

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Project Appraisal: A340 Thornycroft Roundabout Improvement Scheme, Basingstoke
Report From:	Director of Economy, Transport and Environment

Contact name: Damian Murray

Tel: 01962 648041

Email: damian.murray4@hants.gov.uk

1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for A340 Thornycroft Roundabout Improvement Scheme, Basingstoke, as outlined in this report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to A340 Thornycroft Roundabout, as set out in this report, at an estimated cost of £9,445,000 to be funded from Local Growth Fund from the LEP, and local resources from Hampshire County Council and Basingstoke and Deane Borough Council.
- 1.3 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.

2. Executive Summary

- 2.1 The purpose of this paper is to seek approval for the implementation of the A340 Thornycroft Roundabout Improvement Scheme in Basingstoke.
- 2.2 Improvements include widening and signalisation of the four approach arms and the circulatory carriageway, improved drainage and the addition of a new Toucan crossing on Churchill Way West.
- 2.3. The measures of success for the scheme will be improved journey times through the roundabout, improved access to areas of employment and development, and improved local and regional growth and investment.

3. Background

- 3.1 Thornycroft roundabout is an important local node on the Basingstoke strategic road network. The roundabout is situated on the western section of Basingstoke ring road, linking Ringway West to Churchill Way West. The Thornycroft scheme, which is planned for main works construction in 2019/20, aims to reduce congestion on the surrounding road network and provide increased capacity to accommodate and enable development within the surrounding area.
- 3.2 These improvements form a further phase in the A30 South West Corridor for growth and Hampshire County Council's strategy for improving access to Basingstoke. The improvements will build on and complement the recent improvements at the A30 Winchester Road roundabout and the planned improvements to A30 Brighton Hill, Kempshott, and Hatch Warren roundabouts.
- 3.3 Thornycroft Roundabout is adjacent to Basingstoke Leisure Park, which was identified for redevelopment in the Adopted Local Plan. The roundabout improvements have been held back to obtain a more definitive understanding of the proposals. A study of the impact of the redevelopment concluded that the roundabout would operate satisfactorily if a new access is provided to the redeveloped Leisure Park on the A340 Ringway West. The proposed Ringway West access would also operate satisfactorily from a capacity perspective and would not adversely impact the operation of Thornycroft Roundabout. However, should the redevelopment of the leisure park site give rise to a significant increase in traffic volumes, this would have to be mitigated, which might require significant future works to the roundabout, which the County Council would expect to be funded from developer contributions in the normal way.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1,125	11.9	LGF	7,382
	Client Fee	215	2.3	Developer	1,443
	Supervision	470	5.0	Contributions	
	Construction	7,635	80.8	BDBC	600
	Land	0	0	LTP	20
	Total	<u>9,445</u>	<u>100</u>	Total	<u>9,445</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	17	0.015
	Capital Charge	909	0.568

5. Programme

	Gateway Stages			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/18	04/19	10/20	04/21

6. Scheme Details

- 6.1 Improvements include widening and signalisation of the four approach arms and the circulatory carriageway, improved drainage and the addition of a new Toucan crossing on Churchill Way West.
- 6.2 An extension of the existing 50mph speed limit will also be implemented to mitigate risk of reduced visibility and accidents at the southbound on-slip from Brunel Road. The consultation period for these changes has now ended and no objections have been received.
- 6.3 Addition of a Toucan crossing to Churchill Way West to improve cycle and pedestrian links and better connect the existing infrastructure.
- 6.4 Additional cycle link connecting the new Toucan crossing with an existing shared use path from West Ham Roundabout to the town centre.

7. Departures from Standards

- 7.1 Visibility to the stop-line on the southbound approach on A340 Ringway West and visibility on exit from College Road are below standard due to the proximity of the existing railway bridge piers. The reduced speed limit (to 50mph) extents will be extended as a mitigating measure.

8. Community Engagement

- 8.1 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 Thornycroft 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. 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.

- 8.2 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.
- 8.3 Consultation with Cycle Basingstoke regarding amendments to cycling infrastructure was undertaken prior to detailed design stage.
- 8.4 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 Thornycroft and other junctions on strategic routes. The public have also been consulted on the Basingstoke Town Access Plan in 2011, where the concept of improvement to the roundabouts was included and endorsed.
- 8.5 Additionally awareness of the proposed improvements has been raised through the Basingstoke local press, both online and elsewhere.
- 8.6 An exhibition to communicate current progress on the scheme and outline the proposed programme of implementation was held locally to the junction at the Loddon Vale Bowling Club on 13th September 2018. The feedback received, albeit low in number, is in support of the scheme.

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 A parcel of land adjacent to Churchill Way West currently owned by Basingstoke and Deane Borough Council is required to be dedicated as Highway to allow for the widening works.
- 10.2 Currently all parties are in agreement with the draft Head of Terms and formal instruction of solicitors is imminent.
- 10.3 An acceptable design option is available in the unlikely event that the land is not obtained.

11. Maintenance Implications

- 11.1 There will be an increase in the long term maintenance liability due to the new traffic lights and the carriageway widening. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, which has proven to be a maintenance issue in the past.
- 11.2 The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

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**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
1. EMETE- Local Enterprise Partnership Funding Scheme Update (ref 6197)	04.11.2014
2. EMETE- Local Enterprise Partnership Funded Major Transport Scheme Update (ref 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>
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 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.

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?

The proposed junction improvement works may lower vehicle emissions by reducing/removing congestion and allowing vehicles to more efficiently navigate the junction, resulting in less polluting journeys.

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

Improving the existing cycle and pedestrian links along College Road and Thornycroft Lane may encourage modal shift to cycling or walking into Basingstoke town centre, leading to a reduction in greenhouse gas emissions and air pollution.