

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	20 January 2015
Title:	Project Appraisal: North Baddesley Crossroads Upgrade
Reference:	6393
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to gain approval to procure and spend for the upgrade of the North Baddesley crossroads adjacent the OX public house and the cooperative store adjoining Nutburn Road.

1.2. Scheme Outline:

As shown in the attached plan, the scheme involves the reclaiming of lost highway land and installation of upgraded signals equipment. A new toucan crossing will be provided across Nutburn Road which will provide the link for a shared footway cycleway which is to be provided in the near future. The lane markings will be improved and the junction and approach arms will be resurfaced.

1.3. Objectives:

- To improve the capacity of the signal junction of Rownhams Road / Botley Road / Nutburn Road
- To provide for two lanes on Nutburn Road at the junction with the A27 Botley Road
- To upgrade the existing crossings to Puffin on all arms except the southern arm where a Toucan is required.
- To provide Toucan crossing facilities on the Rownhams Road arm on the southern side of the junction.

A separate feasibility study is looking at the missing cycle link (NCN24) which this design needs to take account of, but not include, as it passes through this

junction and therefore should provide the associated Toucan crossing required.

1.4. Alternative Options Considered and Rejected

Another option considered included locating the toucan crossing on the Rownhams Road side of the crossroads to facilitate a future shared use pedestrian cycle facility providing the missing link to NCN 24. However this required extensive land negotiations so the route has been located on the northern side. The toucan crossing will now be located on Nutburn Road and this option was rejected. .

1.5. Measures of Success

Success will be measured by reduced queue lengths and improved vehicle flow at the junction.

2. Background

- 2.1 In 2012 the County Council undertook an investigation into the measures required to improve the capacity of the junction in question given existing and future development opportunities in the locality. The report 'A27 Botley Road/Rownhams Road / Nutburn Road Traffic Signals, North Baddesley Junction Improvements' was completed in May 2012 and the recommended improvements from this report have been taken forward for delivery.
- 2.2 The four arm traffic signal junction where the A27 Botley Road meets with Rownhams Road and Nutburn Road is operating close to or at capacity. The A27 Botley Road westbound and eastbound approaches flare into two lanes at the stop line. The nearside lanes are for ahead and left turning traffic and the offside lanes for ahead and right turning traffic. Vehicles that travel ahead in the offside lane are required to merge downstream of the junction. Right turning traffic on Botley Road turning into either Nutburn Road or Rownhams Road has to gap seek across the opposing lanes. At times, this holds up traffic travelling ahead in the offside lanes.
- 2.3 A traffic island exists on Nutburn Road that accommodates a signal pole and provides some protection for pedestrians crossing this arm. The island limits the width at the stop line to approximately 5 metres. Although this is insufficient to be formally marked as two lanes, vehicles frequently queue alongside each other to form two lanes at the stop line. This can also cause problems with some cars wishing to queue side by side, forming two lanes, and others waiting at the back of the nearside queue, forming one lane.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	37	12	Developer Contribution	210
	Client Fee	14	5	Op Resilience	62
				LTP	31
	Supervision	8	3		
	Construction	244	80		
	Land				
	Total	<u>303</u>	<u>100</u>	Total	<u>303</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4	0.004%
	Capital Charge	29	0.018%

4. Programme

4.1

21/01/15 – Sub regional tender with 3 weeks tender period (additional 1 week for HRA surfacing and TM)
 11/02/15 - Tender return
 16/02/15 - Tender assessment (1 week).
 23/02/15 - Contract Award and pre Contract meeting (4 weeks)
 23/03/15 – Mobilisation (4 weeks)
 20/04/15 - Construction Start (9 weeks)
 19/06/15 – Construction Finish

5. Scheme Details

5.1. The scheme will comprise the following:

- Alteration to kerblines to accommodate the widened footway sections.
- New duct crossings and service cabinets for the upgraded traffic signal equipment and toucan crossing.
- Plane off and resurface carriageway surface course on the junction and all four approaches.

6. Departures from Standards

6.1. There are no departures from Standard

7. Community Engagement

7.1. Extensive consultation was carried out during the feasibility stage and gained full support of the local member, Cllr Dowden.

7.2. Support for the cycle network was also gained in that consultation and that project will follow on from this crossroads upgrade.

8. Statutory Procedures

8.1. None.

9. Land Requirements

9.1. None.

10. Maintenance Implications

10.1. The newer traffic signal system has a lower maintenance burden than the existing, and the Operation Resilience scheme should negate the need to revisit the site for a minimum of 5 years. This should make this scheme neutral or else bring about a reduction in the maintenance implication. There is no significant increase in carriageway surfacing.

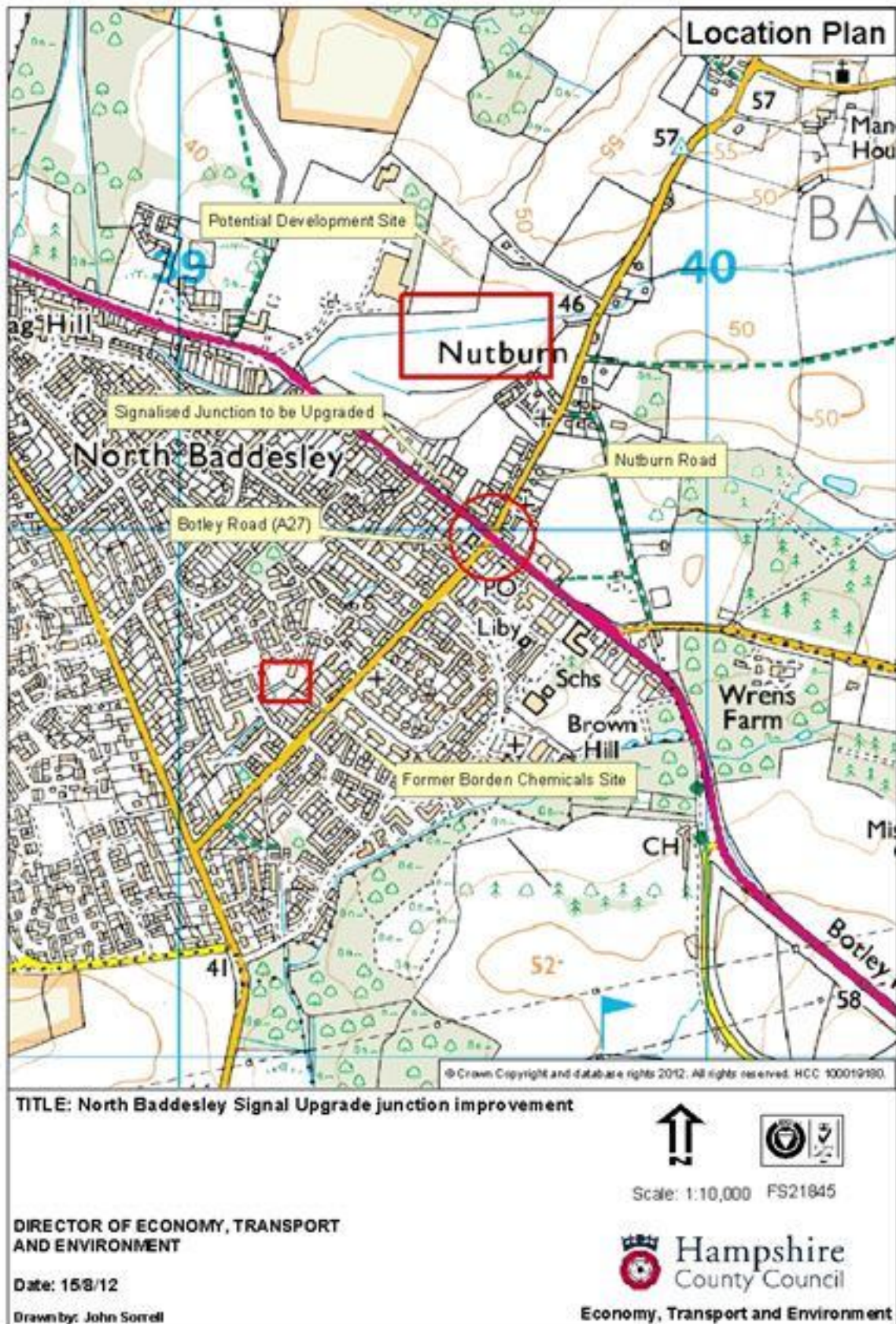
11. Recommendations

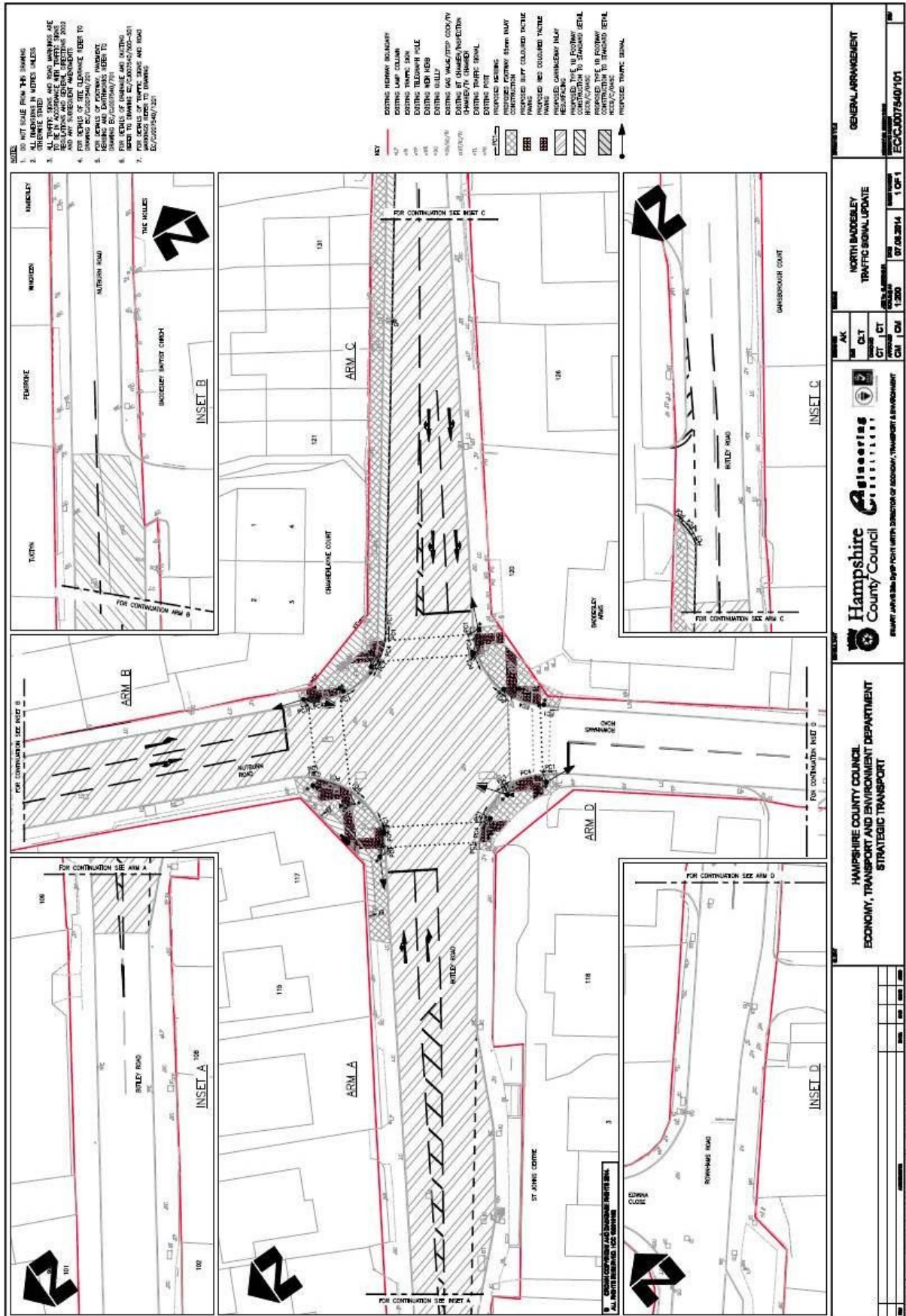
11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for North Baddesley Crossroads and Signals Upgrade, as outlined in this report.

11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to North Baddesley Crossroads and Signals Upgrade, as set out in this report, at an estimated cost of £303,000 to be funded from LTP and 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.

Rpt/6393/GH





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):	

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 proposal will have a neutral effect on any group with a protected status but potentially a positive effect on the disabled due to the wider and smoother shared cycleway space being in improvement to mobility scooters.

2. Impact on Crime and Disorder:

2.1. Neutral.

3. Climate Change:

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

Neutral.

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

Neutral.