

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	5 November 2013
Title:	Project Appraisal: Queens Roundabout Farnborough
Reference:	5110
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to seek approval to implement improvements at Queens Roundabout, Farnborough in order to enhance traffic capacity and provide better facilities for pedestrians and cyclists.

- (a) To procure and spend to implement the scheme.
- (b) To carry out advanced works including ecological, archaeological and utility works.
- (c) To promote a Traffic Regulation Order to reduce the speed limits within the roundabout and on its southern approach.

1.2. Scheme Outline

Queens Roundabout in Farnborough currently experiences significant congestion, particularly in the morning and evening peak periods, impacting on the effective operation and performance of the road network, of which this is one of the main junctions. It also facilitates access to a number of proposed new commercial and residential developments nearby therefore the traffic problems are forecast to get worse.

To alleviate these impacts and to facilitate access to jobs and support local economic growth, the scheme involves the introduction of traffic signal control on all four approach roads to the roundabout, widening of the approach roads and circulating carriageway, and provision of pedestrian and cycle facilities. A successful bid to the Department for Transport's Pinch Point Fund resulted in the award of £4.034 million to the scheme which has to be spent by 31 March 2015.

1.3. Alternative Options Considered and Rejected

The initial feasibility study that reported in 2010 examined five options.

Option 1 - Do nothing. Existing roundabout layout and give ways retained.

Option 2 - Widening of roundabout and approaches with partial signalisation of one or more arms or part time signal operation.

Option 3 - Widening of roundabout and approaches. Full signalisation (A325 southbound flared to provide a 2 lane entry).

Option 4 - Widening of roundabout and approaches. Full signalisation (A325 southbound flared to provide a 2 lane approach widened to a 3 lane entry over the last 30 metres).

Option 5 - Widening of roundabout and approaches. Full signalisation (A325 southbound flared to provide a 2 lane approach widening to a 3 lane entry over the last 60 metres).

The report recommended Option 5. Subsequently the design has been refined to enhance its capacity and provide further improvements for pedestrians and cyclists.

1.4. Measures of Success

Quantitative: Increased traffic throughput to be measured using automatic counters. Reduction in traffic delays from Strat-e-Gis data. Improved safety monitored using on-going accident records.

Qualitative: Improved perception of safety by pedestrians and cyclists using the shared facilities and signalised crossing points.

2. Background

2.1. Figure 1 in Appendix 1 shows the location of Queens Roundabout which forms the junction between the A325 Farnborough Road, the A3011 Lynchford Road and Government House Road in the south of Farnborough. The A325 runs through the junction from north to south and connects Aldershot with Farnborough. The A3011 Lynchford Road approaches the junction from the east and connects to the A331 Blackwater Valley Route. Government House Road approaches the junction from the west and serves as the primary access to the Farnborough Aerospace Centre and the Farnborough Air Show.

2.2. The roundabout's position is shown in Figure 2, Appendix 1. The Holiday Inn lies directly to the northeast. Wavell High School (about 900 pupils aged 11 – 16) lies directly to the southeast and has vehicle and pedestrian access onto Lynchford Road, a short distance east of the junction. Ministry of Defence land is located to the southwest with the Queensgate Development

located directly to the northwest. Further northwest is the Farnborough Business Park which is a key driver of economic development in the area.

- 2.3. The Queens Roundabout currently experiences significant congestion, particularly in the morning and evening peak periods, impacting on the effective operation and performance of the road network, of which this is one of the main junctions. It also facilitates access to a number of proposed new commercial and residential developments nearby therefore the traffic problems are forecast to get worse.
- 2.4. To alleviate these impacts and to facilitate access to jobs and support local economic growth, the scheme involves the introduction of traffic signal control on all four approach roads to the roundabout, widening of the approach roads and circulating carriageway, and provision of pedestrian and cycle facilities.
- 2.5. A successful bid to the Department for Transport's Pinch Point Fund resulted in the award of £4.034million to the scheme which has to be spent by 31 March 2015.

3. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of Total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	239	4.17	DfT Pinch Point Fund award	4,034
Client Fee	20	0.35	HCC S106 Contribution	1,560
Supervision	100	1.75	HCC LTP	131
Construction and Land	5,366	93.73		
Total	5,725	100.00	Total	5,725

<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's Budget</u>
Net Increase in Current Expenditure	356	0.323
Capital Charge	356	0.232
Total Expenditure	712	

4. Programme

- 4.1. It is intended that tenders for the works will be issued in June 2014 with the works commencing in August 2014 after the Farnborough International Airshow. Completion is expected during the summer of 2015 subject to all the land being made available in time.

5. Scheme Details

- 5.1. The general layout for the scheme is shown in Figure 3, Appendix 1. It will provide the capacity needed to accommodate future traffic growth including that from expected development. Traffic signal control will be introduced at all four entry points. The design increases the size of the central island to improve traffic circulation, visibility and safety.
- 5.2. There will be an increase in the number of traffic lanes on the circulating carriageway from three lanes to four in each sector except north east which remains at three lanes. On Government House Road the number of entry and exit lanes is unchanged. On A325 Farnborough Road (north) the exit from the roundabout is increased from one lane to two and the three entry lanes are extended further back to increase queueing capacity. On A325 Farnborough Road (south) the entry to the roundabout is increased by one lane to four. On Lynchford Road the entry to the roundabout is increased from three lanes to four and the exit from one lane to two. The increase in the number of lanes on the eastbound Lynchford Road exit will continue through the crossings that currently provide a very important link for child pedestrians and cyclists between Wavell school and its principle catchment area in Farnborough. The scheme will include measures that improve these crossing facilities.
- 5.3. The scheme introduces substantial improvements to assist cyclists and pedestrians. There will be toucan crossings for pedestrians and cyclists on each entry and exit road. Shared footways/cycleways generally 3 metres wide will be provided around the roundabout. Wavell School has raised concerns about the safety of the existing signal-controlled crossing on Lynchford Road used by school students. As noted above, this will be addressed by the scheme.
- 5.4. There is a crest in the road on the A325 southern approach to the roundabout which restricts forward visibility. Removing the crest would be expensive due to the need to divert utility equipment. This can be avoided by reducing the speed limit on the southern approach and on the roundabout itself and this is consistent with the general scheme approach of moderating the speed of traffic approaching and using the junction and assisting vulnerable road users. A Traffic Regulation Order will be needed to achieve this.
- 5.5. Substantial public utilities protection and diversions will be required. It is intended to undertake as much as possible of this as advanced works.

- 5.6. Tree felling will be needed as advanced works during winter 2013/2014 to avoid the bird nesting season. There is no evidence so far of bats in these trees. None are subject to Tree Preservation Orders. One tree is in the South Farnborough Conservation area which covers the mainly residential area to the northeast of the roundabout as well as the centre of the roundabout. Rushmoor Borough Council has been consulted. No vegetation in the central island will be affected and additional landscaping will be provided around the roundabout.
- 5.7. The roundabout contains a Scheduled Ancient Monument in the form of Cockadobby Hill Bronze Age Bowl Barrow which is subject to consent procedures managed by English Heritage with whom discussions have been held. There is also archaeological potential elsewhere in the roundabout. This will require an archaeological mitigation strategy to be put in place which is expected to require trial trenches to be undertaken as advanced works within those areas having high potential. There is also a war memorial within the roundabout.
- 5.8. Farnborough International Airshow is scheduled for 14 – 20 July 2014. It affects the construction programme because no works can take place during the show or during the two preceding weeks. Prior to the show abnormal loads arrive from the beginning of April and afterwards depart until the end of July. Therefore the main construction works are scheduled to start in August 2014.
- 5.9. No issues were raised in the Stage 1 Safety Audit.
- 5.10. The Pinch Point Fund requires that the grant awarded be spent by the end of March 2015 although construction work is programmed to continue until the summer of 2015 using the County Council's local contribution. There is a risk that all the land needed for the scheme may not be available for the scheme to be implemented within this timescale. Therefore Figure 4, Appendix 1 shows a reduced scheme that can be implemented within the above programme with further enhancement of the scheme to follow, should the land become available. The reduced scheme has been designed to minimise abortive works required to implement the enhanced scheme and it will incorporate the pedestrian and cycling improvements.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. Councillors Choudhary and Wall are aware of the scheme and briefings will update them on progress. Councillor Wall has objected to the inclusion of shared use cycle/footpath facilities within the scheme. The use of alternative on-carriageway cycle provision has been considered but in this circumstance rejected because of the significant numbers of child cyclists accessing the

adjacent Wavell Secondary School and the volume of traffic using this large and busy junction. Several events are planned to inform the public about the scheme and these will begin in the autumn. A web page on Hantsweb will provide details about the scheme and updates on progress.

8. Statutory Procedures

- 8.1. A Traffic Regulation Order will be needed to reduce the speed limit in the roundabout to 30mph (currently 40mph) and introduce a 50 mph speed limit (currently 70 mph) on A325 Farnborough Road (south). This will avoid the need to remove the crest on the southern approach road and has the initial support of the Police.

9. Land Requirements

- 9.1. To implement the proposals, interests in land are required from Holiday Inn Farnborough Ltd, Inland Ltd, the Ministry of Defence (MoD) and The Wavell School.
- 9.2. Operational Land from within The Wavell School will need to be dedicated for highway purposes by Children's Services. Negotiations with the school senior management and Children's Services are underway to make the required area of land available for highways purposes, subject to agreeing appropriate accommodation work to mitigate the effects of the scheme.
- 9.3. Holiday Inn Farnborough Ltd and the MoD have indicated that they are willing in principle to dedicate/transfer the respective areas of land, subject to agreement of terms and for the County Council to meet their reasonable legal and other expenses.
- 9.4. All land transactions will be funded from the Integrated Transport Capital budgets.
- 9.5. Subject to this Project Appraisal being approved, the acquisition, dedication or licence of any interest in land and/or easement required to implement the proposals shall be included in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources on 12 December.
- 9.6. It is proposed that approval also be sought from the Executive Member for Policy and Resources for the making of a Compulsory Purchase Order (CPO), if necessary, in order to secure all third party land interests required to implement the proposals. The CPO procedure would be progressed in the event that negotiations to acquire all land interests by agreement are unsuccessful. The land owned by the Secretary of State for Defence that is required for the scheme will have to be secured by agreement as Ministry of Defence (MoD) land cannot be included in a CPO. In the event that objections are raised to the CPO a Public Inquiry could be triggered which will impact on the planned timescales for the delivery of the scheme.

10. Maintenance Implications

- 10.1. The scheme will involve a small increase in maintenance costs in respect of the widened roundabout and approach roads, controlled crossings and increased shared cycleway/footways. Standard footway, carriageway, and drainage materials will be used. Non-standard fencing is expected to be used at the boundaries with adjacent landowners but will be maintained by the landowners.

11. Recommendations

- 11.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the Queens Roundabout improvements scheme at a cost of £5,725,000.
- 11.2. That approval be given to carry out advanced works including ecological, archaeological and utility works.
- 11.3. That approval be given to promote a Traffic Regulation Order to reduce the speed limits within the roundabout and on its southern approach.
- 11.4. That the Executive Member for Economy, Transport and Environment recommends to the Executive Member for Policy and Resources that approval be given for the acquisition of any third party land required for the delivery of the scheme.

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

- 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:	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. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. None.

3. Climate Change:

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

Improving the capacity and efficiency of the roundabout's operation will reduce delays to traffic. This should reduce the energy used and the pollution produced by traffic being stationary in queues.

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

Providing improved pedestrian and cycle facilities at the roundabout should encourage some people to make local journeys in these ways instead of using the car. This would reduce the carbon footprint / energy consumption and assist in being more resilient to the longer term impacts of climate change.

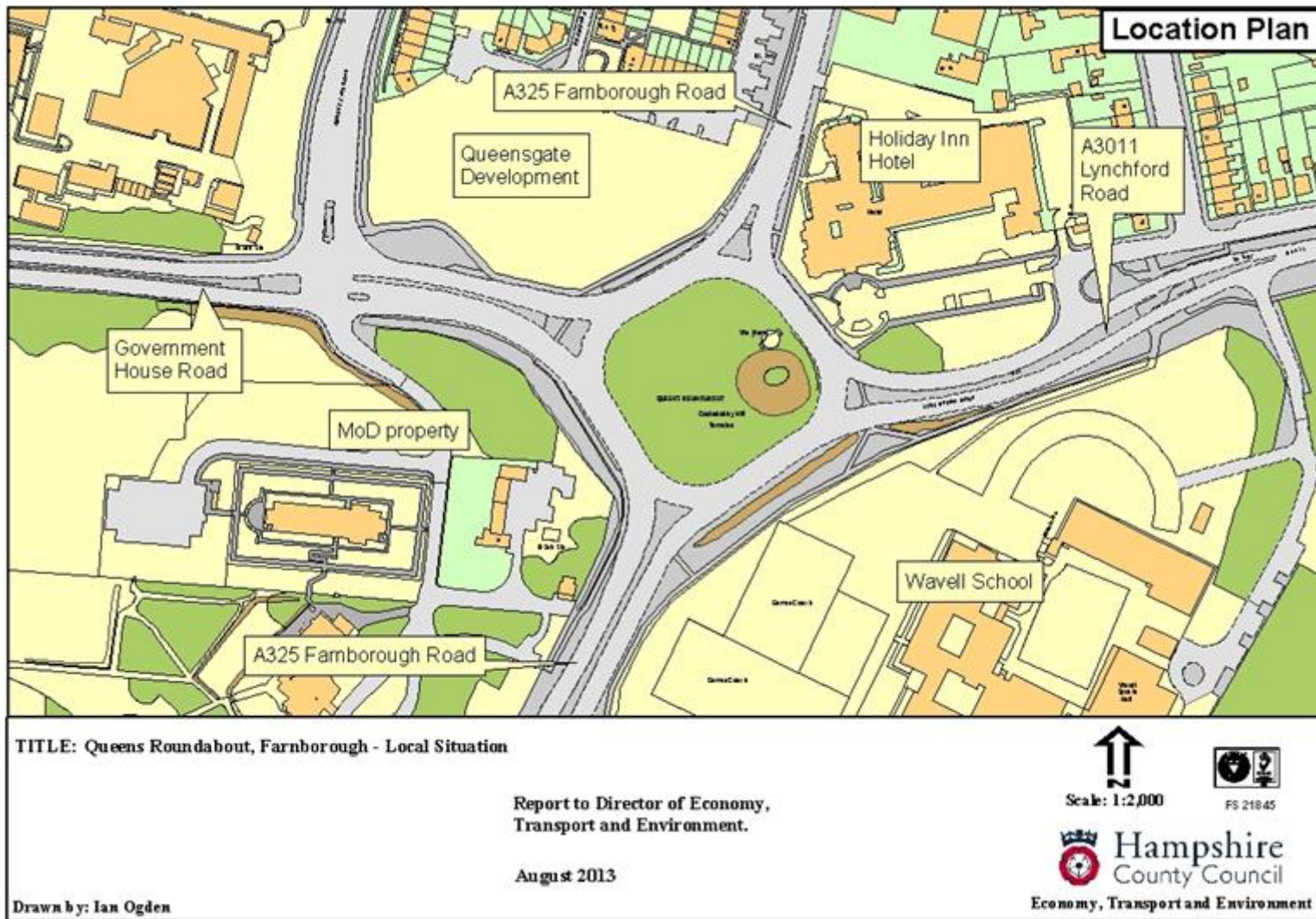


Figure 2: Roundabout Position

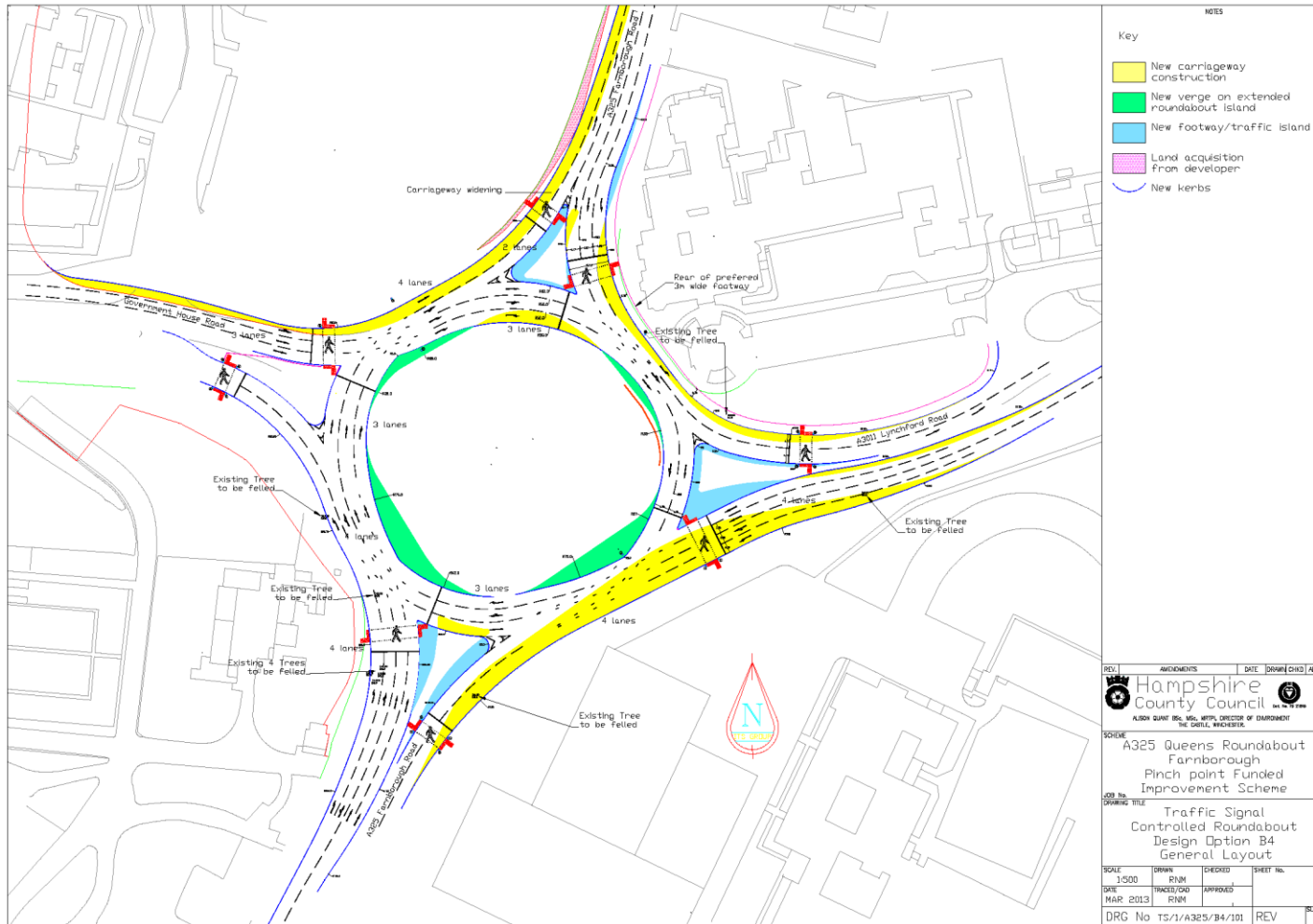


Figure 3: Proposed Scheme

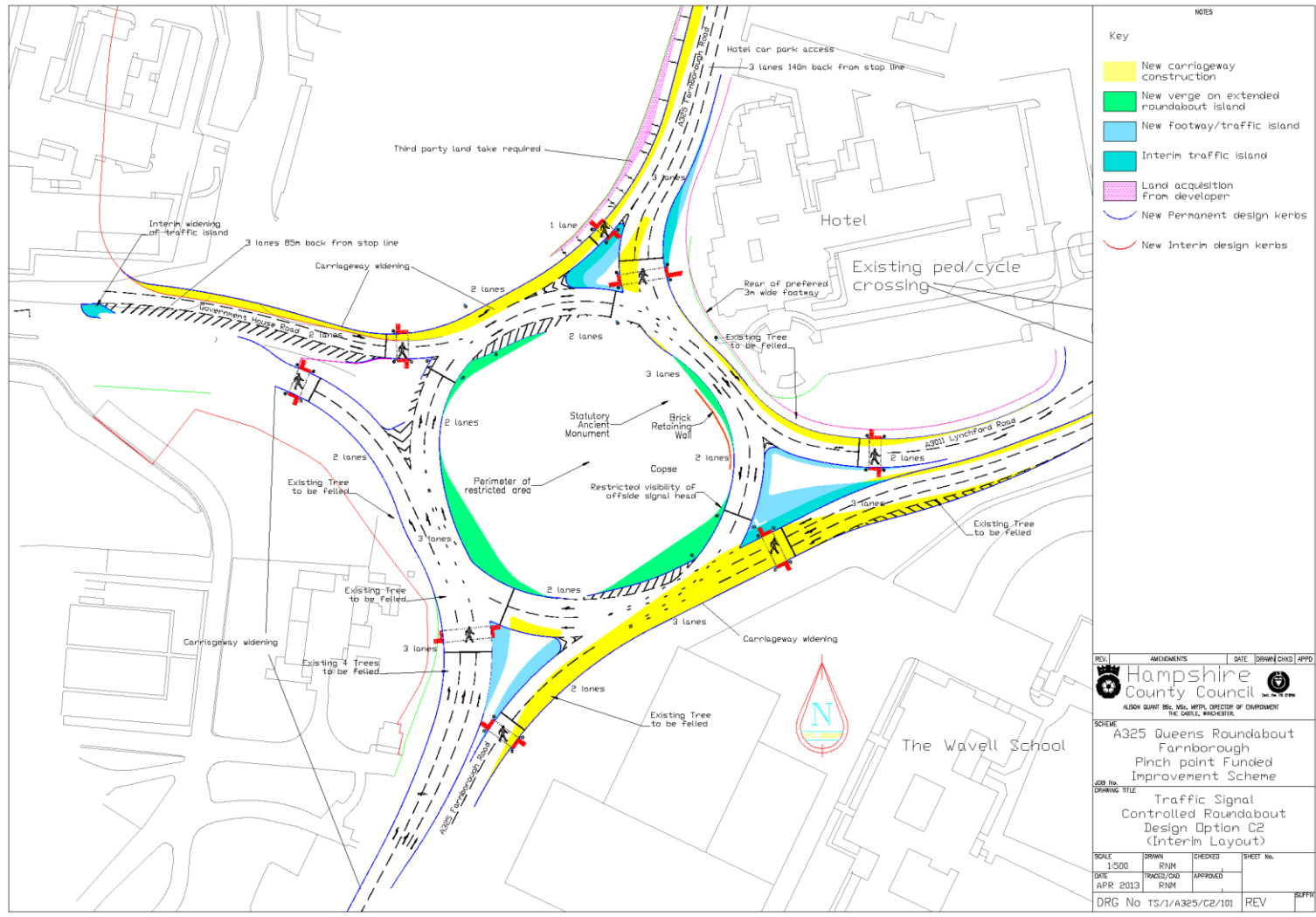


Figure 4: Reduced Scheme