

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	21 April 2015
Title:	Project Appraisal: A339/A33 Ringway and A33/Popley Way Junctions, Basingstoke
Reference:	6587
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 to the A33 Reading Road /A339 Ringway roundabout and the A33 Reading Road/ Popley Way signalised junction at an estimated cost of £1.95 million.
- 1.2. The proposals aim to improve the management of traffic and provide capacity enhancements at these two busy junctions on the A33 Reading Road through the provision of additional traffic lanes.
- 1.3. Early stage traffic modelling work has been undertaken to assess the performance of six potential options for the junctions using future traffic flow projections. Options considered for the A33/A339 Ringway Junction included adding additional circulatory lanes and exit or approach flares on different arms of the roundabout. Options considered for the A33/ Popley Way junction included the provision of additional flare lanes on the Popley Way approach.
- 1.4. The proposals for these two junctions form the first phase of a package of capacity improvements to six junctions on the A33 Reading Road corridor. Subsequent phases of works will see improvements delivered at Crockford Lane, Binfields and Taylors Farm roundabouts and at the A33/ Thornhill Way signalised crossroads.

2. Background

- 2.1. These junction improvements, together with subsequent phases of capacity improvements at other junctions on the A33, are required in order to address existing problems of congestion and journey time unreliability at junctions on the A33 Reading Road corridor. The Enterprise M3 Local Enterprise

Partnership (LEP) Growth Deal announced in July 2014 includes £6.56million of Local Growth Fund funding awarded over a four year period towards the 'North East Basingstoke A33 corridor to growth' major scheme package – with a total estimated cost of £8.2million. The package of measures will improve capacity and journey time reliability at six junctions on the A33 Reading Road within Basingstoke, supporting housing delivery and improving access to and from Chineham Business Park. The improvements to the A33/ A339 Ringway signalised roundabout junction and to the A33/ Popley Way junction form the first phase of the delivery of the North East Basingstoke Corridor to Growth package.

- 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 including on the A33 corridor, in order to unlock new jobs and housing. The A33 corridor package junction improvements will provide sufficient additional capacity to accommodate traffic growth resulting from planned growth at five housing development sites in Basingstoke that are proposed in the Submission Local Plan adjacent to the A33. Taken together, these sites will accommodate 1,860 new dwellings by 2029.
- 2.3. In September 2014, the County Council submitted a full major scheme business case to the Enterprise M3 LEP for consideration. In November 2014, the LEP Board approved the release of the £6.56 million of Local Growth Fund funding towards the North East Basingstoke package.
- 2.4. The existing priority controlled Ringway roundabout currently suffers with traffic congestion particularly during both the morning and evening peak travel times of the day. The traffic flows tend to be mostly tidal, with heavy flows from the A33 Reading Road southbound in the morning peak, leading to long queues forming and heavy flows northbound in the evening peak. In the morning peak, traffic queues also form on the northbound off-slip from the A339 Ringway East and the eastbound off-slip from the A339 Ringway North. In the afternoon peak there are queues that form on the Faraday Road arm approach to the roundabout, due to traffic leaving the Kingsland Business Park / Wade Road employment area.
- 2.5. The Popley Way signal controlled junction currently operates within design capacity, although delays do occur on the Popley Way arm during the inter-peak period; however, with planned housing development at North of Popley Fields as proposed in the Local Plan, the modelling work carried out demonstrates that this will require additional stacking capacity on the Popley Way arm, to avoid worsening of queues and prevent unreasonable delays from occurring at peak times.

3. Finance

3.1 Following the submission and approval of a full business case for the A33 corridor package in September 2014, £1.75million of the Local Growth Fund's £6.56million corridor funding has been allocated for the delivery of highway improvements at the A33/A339 Ringway and A33 Popley Way junctions for the 2015/16 year. This figure is matched with £0.2million from local developer contributions.

3.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	245	12	Developer contributions	200
	Client Fee	50	4	Local Growth Fund	1,750
	Supervision	150	7	LTP	0
	Construction	1,505	77		
	Land	0	0		
	Total	<u>1,950</u>	<u>100.00</u>	Total	<u>1,950</u>

3.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	25	0.022
	Capital Charge	129	0.081

4. Programme

4.1. The proposals for the improvements to Ringway roundabout and Popley Way junction form part of the County Council's Transport Capital Programme for 2015/16, and are expected to commence following the completion of the work by the Highways Agency to Black Dam roundabout in the Autumn of 2015.

4.2. Advance survey works are due to commence from Spring 2015. These works include pavement and drainage surveys, along with public utility investigation works.

4.3. A contract for the main engineering work will be awarded to enable a commencement of the main works contract in Autumn 2015. The works are expected to take approximately 6 months to complete. In order to minimise traffic disruption during the construction phase it is proposed that work 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. In order to improve the management of traffic, at the A33/ A339 Ringway Junction the proposed capacity improvements will involve the introduction of local additional lanes. The existing bus lane on the eastern overbridge over the Ringway will be converted into a general traffic lane, increasing capacity from two lanes to three for general traffic. To maximise capacity, traffic signal timings on all arms of the roundabout will be revised to optimise traffic flows. All existing white lining around the roundabout will be remarked, in order to make lane allocation clear and help direct vehicles into their intended lanes.
- 5.2. At the A33/ Popley Way junction a number of changes are planned. A new third lane flare is to be constructed on the Popley Way approach to the Junction; this will provide a dedicated left turn lane, whilst the existing two lanes will be allocated for the right turn. The kerblineline for the left turn out of Popley Way will require moving and the traffic island within the A33 southbound carriageway will also require shortening to allow for the two lanes of joining traffic.
- 5.3. There are currently pedestrian and cycle crossing points on all of the arms of the A339 Ringway Roundabout and on the Popley Way junction with the A33, which connect the communities in Popley and Daneshill and link to the existing local pedestrian and cycle networks. These will remain as part of the works.
- 5.4. There are no impacts on trees or major landscaping works required as part of the proposals.
- 5.5. 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 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 A339 Ringway Junction and the Popley Road junction with the A33.

- 7.2. Additionally, there has been a press release in the Basingstoke local written and online press through the EM3 LEP, which has raised awareness of the proposed improvements to the highway network over the next four years. This included information on the A33 corridor improvements of which this scheme is part.
- 7.3. There are several local communities in Popley, Oakridge and Daneshill, although there are no direct frontages onto the A339 Ringway Roundabout or the Popley Road Junction with the A33.
- 7.4. There is a dedicated Hampshire County Council website for the scheme, which is regularly updated.
- 7.5. There are planned exhibition events which will showcase the schemes at both the A33/A339 Ringway Roundabout/Popley Road junction along with the A340 Aldermaston Road improvements in late spring/summer 2015.
- 7.6. The scheme is located in the County Division of Basingstoke North. The local County Member, Cllr Jane Frankum, was briefed on the proposals on 12 March 2015 and is fully in support of the scheme.
- 7.7. The proposed scheme is also close to the neighbouring County Divisions of Calleva and Kingsclere and Loddon, where the local County Members, Councillors Keith Chapman and Elaine Still, have also been informed of the proposals.
- 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. This further briefing outlined in detail the Local Growth Funded EM3 LEP major highway schemes in Basingstoke from 2014 – 2019.

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. Additionally, there are no requirements for Traffic Regulation Orders (TROs) or Temporary Traffic Regulation Orders (TTROs) as part of these works

9. Land Requirements

- 9.1. The County Council owns areas of verge around the existing A33/A339 Ringway roundabout and at the A33/ Popley Way junction upon which the proposals can be accommodated, and thus acquisition of additional land is not required for this stage of the improvements.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures which have been calculated at £25,000 per annum and should be taken into account when setting future annual highway maintenance budgets.
- 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 A339 Ringway Roundabout and the A33 Reading Road / Popley Way signalised junction, as set out 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 A339 Ringway Roundabout and the A33 Reading Road / Popley Way signalised junction, as set out in this report, with a budget of £1.95 million to be funded from 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, 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
- 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>
Local Enterprise Partnerships – Transport Funding for Major Schemes Update	6197	04.11.2014

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 A339 Ringway Roundabout and the Popley Road junction with the A33 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 upon 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.

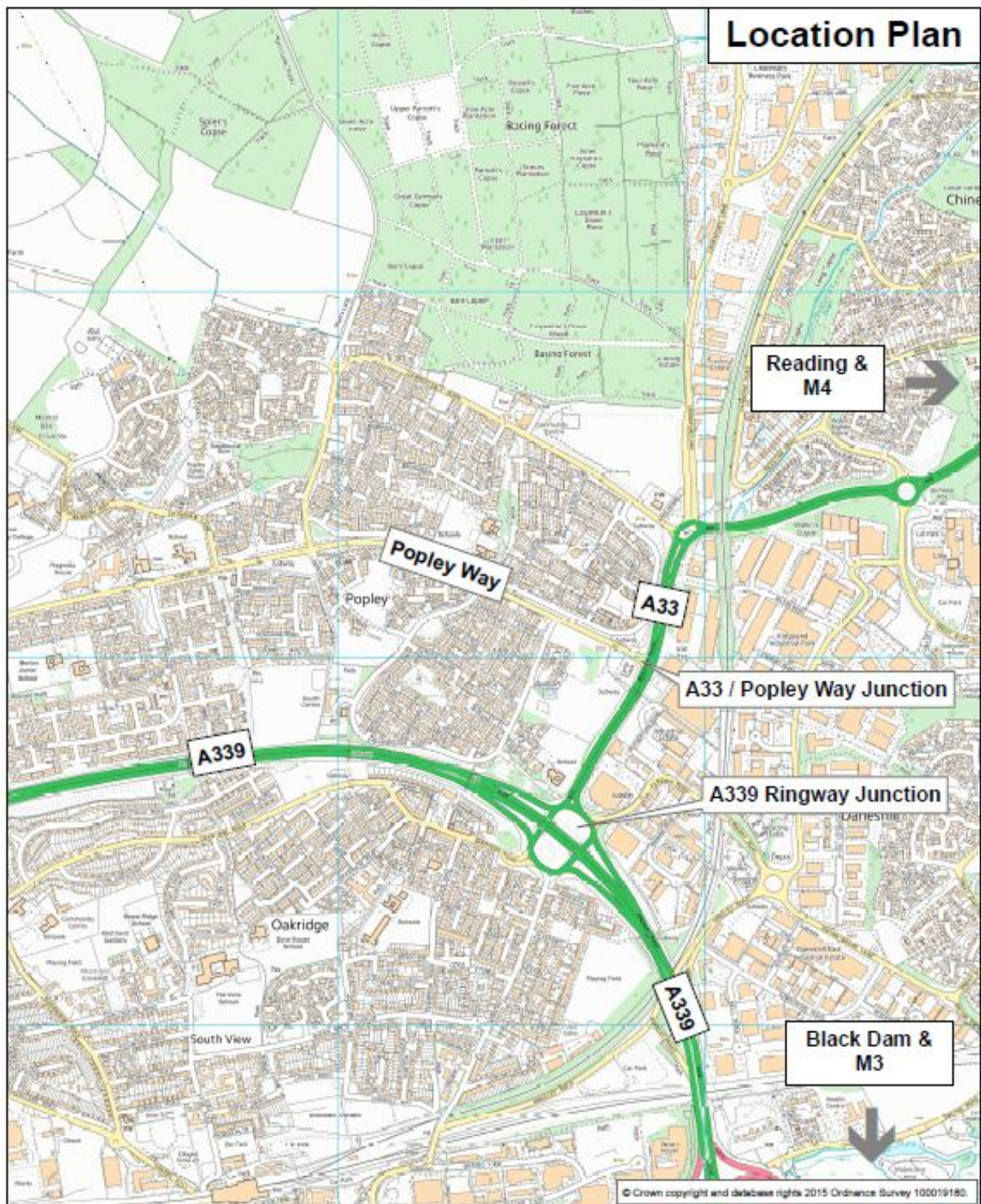
3. Climate Change:

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 A33 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.



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Report from Director of Economy,
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Scale: 1:10000



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