

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Project Appraisal: A33/B3047 Cart & Horses Junction Safety & Pedestrian Access Improvements, Kings Worthy

**Contact name:** Karen Wright

**Tel:** 01962 846879

**Email:** karen.1.wright@hants.gov.uk

#### 1. The decision:

- 1.1 That the Director approves the approves the revised Project Appraisal Update for the A33/B3047 Cart & Horses Junction Safety & Pedestrian Access Improvements, Kings Worthy as outlined in the supporting report.
- 1.2 That the Director gives approval to procure, spend and enter into necessary contractual arrangements for the implementation of the improvements to the A33/B3047 Cart and Horses junction and associated pedestrian access improvements, as set out in the supporting report at an estimated total cost of £173,000, representing an increase on the original estimate of £70,000, which can be funded from existing identified resources.
- 1.3 The Director approves a variation to the Capital Programme to reflect the increase in scheme value from £103,000 to £173,000.

#### 2. Reasons for the decision:

- 2.1 To seek approval for the additional spend, over and above that approved in the Executive Member for Economy, Transport and Environment Decision Day report of 9 September 2014, associated with the implementation of this scheme following tender returns above the pre-tender estimates.
- 2.2 A value-engineering exercise to review the scope and fine-tune the specification has been undertaken and the resulting gap has been sourced from developer contributions and LTP funding.
- 2.3 The additional funding will enable the implementation of the scheme improving safety for vehicles turning into and out of the B3047, together with enhanced pedestrian facilities linking and providing access to the local footpaths in the area together.

**3. Other options considered and rejected:**

3.1 The option of cancelling the scheme has been considered. However given the level of local political and public support the scheme has and the desire to implement an improvement scheme at this junction, this option was rejected.

**4. Conflicts of interest:**

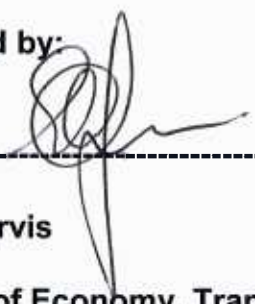
4.1 None

**5. Dispensation granted by the Head of Paid Service:**

5.1 None.

**6. Supporting Information:**

6.1 None.

<b>Approved by:</b>  -----	<b>Date:</b> <u>16<sup>th</sup> March 2016</u>
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

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<b>Title:</b>	Project Appraisal: A33/B3047 Cart & Horses Junction Safety & Pedestrian Access Improvements, Kings Worthy

**Contact name:** Karen Wright

**Tel:** 01962 846879

**Email:** karen.1.wright@hants.gov.uk

### 1. Executive Summary

1.1 The purpose of this report is to seek approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the A33/B3047 Cart and Horses Junction, Winchester, as set out in this report, at a revised cost of £173,000 representing an increase on the original estimate of £70,000, which can be funded from existing identified resources.

#### 1.2 Alternative Options Considered and Rejected

The option of cancelling the scheme has been considered. However given the level of local political and public support the scheme has and the desire to implement an improvement scheme at this junction, this option was rejected

#### 1.3 Measures of Success

It is anticipated that following construction of this scheme, speeds will decrease and accidents will reduce. This will be monitored once the scheme has been implemented.

### 2. Background

2.1 A site meeting was held on 10 October 2013 attended by Hampshire County Council officers, Eastleigh Borough Council (Design Team), and Councillor Jackie Porter, the local member, it was agreed to progress a study focusing on the feasibility of minor improvements at the junction to improve pedestrian accessibility. Any benefit arising from such improvements to vehicular traffic would also be welcomed.

2.2 The resultant feasibility report recommended a number of improvements at and around the A33/B3047 junction involving enlarging the central

reservation, improving footway links and providing new uncontrolled crossing points.

- 2.3 In addition to discussion regarding the A33/B3047 junction, observations were made of the A33 Basingstoke Road/Lovedon Lane/Park Lane junction, where it was noted that improvements in provision for pedestrians at the junction would be beneficial.
- 2.4 Alongside the need for pedestrian improvements, Hampshire County Council's Safety Engineering Team (SET) has undertaken a study of the injury accident record for the five year period to the end of November 2015. There are a total of sixteen injury accidents, three serious, at this location in the current five year period up to the end of November 2015. Twelve of the collisions are located at the southern of the two junctions with ten occurring in the second thirty month period.
- 2.5 The analysis has indicated that, despite the recent County Council refurbishment scheme, which was implemented in March 2012, no improvement in the accident record has been seen as anticipated. As a result the Safety Engineers considered it appropriate to develop additional low cost safety measures to address the continuing accident issues as part of the Safety Engineering Team's casualty reduction programme.
- 2.6 The primary concerns identified by the Safety Engineers regard the safety of vehicular movements at the A33/B3047 junction, with the key issue to address being that vehicles waiting in the central reserve to turn right, overhang into the main north/south running lanes of the A33.
- 2.7 Kings Worthy Parish Council, Steve Brine MP, and Councillor Porter have been requesting major improvements to the A33/B3047 junction to address concerns over road safety. Major improvements were, however, outside the scope of this project and this was explained at a meeting on Friday 10<sup>th</sup> January 2014 to key interested parties including Parish Council representatives, Councillor Woodward, Steve Brine MP, Councillor Porter and local Winchester Members.
- 2.8 Due to the proximity of this junction to the trunk road network and also the requirement to locate some of the improvements on the trunk road approach to the junction, it has been necessary to enter into a Section 6 legal agreement (under the Highways Act 1980) with Highways England. The negotiations underpinning the signing of a 'mini' agreement have been protracted and have resulted in significant delays to the delivery of this project.
- 2.9 The scheme was approved at the Executive Member Decision Day on 9<sup>th</sup> September 2014 and subsequently put out to tender. However, the value of the tender returns were unexpectedly high due to the extensive traffic management measures associated with the implementation of the scheme near and on the trunk road network, necessitating a full road closure and night

working. Additional funding has been identified from developer contributions and LTP.

### 3 Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	6	Developer contributions	127
	Client Fee	1	0.5		
	Supervision	9	5.5	LTP	46
	Construction	153	88		
	Land	0			
	<b>Total</b>	<u>173</u>	<u>100</u>	<b>Total</b>	<u>173</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.153	0.000%
	Capital Charges (Depreciation and notional interest charges)	£17.0k	0.010%

### 4 Programme

4.1 The Section 6 Agreement (Mini) with Highways England has been agreed and signed and it is therefore anticipated that once approval for the increase in spend is obtained, the remaining work will be completed early in financial year 2016/17.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/16	04/16	06/16	06/17

## **5 Scheme Details**

Refer to appendices A-G for details.

### **5.1 A33 Winchester By-Pass/Basingstoke Road/B3047 London Road**

To improve pedestrian safety across the A33/B3047 junction the existing build-out located at the northern end of the central reservation will be enlarged to provide an uncontrolled pedestrian crossing. In addition, the existing footway link across the verge on the south west side of the junction, which is in poor condition, will be widened to 2.5metres and a new uncontrolled pedestrian crossing provided to the frontage of the Cart and Horses Public House. The existing public footpath crossing located south of the A33/London Road junction will be improved by providing appropriate uncontrolled crossing facilities on each side of the carriageway and in the central reservation.

### **5.2 A33 Basingstoke Road/Lovedon Lane/Park Lane**

To improve pedestrian safety at the A33/Lovedon Lane/Park Lane junction, a pedestrian refuge will be sited to the south of the junction. This will require the removal of the deceleration lane into Lovedon Lane with this area to be infilled as verge. A new uncontrolled pedestrian crossing is required to link to the existing footway on the western side of the road. Lane widths of 3.9m are proposed at the refuge to avoid cyclists being squeezed by overtaking vehicles.

### **5.3 Hampshire County Council Safety Engineering Scheme**

The proposed casualty reduction aspect of the scheme is aimed at reducing the prominent injury accident pattern occurring at this location, which is of principal public concern. This involves traffic travelling at relatively high speed when approaching the location from the A33 in collision with vehicles turning right from London Road or waiting to turn right onto the A33 towards the A34. The scheme aims to alter the layout of the current central reservation waiting / right turning area on the A33 to provide a larger stacking capacity and will give priority to right turning vehicles from London Road. This will also help reduce the occurrence of vehicles partially obstructing the north bound lane when waiting at the junction as well as straight forward conflicts. In association with these measures, it is also proposed to install vehicular activated warning signs on the A33 northbound approach, and coloured bar markings set at decreasing intervals to help reduce vehicle speeds and further highlight the junction.

## **6 Departures from Standards**

6.1 None

## **7 Community Engagement**

7.1 These proposals have been viewed by the Executive Member for Economy,

Transport and Environment, and subsequently forwarded to Steve Brine MP, County Councillor Jackie Porter and Kings Worthy Parish Council who have made a number of comments on the proposals and are fully supportive of the aims and objectives of the scheme.

## **8 Statutory Procedures**

- 8.1 Some of the works to be undertaken are located on the part of the A33 controlled by Highways England. Highways England have now approved the proposals and a Section 6 Agreement, to allow the County Council to carry out works on the Trunk Road network, has been entered into.

## **9 Land Requirements**

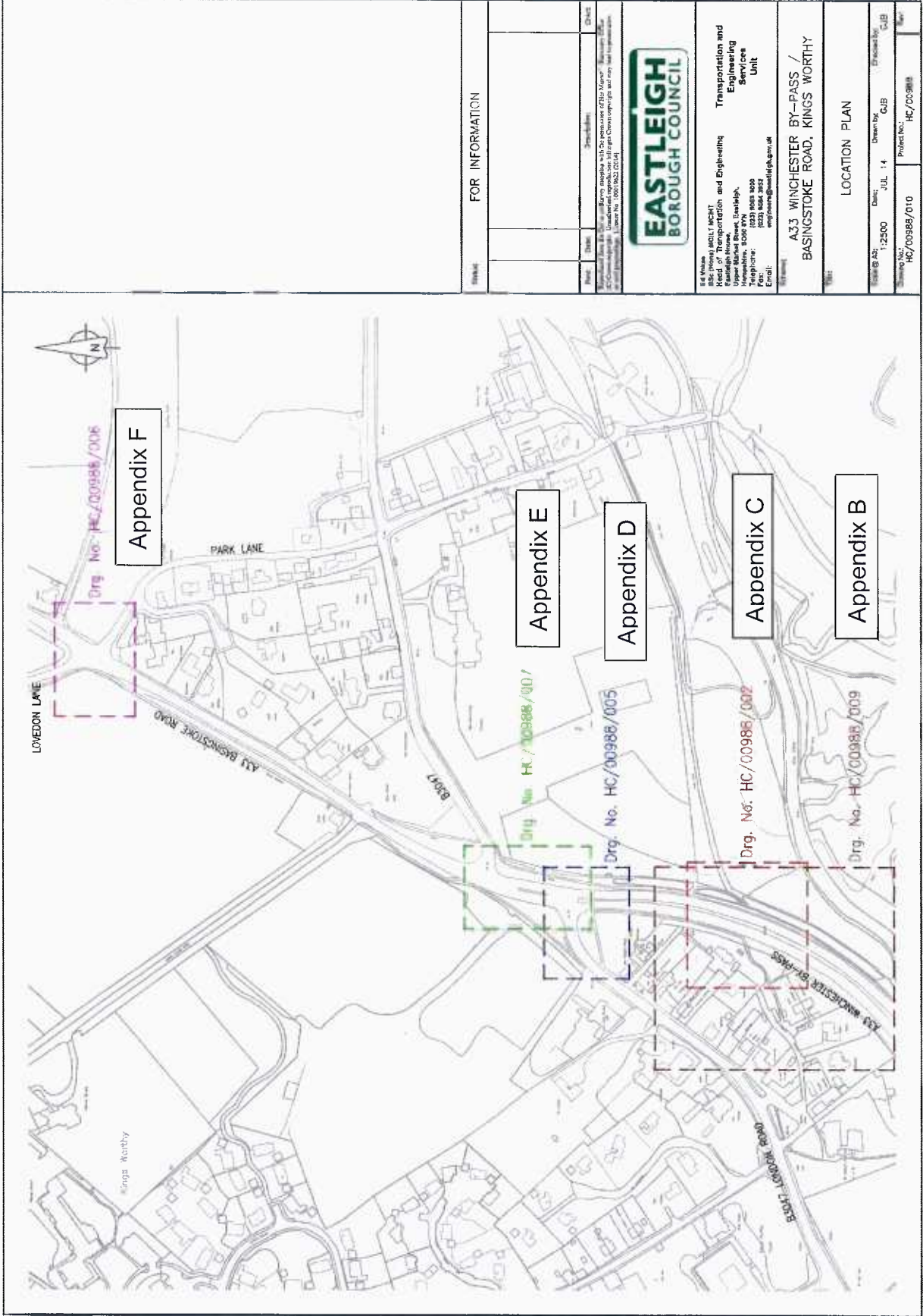
- 9.1 None.

## **10 Maintenance Implications**

- 10.1 The anti-skid proposed south of the junction is minimal and will be maintained by Highways England.

## **11 Recommendations**

- 11.1 That the Director approves the approves the revised Project Appraisal Update for the A33/B3047 Cart & Horses Junction Safety & Pedestrian Access Improvements, Kings Worthy as outlined in the supporting report.
- 11.2 That the Director gives approval to procure, spend and enter into necessary contractual arrangements for the implementation of the improvements to the A33/B3047 Cart and Horses junction and associated pedestrian access improvements, as set out in the supporting report at an estimated total cost of £173,000, representing an increase on the original estimate of £70,000, which can be funded from existing identified resources.
- 11.3 The Director approves a variation to the Capital Programme to reflect the increase in scheme value from £103,000 to £173,000.






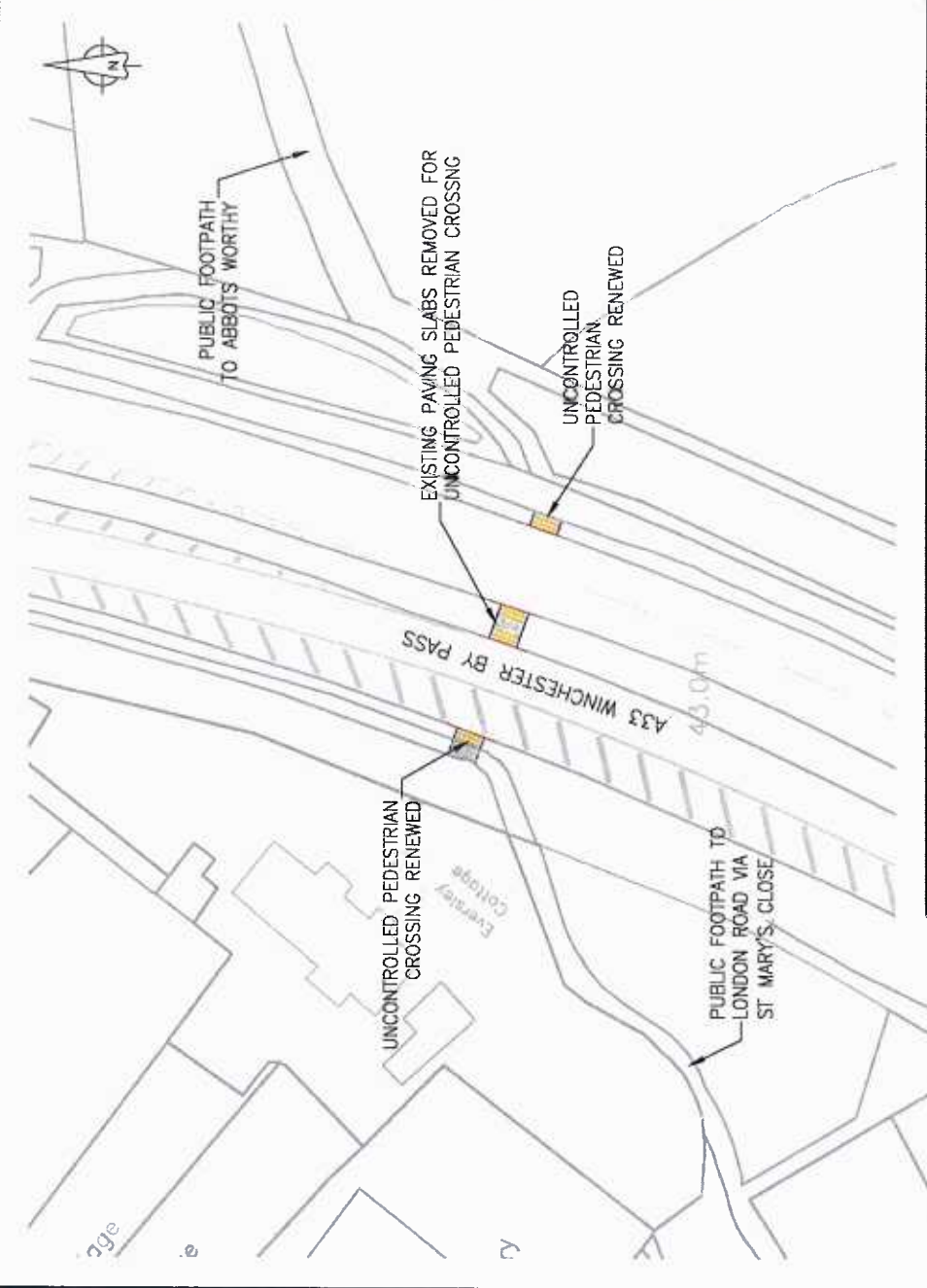
**NOTES.**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ANY DISCREPANCIES FOUND ON SITE SHOULD BE REPORTED TO THE OVERSEEING ORGANISATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
3. THIS DRAWING SHALL BE USED FOR FEASIBILITY PURPOSES ONLY AND SHALL NOT BE USED FOR CONSTRUCTION.

**LEGEND:**

- PROPOSED KERBLINE
- PROPOSED EDGING
- ▭ PROPOSED FOOTWAY
- ▭ PROPOSED VERGE
- ▭ PROPOSED TACTILE PAVING

**SITE LOCATION:**

Scheme:	A33 WINCHESTER BY-PASS, KINGS WORTHY
Title:	PROPOSED PEDESTRIAN ACCESSIBILITY MEASURES
Scale @ A4:	1:500
Date:	MAR 13
Drawn by:	GJB
Checked by:	KJD
Project No.:	HC/00989
Rev:	HC/00989

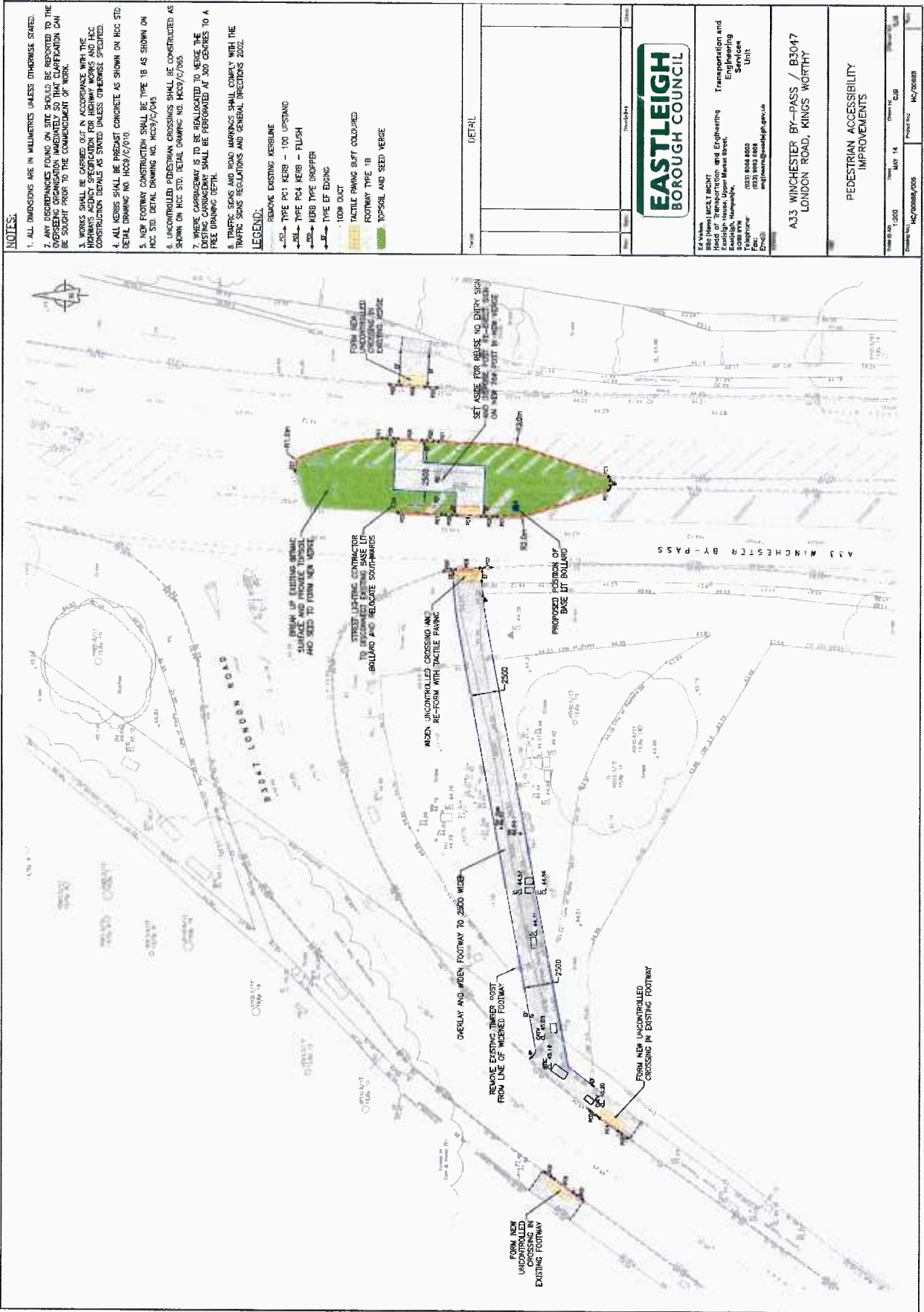


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**Transportation and Engineering Services Unit**

FOR INFORMATION			
Status:	Rev:	Date:	Description:

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2. ANY DIMENSIONS FORMING ON SITE MUST BE REFERRED TO THE OVERSEASING ORGANISATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
3. WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE HIGHWAYS ACTING SPECIFICATION FOR HIGHWAY WORKS AND LDC CONSTRUCTION DETAILS AS STATED UNLESS OTHERWISE SPECIFIED.
4. ALL KERBS SHALL BE PRECAST CONCRETE AS SHOWN ON HCD STD DETAIL DRAWING NO. HCD3/12/010
5. NEW FOOTWAY CONSTRUCTION SHALL BE TYPE 19 AS SHOWN ON HCD STD DETAIL DRAWING NO. HCD3/12/010
6. UNCONTROLLED PEDESTRIAN CROSSINGS SHALL BE CONSTRUCTED AS SHOWN ON HCD STD DETAIL DRAWING NO. HCD3/12/065
7. WHERE CARRIAGEWAY IS TO BE REALLOCATED TO VERGE THE EXISTING CARRIAGEWAY SHALL BE PERFORMED AT 300 CENTRES TO A FREE DRAINING DITCH.
8. TRAFFIC SIGNS AND ROAD MARKINGS SHALL COMPLY WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002.

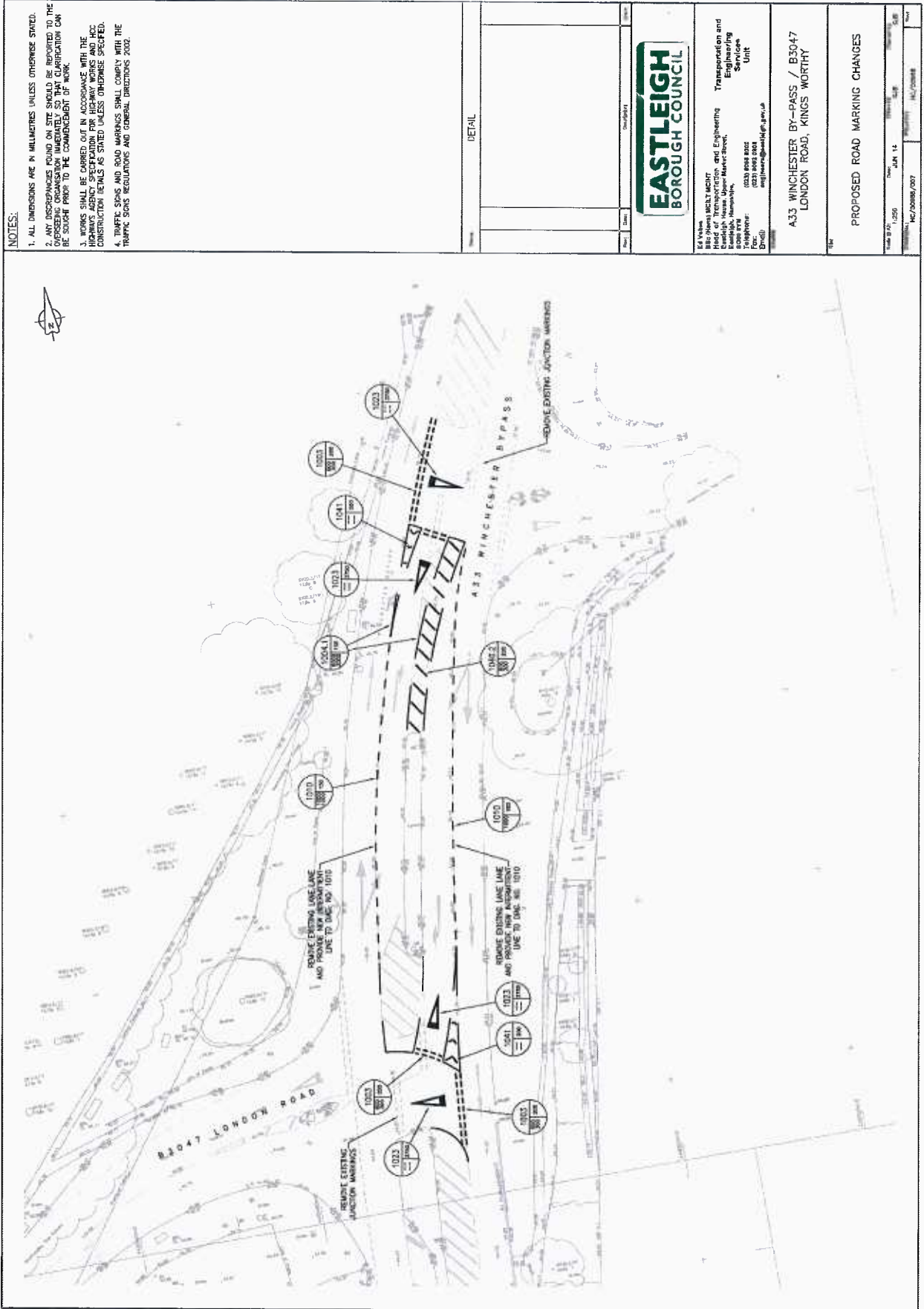
**LEGEND:**

- REVERSE EXISTING KERBLINE
- TYPE P01 KERB - 100 UPSTANG
- TYPE P04 KERB - FLUSH
- KERB TYPE DROPPER
- TYPE ET EDGING
- 100mm DUCT
- TACTILE PAVING BUILT COLOURED
- FOOTWAY TYPE 19
- FOOTWAY TYPE 18
- TOPSOIL AND SEED VERGE

METAL



<p><b>EA VISION</b>          IANCKY MCHY          Head of Transportation and Engineering          Eastleigh House, Upper Marsh Street,          Eastleigh, Hampshire,          SO50 9TN          Telephone: (023) 2022 000          Fax: (023) 2022 000          Email: <a href="mailto:ianckym@eastleigh.gov.uk">ianckym@eastleigh.gov.uk</a></p>	<p><b>TRANSPORTATION AND ENGINEERING SERVICE UNIT</b></p>
<p>A33 WINCHESTER BY-PASS / B3047          LONDON ROAD, KINGS WORTHY</p>	
<p>PEDESTRIAN ACCESSIBILITY IMPROVEMENTS</p>	
<p>Drawn By: HCD          Date: MAY 14          Drawing No: HCD/0000/005</p>	<p>Project No: HCD/0000/005</p>



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DETAIL

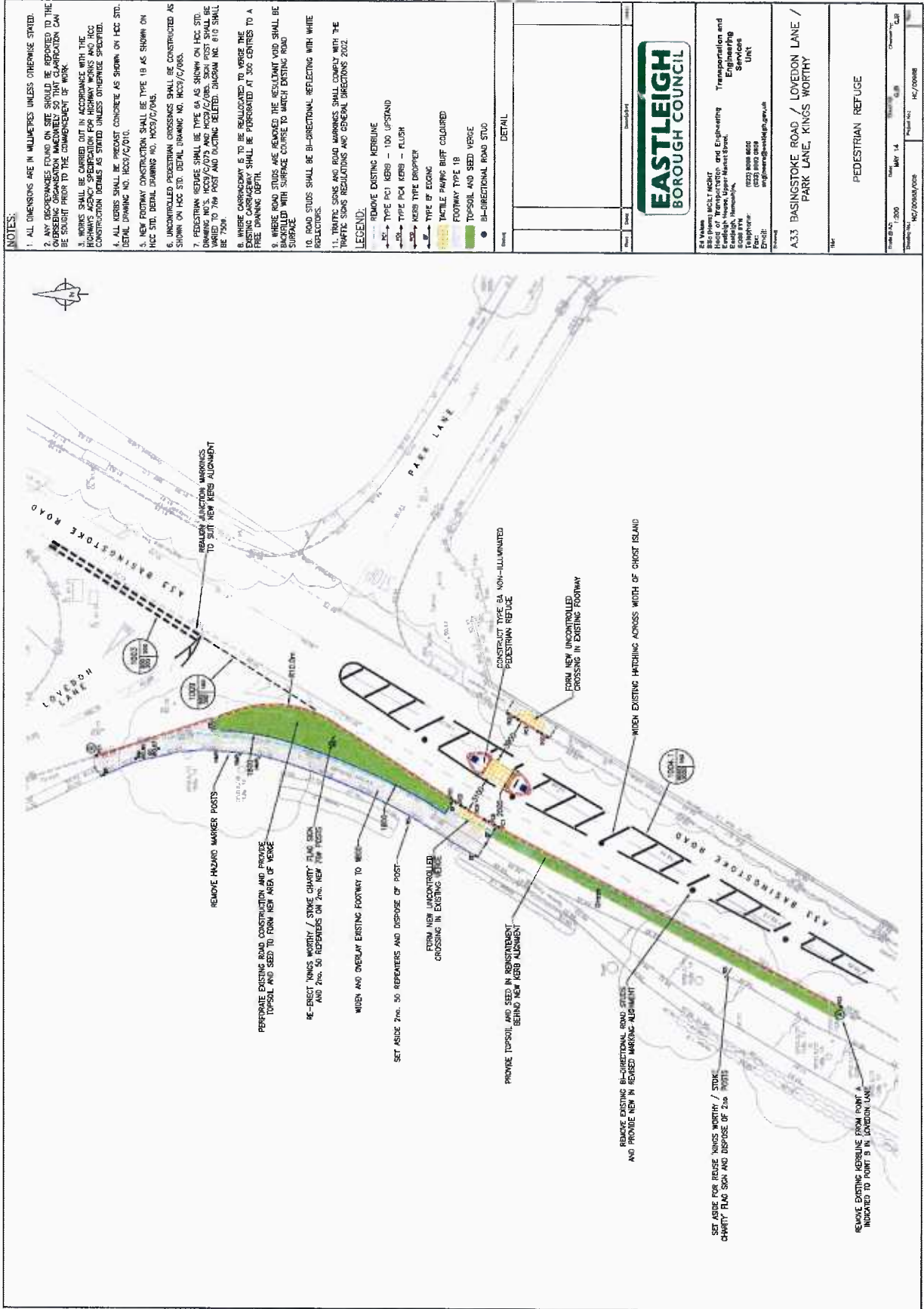


149 Vales Road, B3047 WORTHY  
 B3047 WORTHY  
 Hampshire, England, B3047 WORTHY  
 Telephone: (023) 8054 2002  
 Fax: (023) 8054 2004  
 email: [engineers@eastleigh.gov.uk](mailto:engineers@eastleigh.gov.uk)

A33 WINCHESTER BY-PASS / B3047  
 LONDON ROAD, KINGS WORTHY

PROPOSED ROAD MARKING CHANGES

Scale: 1:250	Date: JUN 14	Sheet: 1 of 1
Project: MC/2006/007	Client: HCC	Author: [Name]





## 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**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Project Appraisal: A33/B3047 Cart and Horses Junction Safety and Pedestrian Access Improvements, Kings Worthy	6040	09/09/14
<b>Direct links to specific legislation or Government Directives:</b>		
<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.)

DocumentLocation

## 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. Statutory considerations:

<b>Impact</b>	
Age	High - positive
Disability	High - positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	High - positive
<b>Other policy considerations</b>	
Poverty	High - positive
Rurality	High - positive
Other factors	
Geographical impact	Winchester

The scheme will provide a safer environment for both vehicle users and pedestrians, which will be of particular benefit to more vulnerable road users.

### 2. Impact on Crime and Disorder:

This scheme will have no impact on Crime and Disorder.

### 3. Climate Change:

The scheme will provide safer, more accessible pedestrian routes and so encourage more journeys by non-car modes.