

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	Project Appraisal: Capacity Improvement - A33/Thornhill Way /Lillymill Chine, Chineham
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for A33/Thornhill Way Junction Chineham, as outlined in the supporting report.
- 1.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the A33/Thornhill Way Junction, Basingstoke, at an estimated cost of £1.35million, to be funded from the Enterprise M3 LEP's Local Growth Fund, developer contributions, and Hampshire County Council's Capital Resources.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, is delegated to the Director of Economy, Transport and Environment.

### 2. Executive Summary

- 2.1 The purpose of this paper is to seek Executive Member approval to procure, spend and enter into the necessary contractual arrangements to implement the proposed improvements to the traffic signal junction at the A33/Thornhill Way, Basingstoke with an estimated cost of £1.35million.

### 3. Project Outline

- 3.1 A scheme is needed to improve traffic flow and journey times on the A33 at the junction with Thornhill Way and Lillymill Chine in Chineham near Basingstoke.

- 3.2 The A33 forms an important arterial route between Basingstoke to the south and Reading in the north and is a strategic diversion route for the M3 and M4 traffic. The existing A33/Thornhill Way traffic signal junction currently experiences severe congestion and queuing traffic in the morning and evening peak periods, leading to operational and safety issues.
- 3.3 The proposed scheme will provide an increase in capacity for A33 traffic and help alleviate the existing congestion issues, and provide capacity to accommodate traffic associated with future developments.

#### **4. Detailed Proposals**

- 4.1 The scheme proposes widening the side road at Thornhill Way to increase the number of approach lanes from two to three, to allow the discharge rate from this arm to be maintained and the balance of time saved reallocated to increase the green time given to the A33 main road traffic.
- 4.2 The scheme requires the replacement of the traffic signal system, resurfacing of the junction and improvements to better manage cyclists and pedestrians crossing the northern arm of the A33.
- 4.3 In addition to the resurfacing of the junction necessary to deliver the scheme, the extent of resurfacing has been extended by 250m to the east to include repair of a failing transverse joint. A contribution of £90k from the Operational Resilience budget has been agreed to cover the additional surfacing.
- 4.4 To accommodate the widening of Thornhill Way, the existing Pelican crossing facility across the A33 will need to be realigned. To meet current standards the crossing will also need to be converted to a Puffin style facility.
- 4.5 To improve the management of cyclists and pedestrians, a pedestrian barrier /cycle chicane will be installed on the southbound footway to the crossing, and a "Cyclist Dismount" sign affixed to the barrier.

#### **5. Wider Strategy**

- 5.1 This scheme is intended as a further phase in the 'Basingstoke NE Corridor to Growth (A33)' strategy and will complement and follow the associated on-going capacity improvements to the south of the junction, at Binfields, Crockford and A339 Ringway roundabouts.
- 5.2 All these schemes are designed to improve peak journey times, and to sustain and promote opportunities for inward investment and growth.

#### **6. Programme**

- 6.1 The current forecast programme is for the scheme construction during the financial year 2018/19, and following completion of the on-going A33 Crockford and Binfields roundabouts improvement works.

## 7. Finance

7.1 All the required funding for the scheme has been secured through the EM3 Local Enterprise Partnership's (LEP) Local Growth Fund, developer contributions, Hampshire County Council's Local Transport Plan, and Hampshire County Council's Operation Resilience budget.

7.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	150	11	LGF	700
	Client Fee	50	4	Developer Contributions	410
	Supervision	100	7	LTP	150
	Construction	1,050	78	Op Res	90
	Land	0	0		
	Total	<u>1,350</u>	<u>100</u>	Total	<u>1,350</u>

7.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net <u>reduction</u> in current expenditure	1.7	-0.002%
	Capital Charge	121.0	0.077%

## 8. Consultation

8.1 Briefings for both Hampshire County Council and Basingstoke and Deane Borough Council members were provided by County Council officers in June 2017. No objections were received to the scheme.

8.2 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 this junction. These exhibitions were well attended and of the 112 responses two related specifically to this junction. One response requested it revert back to a roundabout, which is unfeasible due to the current traffic levels. The second response related to noise and air quality in the vicinity of the roundabout, neither of which will be adversely affected by the proposals.

8.3 As a whole, 64% of responders considered that the improvements proposed throughout Basingstoke 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 a neutral opinion about this aspect.

8.4 Public consultation also took place in 2011 via presentation of the Basingstoke Town Access Plan, where the concept of improvements to the junction were included and endorsed.

8.5 Local County Councillor, Elaine Still is aware of the scheme and fully supports the proposals.

## **9. Statutory Procedures**

9.1 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.

## **10. Land Requirements**

10.1 There are no land requirements necessary to implement the Scheme, as the land needed is fully within the existing Highway Boundary.

## **11. Maintenance Implications**

11.1 The junction has been assessed for its suitability for High Friction Surfacing, and has been assessed as not requiring it. Instead, the junction will be resurfaced using high Polished Stone Value (denotes skid resistance) surfacing. The reduction in High Friction Surfacing will have a positive impact on the future maintenance of the junction.

11.2 The remaining materials to be used are standard highway materials and will match those existing at the site.

## 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 Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	No
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
1. EMETE- Local Enterprise Partnership Funding Scheme Update	04.11.2014
2. EMETE- Local Enterprise Partnership Funded Major Transport Scheme Update	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>
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 chicanes installed to slow bicycles on the approach to the junction will be mobility scooter friendly resulting in a neutral impact, but the inclusion of tactile paving and a tactile cone on the push button unit will have a positive impact on the visually impaired. The proposed improvements have been assessed as being neutral for all protected characteristics other than disability for which a positive impact has been identified. Other than this, none of the proposed improvements will have a disproportionate negative or positive impact on those with protected characteristics.

### **2. Impact on Crime and Disorder:**

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

### **3. Climate Change:**

- a) 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.

- b) 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.

