

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	15 September 2016
Title:	Project Appraisal: A33/Crockford Lane and A33/ Binfields Lane Roundabouts Improvements Scheme, Basingstoke
Reference:	7735
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 the A33/Crockford Lane and A33/Binfields Roundabouts Improvements Scheme ("the Scheme") to the north of Basingstoke.
- 1.2. The Crockford Lane Roundabout improvements involve the signalisation of 3 of the 4 arms, widening of the A33 and Crockford Lane approaches, improvements to the drainage to address an underlying surface water ponding problem, and improvements to the pedestrian and cyclist facilities on Crockford Lane.
- 1.3. The A33/Binfields Roundabout improvements involve signalisation of 3 of the 5 arms, widening of the A33 and Great Binfields Lane approaches, and improvements to the pedestrian and cycle connections through the junction.
- 1.4. The alternative options considered and rejected for the Crockford Lane Roundabout include a signalised crossroads, a signalised 'T' junction (diverting or shutting Carpenters Down), a signalised staggered 'T' junction, signalised dual circulatory carriageways, and a segregated left turn lane for A33 east to A33 south. All of these options were discounted due to land constraints or not meeting the capacity requirements for the junction.
- 1.5. The alternatives considered and rejected for the Binfields Roundabout were a signalised 'hamburger' junction (or 'throughabout') with both A33 approaches cutting through the central island, a signalised 'hamburger' junction ('throughabout') with eastern A33 approach cutting through the central island, a staggered signalled junction with A33 as mainline, then crossroads with Reading Road and Retail access and a separate junction for Great Binfields Road, a fully signalised conventional roundabout and closing the Retail Park

access and providing access elsewhere. All of these options were discounted due to land constraints or not meeting the capacity requirements for the junction.

- 1.6. The measures of success for the scheme will be: reduced queueing lengths and times on all approaches to the roundabout, increased number of pedestrian/cyclist journeys through the junction, and fewer flooding events on the A33 between the two roundabouts.

2. Background

- 2.1. The A33 forms a major arterial route into and out of Basingstoke to/from Reading to the north, and consequently suffers congestion in both directions during am and pm peak times, resulting in excessive queueing and delays.
- 2.2. In addition, Chineham Business Park is a large business area with over 100 large employers located within its confines, making it a strategically important area to local growth and employment. Expansion is currently stifled due to difficulties exiting the site at Crockford Roundabout. Because the exit is uncontrolled and the speeds on the circulatory carriageway are high along the main A33 route, gaps are irregular, and queues build up along Crockford Lane that cause unacceptable delays in leaving the site during peak time. There is another exit from the business park to the north onto Cufaude's Lane or Hanmore Lane, but both these routes go through residential areas, and are unsuitable for large volumes of traffic. A weight restriction of 7.5 tonnes has been implemented along the north stretch of Crockford Lane to prohibit large vehicles using these routes.
- 2.3. Installing a controlled exit onto Crockford Lane will drastically reduce waiting times at this junction, and in turn, reduce the volume of traffic through Chineham and Taylors Farm residential areas.
- 2.4. Binfields Roundabout currently experiences queueing on both arms of the A33 during the peak hours. In addition, the Great Binfields Lane arm experiences queueing also during the peak hours. The Scheme therefore proposes to signalise these three arms, as well as widening the approaches and the circulatory carriageway.
- 2.5. At present, a significant proportion of the carriageway areas of both roundabouts drain into highway drains that carry water to the low point on the A33 between the two roundabouts. From here, the highway drains discharge into a balancing pond just north of the A33 adjacent to the raised railway line that runs north to south in/out of Basingstoke. The balancing pond is situated one third on highway land, the remainder on private land. As well as the highway drainage, Thames Water discharges the majority of water into the pond from the industrial estate south of the A33 and the residential area to the east of the balancing pond.

- 2.6. There is an existing flooding problem on the highway whereby short intense rainfalls lead to surface water ponding of the A33 underneath the railway bridge. Anecdotally, this has been attributed to a lack of maintenance of the balancing pond. Thames Water was approached in 2012 regarding the asset, and maintenance thereof. Its response was that even though the pond takes Thames Water's surface water, and discharges to a Thames Water asset, the pond was not its asset and therefore not its liability. Consequently, in 2012 the County Council carried out a pond clearance exercise, using powers under Section 100 of the Highways Act. This appeared to have improved the situation, as since then there has only been one known flooding event, and this was caused by a very severe rainstorm.
- 2.7. Atkins was commissioned to carry out a study of the drainage in the area, the brief of which was to understand the full drainage system in the area and recommend a highway drainage scheme that would alleviate the existing problems as well as mitigate against the additional highway drainage that would be entering the pond as a result of the scheme.
- 2.8. A number of options were put forward, but most of them involved large changes to the outfall and Thames Water plant downstream. Whilst these options would eliminate any risk of flooding resulting from any event up to and including a 1 in 100 year storm (plus a 40% allowance for Climate Change), these options were considered unfeasible in terms of cost and programme.
- 2.9. The study found that localised widening to the edges of the pond whilst leaving the outfall where it was would mitigate the increase in water from the highway widening. In addition, the drainage scheme will aim to reduce future maintenance implications by ensuring the pond is fully lined, and therefore not prone to becoming overgrown. The highway drainage scheme will ensure all pipes are laid at sufficient "self cleansing" gradients to minimise the risk of siltation. All of these measures combined should avoid a repeat of the persistent flooding experienced in the past at the low point of the A33.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	500	4.7	LGF	6,730
	Client Fee	300	2.8	Developer	3,200
	Supervision	600	5.7	Contributions BDBC New Homes Bonus	700
	Construction Land	9,230 0	86.8		
	Total	<u>10,630</u>	<u>100</u>	Total	<u>10,630</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	6.15	0.006%
	Capital Charge	704.00	0.421%

4. Programme

- 4.1. These proposals form part of the 2016/17 Transport Capital Programme, and the main contract is expected to commence in Winter 2016/17, with the works lasting an anticipated 18 months.

5. Scheme Details

5.1. Crockford Roundabout

The proposal is to widen the circulatory carriageway, widen and signalise 3 approaches to the roundabout (both A33 arms, and the southbound Crockford Lane arm), to upgrade the pedestrian/cycle facilities on Crockford Lane, and to widen and line the existing balancing pond to mitigate against the increased flows from the improvement scheme, as well as increasing the operational resilience of the pond.

In order to widen the southbound Crockford Lane arm, the road will be widened into the existing central reserve. There were a number of mature oak trees in the area of widening, and these were removed as part of an advanced works package. Stakeholders including County Councillors, Basingstoke and Deane Borough Council Officers and Councillors, and the Chineham Business Park were contacted regarding the removal of the trees. No objections were received.

There is an existing pedestrian crossing on Crockford Lane that serves pedestrians and cyclists travelling to/from the business park. This is situated about 200m from its junction with the roundabout, whereas there is a clear desire line (as borne out by Non-Motorised User counts) across Crockford Lane where it meets the roundabout. Consequently, as well as signalling the entry to the roundabout, a pedestrian crossing is proposed utilising the entry signals to the roundabout.

The Stage 1 Road Safety Audit recommended removing the existing crossing to avoid possible "see through" incidents. It was decided that this left Non Motorised Users (NMUs) accessing the Business Park under-catered for, so the existing crossing will be moved to a point further north, just past the end of the dual carriageway section, provided the ratio between the number of pedestrian movements and the number of vehicle movements meets national

set criteria. If not, then an uncontrolled crossing with a central island will be provided. This is currently under review.

Road widening is not possible on the A33 westbound approach to the roundabout due to the railway bridge acting as a constraint. The additional lane required for the eastbound approach will be created by replacing the existing central reservation with a concrete safety barrier and narrowing the lane widths slightly. See departures section (Section 6) for further details.

Where the new pedestrian crossing on Crockford Lane is being installed, there is an existing double height kerb on the east side. In order to ensure minimum gradients for Disability Discrimination Act (DDA) compliance, the footway will be lowered, which may necessitate lowering of services. Statutory Undertaker companies have been consulted on, and lowering in this location is feasible.

5.2. Binfields Roundabout

The proposal is to widen the circulatory carriageway, widen and signalise the east and westbound A33, and the Great Binfields Lane approaches.

Advanced shrub clearance was carried out in February 2016 on the north-west and south-west quadrants to facilitate the main works. Consultations with County Councillors, Local Councillors and Basingstoke and Deane Borough Council Officers were undertaken, and no objections were received.

There will be mitigation planting to replace both the trees from the Crockford Lane clearance and the shrub-land from the Binfields Roundabout. This planting will be on the north-east quadrant, and will be on a like for like basis.

There is an existing pedestrian crossing across the A33 immediately to the east of Binfields Roundabout. This crossing is being retained and incorporated into the new signalised A33 westbound approach.

6. Departures from Standards

6.1. The geometry departures from standard for the Scheme is generally required due to land constraints. Carriageway widths, exit flaring, exit radii, entry/exit visibility are among the departures and are mitigated by vegetation maintenance, swept path analysis, and speed reduction from signal control. Verge, Footway and Shared Use Path widths are listed as departures but match existing widths as a minimum design parameter. There is a reduced central reserve vehicle restraint systems (VRS) setback, which is mitigated by reduced speeds on approach to the signal junction. There is no verge mounted VRS in front of the existing Railway Bridge Abutments, and a high containment kerb is proposed to mitigate this departure - type and detail to be confirmed.

6.2. All relaxations and departures have been approved by the Council's Engineering Consultancy.

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 to both roundabouts. The public have also been consulted on the Basingstoke Town Access Plan in 2011, where the concept of improvement to the roundabouts were included and endorsed.
- 7.2. Additionally, through the EM3 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 was held in July 2015 at various venues in Basingstoke regarding the proposed major highway improvement schemes, which included the improvements to the Crockford Lane and Binfields Roundabouts. 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. 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 63% considered that the schemes would encourage growth and investment in the area or had neutral opinion about this aspect.
- 7.4. A further analysis of the comments was undertaken and the consultation report has now been published on the Council website.
- 7.5. The Scheme is located in the Basingstoke North and Loddon Electoral Divisions, with Jane Frankum and Elaine Still being the Local County Members. Both Councillors have been briefed on the proposals and are fully in support of the scheme.
- 7.6. Briefings for both Hampshire County Council and Basingstoke and Deane Borough Council members were provided by County Council officers in February 2016. No objections were received to the scheme.
- 7.7. Stagecoach has been consulted on the scheme and does not foresee any major issues.
- 7.8. Chineham Business Park has been consulted on the proposals for both schemes, and they have no objections to the proposals provided they are kept informed of programme and phasing.

7.9. Chineham Shopping Centre has been consulted regarding the Binfields Roundabout Proposals and no objections have been received.

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.

9. Land Requirements

9.1. There are no land requirements necessary to implement the Scheme. However, the Contractor will need to access third party land to carry out works to the balancing pond. Section 100 of the Highways Act gives powers to the Council to carry out works on third party land for Highway Drainage purposes. It is anticipated that these works will be undertaken using such powers, but consultations with the landowner will be carried out in advance of serving any notices.

10. Maintenance Implications

10.1. There will be an 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, and the balancing pond, which has proven to be a maintenance issue in the past, will be reconstructed and lined with a view to minimising future maintenance liabilities.

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 Environment and Transport approves the Project Appraisal for the proposed A33/Crockford Lane and A33/Binfields Lane Roundabouts Improvements Scheme, 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 A33/Crockford Lane and A33/Binfields Lane Roundabouts Improvements Scheme, as set out in this report, at an estimated cost of £10,630,000 to be funded from The EM3 Local Enterprise Partnership's Local Growth Fund (£6,730,000), Developer Contributions (£3,200,000) and a Basingstoke and Deane Borough Council contribution from their New Homes Bonus (£700,000).

- 11.3. That authority to make the arrangements to implement the proposed A33/Crockford Lane and A33/Binfields Lane Roundabouts Improvements 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.)

DocumentLocation

None

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 both the Crockford Lane and Binfields Roundabouts and along Crockford Lane 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 North East Corridor. As a result, this may lead to long term reductions in 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.

