increase visibility and the installation of high visibility bollards.

3.3. Current Situation

As part of the negotiations with the Ministry of Defence (MoD) for the Echo Echo tank crossing upgrade, Hampshire County Council secured a strip of land to allow for the widening of the A338 Salisbury Road at the junction with Watery Lane to facilitate a right turn lane. The Deed of Dedication was sealed on the 22nd February 2011 and states that works must commence within five years of the above date or the strip of land reverts back into the ownership of the MoD. During a public meeting with the residents of Shipton Bellinger in May 2009 it was established that the construction of a right turn lane into Watery Lane was their preferred solution.

It has been suggested that if a right turn lane was to be implemented at the junction of the A338 and Watery Lane then the following movements should be prohibited:

- No right turn from Watery Lane onto the A338.
- No left turn from the A338 into Watery Lane.

The desire to seek a means of improving highway safety at the junction of the A338 Salisbury Road and Watery Lane was stated in the Test Valley Access Plan reference SB01 and is included in the Test Valley Transport Statement reference TVBC0249.

It is expected that by improving the junction of the A338 Salisbury Road with Watery Lane the number of personal injury accidents will be reduced, thereby increasing road safety and journey time reliability on the A338 between the A303 near Andover and Marlborough in Wiltshire.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	9.3%	Developer Contributions	222
	Client Fee	9	2.8%	LTP* Funding	100
	Supervision	24	7.4%		
	Construction	259	80.5%		
	Land	0	0%		
	Total	<u>322</u>	<u>100%</u>	Total	<u>322</u>

*Local Transport Plan

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	2	0.002
	Capital Charge	28	0.017

5. Programme

5.1. The Programme is on track for the contract to be let in April 2015, work to commence in May 2015, and for the scheme to be completed by July 2015.

6. Scheme Details

- 6.1. A location plan is shown in 3.1 Location (plan 1 & 2 above), and the general arrangement of the scheme is shown in 3.1 Location (plan 3 above).
- 6.2. The scheme comprises a series of improvements to address road safety by tackling queuing and hazardous manoeuvres at this junction.
- 6.3. The carriageway is to be widened to provide room for a central right turn lane, ghost island, and a left side bypass lane, both for southbound traffic.
- 6.4. Watery Lane will remain as an oblique (skew) intersection with the A338, and right turns out and left turns in to the junction will be banned.
- 6.5. Safety signing and contrasting high friction surface dressings will be applied to the A338 through, and either side of the junction.
- 6.6. The Echo Echo tank crossing will accommodate the scheme by being widened slightly to the line of the new carriageway.

7. Departures from Standards

- 7.1. None

8. Community Engagement

- 8.1. Consultation with the parish council and local members has been ongoing as has discussion of the possible solutions and best options for the safety scheme and for the village.
- 8.2. The local Member, Councillor Gibson, supports the scheme.

9. Statutory Procedures

- 9.1. Traffic regulation orders are required to implement the following requirements of the scheme:
 - Ban on the right turn from Watery Lane onto the A338.
 - Ban on the left turn from the A338 into Watery Lane.

(These orders were advertised in 2014)

10. Land Requirements

- 10.1. Hampshire County Council secured a strip of land to allow for the widening of the A338 Salisbury Road at the junction with Watery Lane to facilitate a right turn lane as part of the negotiations with the Ministry of Defence (MoD) for the Echo Echo tank crossing upgrade.

- 10.2. The Deed of Dedication was sealed on 22 February 2011 and states that works must commence within five years of the above date or the strip of land reverts back into the ownership of the MoD.

11. Maintenance Implications

- 11.1. Although there will be a minor increase in overall maintenance cost, some areas in need of maintenance will be renewed as part of this scheme.

12. Recommendations

- 12.1. That the Executive Member for Economy, Transport, and Environment approves the Project Appraisal for Shipton Bellinger: A338 Salisbury Road/Watery Lane, as outlined in this report.
- 12.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to A338 Salisbury Road/Watery Lane, Shipton Bellinger, as set out in this report, at an estimated total cost of £322,000 to be funded out of Developer Contributions and Local Transport Plan allocations.
- 12.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
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- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

This scheme will change the layout of the carriageway and slightly change the alignment of an existing public right of way but there will be no change to the current access or usage by any person with a protected characteristic.

2. Impact on Crime and Disorder:

2.1. No impact identified.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

This scheme has little impact. There are advantages in that the scheme reduces the need to queue behind right turning cars and with the potential of fewer crashes there will be less call for additional services to be mobilised as frequently.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

This scheme will be constructed with modern materials and best practices. However its primary role is to reduce crashes and injuries at this cluster site.

Appendix 1 – Proposed scheme

