

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	19 January 2016
Title:	Project Appraisal: A30 Winchester Road Roundabout, Basingstoke
Reference:	7178
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, for the implementation of improvements and signalisation of A30/A340 Winchester Road Roundabout at an estimated cost of £4.0 million.
- 1.2. The proposals' aim is to improve the management of traffic and provide capacity enhancements at this busy roundabout through the widening of circulatory carriageway and flaring the approaches and full signalisation, with the exception of the Winchester Road north east arm. Drainage improvements are also included in order to mitigate the existing occasional surface water ponding problems.
- 1.3. Early stage traffic modelling work has been undertaken to assess the performance of six potential options for the roundabout using future traffic flow projections. Options considered include variations incorporating signalisation and widening of the approach arms and the circulatory.
- 1.4. The proposals for this roundabout form the first phase of a package of two highway junction improvements on the strategically important A3010/A340 and A30 corridor, which is located to the west of Basingstoke, which provide access to the main retail and commercial centre in Basingstoke.

2. Background

- 2.1. Winchester Road Roundabout currently suffers with traffic congestion during both morning and evening peak travel times of the day. The traffic flows tend to be mostly tidal, with heavy flows blocking back through the Brighton Hill Retail Park signal junction to the Brighton Hill roundabout during the morning peak hours, causing significant queuing and delay. During the evening peak

hour, the vast majority of traffic heads from the roundabout to the Brighton Hill area. Queues also occur on both lanes of the A30 Ringway South. Improvement works to Winchester Road roundabout, together with the A3010/A340 Thornycroft Roundabout Improvement scheme, will significantly improve traffic management and capacity, reduce delays at peak periods and improve journey time reliability along the A30 Winchester Road, a radial route to the town centre, and on the A340 Ringway West orbital route. In doing so, the scheme will facilitate new commercial and residential developments, including at Manydown. These improvements are integral to maintaining levels of connectivity between Basingstoke and the wider strategic network.

- 2.2. The Basingstoke Infrastructure Delivery Plan (2013) specifically recognises that the improvements to the Winchester Road junction are a necessary strategic infrastructure requirement to support the further development of the Basingstoke economy over the next 15 years. The number of peak hour traffic movements travelling out along the main corridor including the A340 from Basingstoke are similar to those coming in and going to the main employment areas located around the Ringway and Basing View. It is expected that with the development proposed by the Local Plan, there will be additional levels of traffic, which necessitates appropriate mitigation measures.
- 2.3. The Enterprise M3 Local Enterprise Partnership Growth Deal announced in July 2014 included a provisional allocation of £9.3 million of Local Growth Fund towards the South West Basingstoke corridor to growth. This includes major works at the Winchester Road and Thornycroft roundabouts provisionally allocated from 2016/17 onwards. The improvements to Winchester Road roundabout will be the first phase of the delivery of the South West Corridor Growth Package.
- 2.4. The Hampshire County Council reports to the Executive Member for Economy, Transport and Environment dated 04 November 2014 and 15 September 2015 (and titled 'Local Enterprise Partnership Funding Scheme Update' and the 'Local Enterprise Partnership Funded Major Transport Schemes Update' respectively) sought authority for the continued development of the 2015/16 and 2016/17 LEP funded major schemes and for the commencement of advanced works for the 2016/17 major schemes respectively. References to the A30 Winchester Road roundabout were included in these reports and the necessary approval was granted. In October 2015, the County Council submitted a full major scheme business case to the Enterprise M3 LEP for consideration, and it has now been approved.

3. Finance

- 3.1 Following the approval of a full business case for the Basingstoke South West corridor package by the EM3 LEP, a total of £3.2million of the Local Growth Fund has been confirmed for delivery of this project. Match funding of £0.5million from developer contributions and a £0.3million contribution from Basingstoke and Deane Borough Council have also been confirmed.

3.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	300	7.5	Developer Contribution	500
	Client Fee	100	2.5	LGF	3200
	Supervision	200	5.0	BDBC	300
	Construction	3400	85.0		
	Land	0			
	Total	<u>4,000</u>	<u>100</u>	Total	<u>4,000</u>

3.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	£7.9K	0.008%
	Capital Charge	£248K	0.161%

4 Programme

- 4.1 These proposals form part of the 2016/17 Transport Capital Programme, and the main contract is expected to commence in summer 2016. To minimise the impact on traffic delays in Basingstoke, these works will not commence until after the completion of the A340 Aldermaston Road works.
- 4.2 A CCTV drainage survey was carried out in late November and early December 2015 to facilitate the drainage improvement works, and advance vegetation clearance will be carried out in February 2016, for which approval was obtained in the LEP Update Report of September 2015. Public utility diversion works will take place as a part of the programmed summer 2016 start.
- 4.3 The contract for the main engineering work is expected to be awarded to enable commencement of the main works contract in summer 2016. The works are envisaged to be completed by summer 2017. In order to minimise traffic disruption during the construction phase, it is proposed that where feasible, works will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and night work will be undertaken where appropriate.

5 Scheme Details

- 5.1 The proposed A30 Winchester Road Roundabout improvements consist of the signalisation and flaring of all entries to the Roundabout, except the Winchester Road (East) entry. This entry will remain a priority controlled entry, with vehicles being able to access the roundabout during the inter-green periods of the adjacent traffic signals. The works also include increasing the circulatory carriageway to 3 lanes, except between the entry and exit of the A30 Winchester Road arm, which remains as 2 lanes.
- 5.2 On the A30 Winchester Road east bound approach, the works consist of the road widening into centre reservation to provide an additional approach lane, which in turn will facilitate 2 dedicated left turn lanes. To maximise capacity, the dedicated right turn bus lane to Hill View Road will be shortened to provide additional width to the eastbound carriageway. The majority of the traffic from the A30 Winchester Road approach turns into the A340 Ringway West (north bound) and these improvements will increase the capacity of this section and ease congestion on both lanes through Brighton Hill Retail Park signalised junction.
- 5.3 Works on the A340 Ringway West (south bound approach) will consist of regrading of the existing embankment to enable road widening into the central reservation to provide an additional right turn lane. This is the most desirable side for widening in terms of the highway geometry and is also advantageous in terms of available land. In addition, minor widening on the left entry radius of the A340 entry will be carried out along with widening of the circulatory carriageway. These works will significantly improve journey time reliability and reduce the queue lengths that occur at peak times on this approach.
- 5.4 The circulatory carriageway will be widened towards the centre of the roundabout, and it is proposed to use spiral markings in the circulatory area.
- 5.5 On the A30 Ringway South (northbound approach), an additional lane will be provided by using the existing road space, with works limited to changing the existing road markings. This additional lane, along with the traffic light controlled junction, will reduce the queue length and improve the waiting time for the traffic to exit A30 Ringway South.
- 5.6 There are currently footway links between Winchester Road and the A30 Winchester Road arms on both sides of the carriageway via four subways and a path that bisects the centre of the roundabout. Footways provide a link between the Brighton Hill side of the town and Basingstoke town centre. A shared footway and cycle way also exists on both sides of the Winchester Road (Town centre side), but it terminates shortly before its junction with the roundabout. Due to the existing footway and cycleway provisions at this site, there has been no plan to provide any additional pedestrian facilities at this location.
- 5.7 It is anticipated that 5 trees will be removed and other arboriculture works will be carried out on the southern side of the roundabout central island, and

some vegetation clearance works will be carried out in February 2016. To mitigate the tree and vegetation loss, the design team has worked closely with the Council's Arboriculture and Landscape specialists and the Arboriculturalists from Basingstoke and Deane Borough Council. Appropriate tree protection barriers will be used in root protection areas prior to and during the construction works, and tree protection fencing will be used for works taking place around retained trees. As part of the main works, a tree replacement planting scheme is in place to include replacement trees where space permits in order to provide a long term, resilient and sustainable tree stock in this location.

- 5.8 As part of the works, the existing street lighting on the A30 (both approaches), on the A340 Ringway West, and the roundabout circulatory carriageway 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 standards. There are no departures from these highway standards.

7 Community Engagement

- 7.1 As part of the Basingstoke Strategic Transport Infrastructure Plan, the Enterprise M3 Local Enterprise Partnership (EM3 LEP) has presented the proposals to local businesses and politicians through a number of presentations. These provided information on the improvements on the A30 Winchester Road Roundabout. The public have also been consulted on the Basingstoke Town Access Plan in 2011, where the concept of improvement to the roundabout was included and endorsed.
- 7.2 Additionally, through the Enterprise M3 LEP, awareness of the proposed improvements has been raised through the Basingstoke local press, both online and elsewhere.
- 7.3 A series of Public Exhibitions were held in July 2015 at various venues in Basingstoke regarding the proposed major highway improvement schemes, which included the improvements to A30 Winchester Road Roundabout. The public exhibitions were held at the Popley Community Centre on the 2nd July; at the Basingstoke Baptist Church on the 8th July; and at the Everest Community Academy on the 9th July. These exhibitions were well attended and the attendees were invited to complete a feedback form. From the 112 feedback responses that were received, there appears to be a considerable level of support for the schemes and their objectives. 70% of those who completed the questionnaires believed that the proposed schemes would improve access to Basingstoke or had a neutral opinion of the schemes. A further 75% believed that the proposed schemes would increase junction capacity or had a neutral opinion of the effects on junction capacity. 64% considered that the proposed improvements would increase safety in the road network or had neutral opinion and another 63% considered that the schemes

would encourage growth and investment in the area or had neutral opinion about this aspect.

- 7.4 Although the overall level of support was high, some concerns were also raised, such as scheduling of the works in terms of times of day and inter-relationship with other road works. The works will commence in summer 2016, which is after the A340 Aldermaston Road improvement scheme is expected to be completed. The design team have responded that the traffic signals sequence will be designed in a manner which keeps the circulatory carriageway clear. Concerns were raised about the ability for users to enter the roundabout from the Winchester Road north east arm in the gaps between signals changing on other arms. It was widely suggested that this arm should also be signalled. Concerns were also raised about the increased speed of vehicles entering the roundabout due to the traffic lights. The response to this was that it is not usual for the installation of traffic signals to result in increased approach speeds. However, the control strategy used will allow for vehicles approaching at a higher than expected speed and an increased safety clearance period is invoked. In addition, the queues on Winchester Road north east should decrease, as the upstream traffic signals will create gaps in the traffic flow allowing easier exit from Winchester Road. These gaps do not occur when the circulatory approach traffic is uncontrolled.
- 7.5 A further analysis of the comments was undertaken and the consultation report has now been published on the Council website.
- 7.6 Since the exhibition venues were not in close proximity to the A30 Winchester Road roundabout, a further consultation was organised by two Local Borough Councillors in August 2015. The attendees were requested to complete a feedback form and their comments were reviewed. Some minor amendments have already been made to the scheme design and it is hoped that measures to aid pedestrian crossing at Winchester Road north east arm can be incorporated.
- 7.7 Part of the scheme is located in the Basingstoke Central Electoral Division and Criss Connor is the Local County Member. The South section of the roundabout is located in the Basingstoke South East Electoral Division and Brian Gurden is the Local County Member. The County Members were briefed on the proposals on 12 March 2015, and are fully in support of the Scheme.
- 7.8 Briefings for both Hampshire County Council and Basingstoke and Deane Borough Council members were provided by County Council officers in September 2014, followed up with a similar event on 24 March 2015.
- 7.9 Stagecoach has been consulted on the shortening of the dedicated right turn lane into Hill View Road as well as the temporary traffic management during the construction period.

8 Statutory Procedures

- 8.1 This scheme will not impact on any public rights of way, is not in a nature conservation area and has no foreseeable impact on any areas of ecological, archaeological or environmental significance.
- 8.2 A Temporary Traffic Regulation Order (TTRO) is needed as part of these works. Additional Traffic Regulation Orders (TROs) are required for the works on shortening the dedicated right turn into Hill View Road from the A30 Winchester Road.

9 Land Requirements

- 9.1 The County Council owns areas of verge around the existing Winchester Road roundabout upon which the proposals can be accommodated, and thus acquisition of additional land is not required for this stage of the improvements.
- 9.2 Should the contractor decide to use the Basingstoke and Deane Borough Council land adjacent to A340 Ringway West (north bound) for their compound during the construction period, they will need to agree this with the Borough Council prior to the works start.

10 Maintenance Implications

- 10.1 There will be a small increase in the long term maintenance liability due to the new traffic lights and the carriageway widening. However, the additional costs will be covered from existing budgets. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term.
- 10.2 The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

11 Recommendations

- 11.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the implementation of improvements to the A30 Winchester Road Roundabout, as outlined in this report.
- 11.2 That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the A30 Winchester Road Roundabout, as set out in this report, at an estimated cost of £4 million to be funded from Local Growth Fund (LGF) allocated by the Enterprise M3 Local Enterprise Partnership (EM3 LEP), from developer contributions and from the Basingstoke and Deane Borough Council contribution.

- 11.3 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

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>
1. EMETE- Local Enterprise Partnership Funding Scheme Update	6197	04.11.2014
2. EMETE- Local Enterprise Partnership Funded Major Transport Scheme Update	6870	15.09.2015

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 A30 Winchester Road Roundabout will offer upgraded facilities for all road users, including the maintained provision of pedestrian and cycle facilities. This will maintain the choices for local users and continue to offer connection to the existing pedestrian and cycle network.

These proposals add value to the existing arrangement in terms of journey time predictability and accessibility to local business and proposed housing development land.

2. Impact on Crime and Disorder:

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

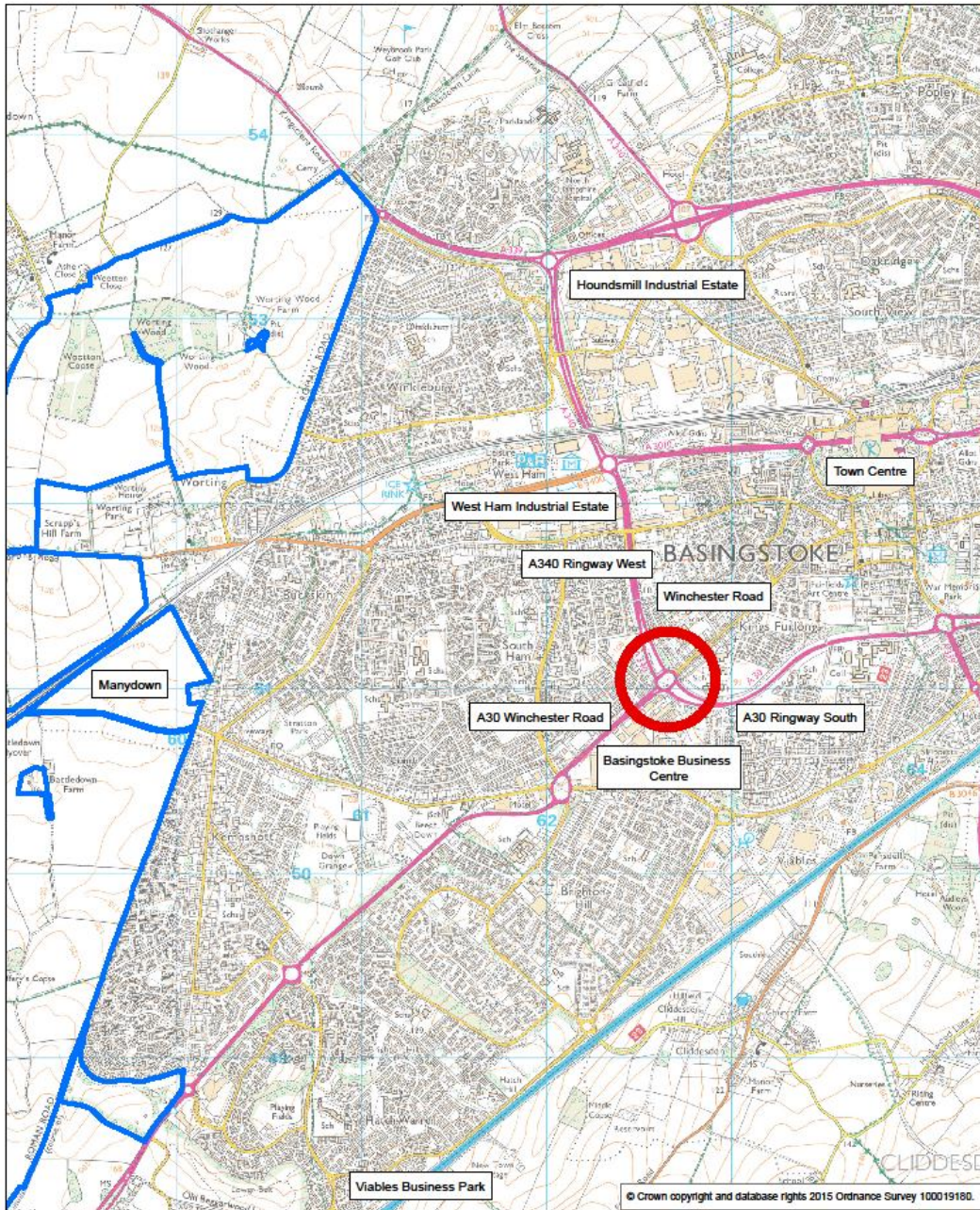
3. Climate Change:

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

These proposals aim to offer an effective solution that will improve the management of traffic, reducing unpredictable journey times and congestion on the South West Corridor. As a result, this may lead to long term reductions in the carbon footprint and energy consumption.

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

Maintaining the existing non-motorised user facilities and connection to local pedestrian and cycle routes will continue to promote the use of alternative travel methods. This will contribute to a reduction in pollution and increase resilience in the long term.



Title: PA; Winchester Road Roundabout Scheme
Executive Member for Economy, Transport and Environment
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Report from Director of Economy, Transport and Environment
Report No: 7178



Scale: 1:20000



Hampshire
 County Council

Economy, Transport & Environment.