

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	21 April 2015
Title:	Project Appraisal: A340 Aldermaston Road Improvements, Basingstoke
Reference:	6588
Report From:	Director of Economy, Transport and Environment

Contact name: David Crump

Tel: 01962 832102

Email: David.Crump@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the implementation of partial dualling the A340 Aldermaston Road, along with improvements to its junctions with Park Prewett Road (the Lodge junction) and Priestley Road at an estimated cost of £4 million.
- 1.2. This scheme comprises two junction improvements and an extension of dual carriageway on a 400m section along the A340 Aldermaston Road, in close proximity to approved key housing development sites, land earmarked for future development and the Basingstoke and North Hampshire Hospital. The scheme will signalise and increase capacity at the Park Prewett Road junction with the A340 (known locally as the Lodge junction) and will improve capacity at the existing Priestley Road signalised junction with the A340. Both junctions provide access and egress to the North Hampshire Healthcare sites, and Park Prewett Road (known locally as the Avenue) serves as an access to the Rooksdown (Limes Park) residential area.
- 1.3. Early stage traffic modelling work, which includes junction capacity modelling, has been undertaken to assess the performance of the junction using traffic flow projections to 2036. A smaller scale junction improvement was considered for the Lodge Junction. However, this would not allow for sufficient traffic movements leaving the North Hampshire Hospital site, and was therefore rejected. Another alternative option based on an additional right turn lane on the southbound A340 into The Avenue at the Lodge junction has been assessed but was rejected as this would not provide a comprehensive solution to all of the identified problems and would not improve road safety.

- 1.4. The scheme aims to improve the management of traffic through the provision of traffic signals and additional traffic lanes; to improve journey time reliability; and to improve the provision of facilities for non-motorised users.

2. Background

- 2.1. These junction improvements are required in order to address existing problems of congestion and journey time unreliability on the A340 Aldermaston Road corridor, improve access and egress from the North Hampshire Hospital and to provide the additional highway capacity needed to support planned local housing development at sites. The Enterprise M3 Local Enterprise Partnership (EM3 LEP) Growth Deal announced in July 2014 includes £3.34million of Local Growth Fund (LGF) funding awarded towards the 'Basingstoke Northern corridor to growth (A340)' major scheme package – with a total cost of £4 million. The package of measures will improve capacity and journey time reliability on the A340.
- 2.2. Basingstoke is one of the four specified Growth Towns in the Enterprise M3 LEP's Strategic Economic Plan (SEP) that form a Sci:Tech corridor, and is therefore a key driver for economic growth in the EM3 LEP area. The SEP identifies the need to invest in transport infrastructure improvements in order to unlock new jobs and housing. The A340 junction improvements will provide sufficient additional capacity to accommodate traffic growth resulting from a number of planned housing development sites adjacent to the A340. These include the Merton Rise, Park Prewett Northern area and Aldermaston Road triangle sites. Together, these will accommodate 730 new dwellings.
- 2.3. In September 2014, the County Council submitted a full major scheme business case for the A340 improvements to the Enterprise M3 LEP for consideration. In November 2014, the LEP Board approved the release of the £3.34 million of Local Growth Fund funding towards the Basingstoke North Corridor (A340) package.
- 2.4. The key rationale for the scheme is to provide a comprehensive solution to address a number of issues on the local road network on the A340. The current highway junctions and road capacity would not be able to accommodate delivery of local housing. The current junction layout creates traffic delays and queues on the A340 corridor into and out of Basingstoke during peak times, thereby compromising journey time reliability. Queuing and delays are experienced on the A340 during peak periods, particularly in the southbound direction (towards Basingstoke).
- 2.5. Signalisation of the Lodge junction is a requirement as part of the planning condition for developer works in Rooksdown. Initially this was designed by the developer's consultants as a smaller signal controlled junction onto the A340 (in its existing state). However, as part of this scheme this junction was increased in size to incorporate dedicated turning lanes, increasing efficiency of the junctions and reducing localised delays. This will improve accessibility for the Rooksdown housing estate, the proposed Park Prewett Northern Area

development site and the North Hampshire healthcare facilities, as exiting vehicles will no longer be able to turn left towards the A339 Roundabout as part of the developer works (thus will have to use the junction with the A340).

- 2.6. Peak hour congestion and queues occur as a result of traffic from the North Hampshire healthcare sites and local employment areas on Priestley Road. There are also safety issues on the A340 in the vicinity of the Lodge junction. Currently, the gradient of the carriageway impacts upon approach visibility - particularly the brow of the hill to the north (A340) for exiting vehicles. This problem is exacerbated by high speed traffic along the A340; therefore, the current arrangement represents a safety hazard. There are also issues of rat running traffic within the Rooksdown (Limes Park) housing area located to the west of the hospital.
- 2.7. Efficient operation of the Lodge and Priestley Road junctions on the A340 corridor are important to maintain adequate access for emergency vehicles.
- 2.8. Advanced tree clearance works were undertaken in February 2015. This will be followed by the demolition of the derelict lodge building and some advanced public utility works between May – June 2015. These were enabled as a result of the Executive Member for Economy, Transport and Environment decision day made on 4th November 2014.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	322	8	Developer Contributions	660
	Client Fee	70	2	LGF	3340
	Supervision	155	4		
	Construction Land	3,453 0	86		
	Total	<u>4,000</u>	<u>100.00</u>	Total	<u>4000</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	12.9	0.011
	Capital Charge	265.0	0.166

4. Programme

- 4.1. The proposals for the improvements to the A340 Aldermaston Road and its junctions with Park Prewett Road and Priestley Road form part of the County Council's Transport Capital Programme for 2015/16.
- 4.2. Initial site tree and vegetation clearance operations took place in February 2015, before the bird nesting season was underway. Additionally, demolition of the derelict Lodge building along Park Prewett Road will take place in May – June 2015, to allow for the widening of the Park Prewett Road Junction. There will also be an opportunity for any advance public utility diversions to be undertaken before the programmed late August 2015 start date.
- 4.3. A contract for the main engineering works will be awarded to enable the commencement of main works in late August 2015. The duration of the works is expected to be 9 months. In order to minimise disruption to traffic during the construction phase, new carriageway construction will take place off of the existing carriageway, thus maintaining one fully operational lane in each direction at all times on the A340 Aldermaston Road.
- 4.4. The programme of works for this scheme could be synchronised by a single contractor with those on the A339 Ringway and A33 Popley Way junctions and let as one contract. This would provide benefits to the wider Basingstoke strategic highway network as the traffic management of the schemes, which are within two miles of each other, would be more co-ordinated, thus reducing the risk of miscommunication and causing delays that will impact on the whole local network.

5. Scheme Details

- 5.1. The proposed A340 Aldermaston Road improvements consist of the upgrading of the existing highway network over a 400m section of the A340 corridor. These improvements include widening the existing carriageway on the A340, with upgrades to the existing Priestley Road and Lodge junctions.
- 5.2. On the A340 Aldermaston Road; the works consist of new carriageway construction to extend the dual carriageway for an additional 320m from the Priestley Road junction, heading north beyond the Lodge Junction. These works are being carried out to increase the capacity of this section of the highway and provide a comprehensive solution to several localised congestion issues. In addition to this, there will also be a right turn lane on the northbound carriageway for Greatfield Farm and the Spinney Apartments.
- 5.3. Junction improvements are proposed at the Priestley Road junction with the A340. These improvements include widening the junction and the approach to incorporate an extra right turn lane along with an additional dedicated left & ahead (to Merton Rise) lane. This is to increase the capacity of the junction and reduce the queue lengths that occur at peak times. To enable these changes, the existing traffic signals at this junction will also be updated.

- 5.4. Significant improvements to the Park Prewett Road (also known as ‘the Lodge’) junction are also proposed as part of this improvement scheme. These works consist of upgrading to a traffic signal controlled junction with dedicated left and right turning lanes (onto the A340), along with a right turn lane on the A340 into the Lodge junction. There will also be a toucan crossing to improve safety for non-motorised users.
- 5.5. Benefits of a signalised junction with dedicated lanes include improved safety in a number of locations. Firstly, there were 4 vehicle collisions at the Lodge Junction between 2009 and 2013. These consisted of 3 collisions of vehicles either turning into or out of the Lodge Junction, and a pedestrian collision at the Priestley Road junction. Other safety concerns at this junction include poor intervisibility between road users at the Priestley Road junction with Park Prewett Road/The Avenue, due to the short distance between the Lodge junction with the A340 (approximately 20m). This junction will be closed as part of this works. A dedicated right turn lane out of the Lodge junction will also look to reduce the requirement for traffic to travel northbound (towards Sherborne St John) and attempt to turn around at the Elm Road junction, which has historically encountered safety concerns.
- 5.6. In order to deliver the improvements, there is a requirement for significant tree and vegetation clearance in two locations. The majority of the tree clearance was carried out north of the Park Prewett Road junction, opposite Greatfield Farm. This tree loss was a requirement in order to construct the dual carriage and improved lodge junction, as well as to improve visibility at the ambulance station. Additional tree clearance took place in front of the Merton Rise development, to allow for the dualling of the A340 Aldermaston Road.
- 5.7. To mitigate the tree and vegetation loss, the design team has worked closely with both the Hampshire County Council Arboricultural and Landscape specialists and Arboriculture specialists from Basingstoke and Deane Borough Council. As part of the main works, the landscape design proposes to replace the trees at a minimum ratio of 1:1. The landscape proposals will look to create an ‘avenue of trees’ along the A340 Aldermaston Road, with new planting opposite the Merton Rise development and along the central island. In addition, Hampshire County Council has been working with Basingstoke and Deane Borough Council and Bovis Homes (developers of the Aldermaston Triangle site) to ensure that landscaping on its site compliment these.
- 5.8. As part of these proposals, there will also be improvements to local pedestrian and cycle facilities. These improvements include, firstly, improvement in non-motorised user connection between the north of the site to Merton Rise, Popley, North Houndmills and the town centre. To do this, Hampshire County Council is to open discussions with the Homes and Communities Agency (HCA) and the Land Trust to improve the surface of an informal pathway through the wooded area between the Ambulance station and the Lodge junction. The pathway from the toucan crossing at the Lodge junction will look to provide a connection between this route, which continues north towards Sherborne St John, and Priestley Road.

- 5.9. In addition to improved non-motorised user links, there will be upgrades to pedestrian and cycle crossing points on Priestley Road and updating of the A340 Aldermaston Road toucan crossing.
- 5.10. Microprocessor Optimised Vehicle Actuation (MOVA) systems will be used at both of the traffic signal controlled junctions at Priestley Road and Park Prewett Road. This system is responsive to traffic conditions, extending the green time if there is a queue, thus making the junctions more efficient. In addition, the toucan crossing at the Lodge junction will have 'on-crossing' detection which extends crossing time (if required) depending on pedestrian needs. The pedestrian phase will only be enabled when there is a pedestrian demand to cross. This will prevent unnecessary traffic disruption.
- 5.11. To allow a clear route for ambulances, a 'hurry call' system will be incorporated to the signals at the Lodge junction, which is enabled by ambulances leaving for an emergency. This will ensure all of the signals are green on their arrival. This is already in place at the existing Priestley Road junction.
- 5.12. As part of these works the existing street lighting will be repositioned and upgraded in accordance with the new road layout.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with national and local highway design standards. There are no departures from highway design standards.
- 6.2. A preliminary design safety audit was completed in June 2014 and any issues raised were addressed in the detailed design process. A further detailed design safety audit is programmed to take place in April 2015.

7. Community Engagement

- 7.1. Officers have been working with a group made up of local interested parties to find a comprehensive solution to congestion, and to identify updated infrastructure to enable development and reduce through traffic congestion along with its associated problems since 2011. The group has consisted of Hampshire County Council, Basingstoke and Deane Borough Council, Rooksdown Parish Council, North Hampshire NHS, the Homes and Communities Agency, the Land Trust, Taylor Wimpey and David Wilson Homes.
- 7.2. There has also been public consultation and engagement, in the form of an exhibition which was run by two County Council representatives at the Rooksdown Summer Fair in July 2014. This was attended by several hundred residents of the Rooksdown estate along with residents from the surrounding areas and gave them a platform to see the proposals, with any questions answered by the Hampshire County Council officers.

- 7.3. In addition to the attendance of officers at the Rooksdown Summer Fair, there was also a consultation period on the proposals between July and September 2014. These Questionnaires were available on the Hampshire County Council scheme website.
- 7.4. The questionnaire looked to gauge local opinion on the main objectives and detail of the scheme. From this process, 31 questionnaires were completed and submitted to the council. The majority of respondents came from the Rooksdown community. However there were also responses from the wider local area, including Tadley, Sherborne St. John, North Houndmills and Hatch Warren.
- 7.5. The results from this consultation indicated that there is strong local support for these proposals, with all of the scheme's main objectives receiving over 90% support.
- 7.6. Although there were significantly high levels of support from the questionnaires received for the scheme and its objectives, there were also several common concerns. These included: the need for parking restrictions in the Rooksdown estate; traffic lights at the Lodge' junction slowing down traffic on the A340; the scheme not extending north to solve a traffic problem at the Elm Road junction approximately 0.5km north of the site; and concerns regarding pedestrian and cycle facilities. The delivery team provided brief responses to these concerns in the Consultation Report which was produced in December 2014 and is available on the scheme website.
- 7.7. From the consultation feedback, the main suggested alternative to traffic lights on the A340 was to impose a 'left turn only' at the Lodge Junction. However, this option was not promoted for several reasons outlined in paragraphs 2.5 and 5.5. The principle of a signal controlled junction was a planning requirement as a result of the Park Prewett Road developer works. Statutory consultations associated with these works were carried out by the local planning authority (Basingstoke and Deane Borough Council).
- 7.8. With regards to extending the improvements up to the Elm Road junctions, this was not possible as the aim of this scheme, in order to acquire Local Growth Funding (LGF) from the EM3 LEP, was to improve road infrastructure to encourage local economic development. However, safety problems may be reduced as a result of the dedicated turning lanes at the Lodge Junction (discussed in paragraph 5.6).
- 7.9. As a result of concerns raised in the public consultation, there have been minor design improvements to the local pedestrian and cycle connections. These include improving the connection to informal routes to the north of the site and formalising the crossing points on Priestley Road. This is discussed in paragraphs 5.9 and 5.10.
- 7.10. Additional engagement with the local community has taken place in the form of notification of the advanced tree and vegetation clearance works. This involved a County Council officer visiting residents to inform them of the

location and duration of the works, as well as the traffic management implications. In addition, letters were sent to residents, local organisations and developers at the Merton Rise site. The County Council's scheme website was also updated.

- 7.11. The local County Council Members, Councillor Stephen Reid, Councillor Jane Frankum and Councillor Keith Chapman, have been briefed on the works by officers in August 2014 and March 2015 and support the proposals. Wider scale briefings for both the County and Borough Members have taken place in September 2014 and March 2015. There is additional support from the Rooksdown Parish Council, which was provided with updates from County Council officers in August 2014 and March 2015.

8. Statutory Procedures

- 8.1. There is currently a junction on Priestley Road with Park Prewett Road, which poses several safety issues as it is very close to Park Prewett Road's junction with the A340 Aldermaston Road. Therefore a new Traffic Regulation Order (TRO) will be promoted to allow this junction to be closed to vehicular traffic as part of these works. There will also be a Temporary Traffic Regulation Order (TTRO) implemented for the duration of the works to reduce the A340 Aldermaston Road to a 40mph speed limit (it is currently 50mph) to improve safety and reduce the delays resulting from additional traffic management that would be required without a speed reduction.

9. Land Requirements

- 9.1. To deliver these works, there are requirements to secure two parcels of land from public bodies: the Homes and Communities Agency and Basingstoke and Deane Borough Council. There is also an additional requirement for Hampshire County Council owned land to be transferred for highway use.
- 9.2. A licence agreement with the Homes and Communities Agency was agreed until the end of March 2015 to access, store equipment and erect a tree protection fence on its site. As of March 2015, the transfer is subject to the HCA's solicitors' final approval of the County Council's transfer provision. It is expected that the transfer of the land will be completed in April 2015 at consideration of £1. The process of this transfer formed part of the Schedule of Routine Transactions that was approved by the Executive Member for Policy and Resources in November 2014.
- 9.3. The County Council land was transferred to highway use in January 2015. This was at no extra cost as the land was already owned by County Council (Corporate Estates) and so transferred for highway use.
- 9.4. The County Council is in discussions with Basingstoke and Deane Borough Council about obtaining Highway Rights over the land required from the 'Aldermaston Triangle' site, which it is looking to sell to housing developers in the near future. County Council officers have also met with the Borough

Council selected developer (Bovis Homes) to discuss the site extents for the A340 improvement works. Legal representatives from both the Borough and County Council are currently working to produce a draft deed of dedication, which can be enforced once there has been approval from the Borough Council's Cabinet. It is due to consider this on 23 June 2015.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures, which have been calculated at £12,900 per annum. This should be taken into account when setting future highway maintenance budgets.
- 10.2. The materials used for the construction of the highway and junction improvements will be standard highway materials, which will match those currently in existence on the site.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for A340 Aldermaston Road Dualling, Basingstoke, as outlined in the supporting report.
- 11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to extend the dualling of the A340 Aldermaston road and update its junctions with Priestley Road and Park Prewett Road, as set out in the supporting report, at a cost of £4million to be funded from the Local Growth Fund (LGF) allocated by the Enterprise M3 Local Enterprise Partnership (EM3 LEP), and from developer contributions.
- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract and securing the required land, be delegated to the Director of Economy, Transport and Environment.
- 11.4. That approval be given to promote a Traffic Regulation Order (TRO) to close the Priestley Road Junction with Park Prewett Road to motor vehicle traffic, as part of the improvements at the Lodge Junction.

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
 - ☐
- 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 ☐

Agenda item:

- 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 ☐

Other

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

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:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Local Enterprise Partnerships - Transport Funding for Major Schemes Update	6197	04.11.2014
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

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.)

<u>Document</u>	<u>Location</u>
Project Files	EII Court West, 2 nd Floor, Winchester

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:

The proposals will have little or no impact upon groups with protected characteristics. The proposals at the A340 Aldermaston Road will offer upgraded facilities for all road users, including improved pedestrian and cycle facilities which will increase route choices for local users, including the connection to existing pedestrian and cycle links. These proposals add value in terms of accessibility over the existing provision, especially for the North Hampshire Hospital, local health facilities as well as existing and proposed residential development.

2. Impact on Crime and Disorder:

2.1. These proposals are not expected to impact on crime or disorder.

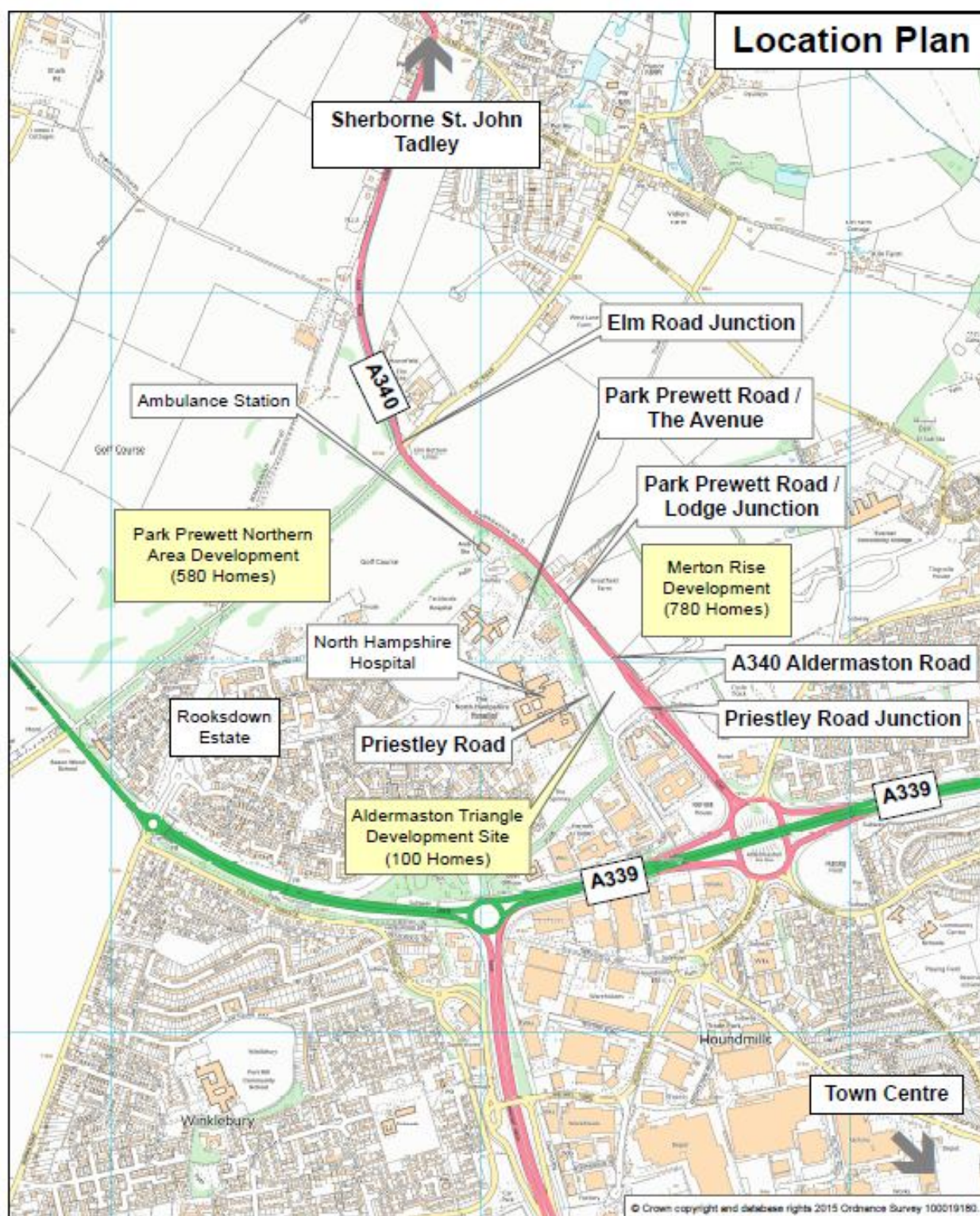
3. Climate Change:

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

These proposals aim to offer a comprehensive solution to several congestion issues in an area where road usage is set to increase significantly due to several housing developments.

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

The upgrading of the existing pedestrian and cycle facilities will also look to promote the use of non-motorised travel, which will reduce pollution and increase resilience in the long term.



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Executive Member for
Economy, Transport and Environment
21 April 2015
Report from Director of Economy,
Transport and Environment

Report No: 6588

Scale: 1:10000



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County Council

Economy, Transport & Environment

