

APPENDIX 3

BASINGSTOKE SOUTH WEST CORRIDOR TO GROWTH – BRIGHTON HILL ROUNDABOUT

PUBLIC CONSULTATION – OFFICER RESPONSE TO ISSUES RAISED

Introduction

A number of issues were raised in the public consultation for the Brighton Hill Roundabout scheme and are detailed in the Consultation Findings Report. This report notes the key issues raised and provides an officer response to these. A number of other more detailed issues have been raised and these will be considered through further design work.

Concerns about the closure of Western Way	
Would have an impact on adjacent residential streets, including Buckland Avenue, Mansfield Road and Pack Lane	<p>The proposed scheme would provide an alternative route via the redeveloped Football Ground to allow the closure of the Western Way entry onto Brighton Hill Roundabout, which was supported by the majority of respondents to the consultation. This should provide improved capacity for southbound traffic on Western Way.</p> <p>The Western Way entry approach to Brighton Hill Roundabout already suffers from peak period congestion problems, which leads to rat running, particularly along Buckland Avenue. We do not believe that the proposals would exacerbate existing rat-running, as they should reduce congestion at peak periods.</p>
Could Western Way remain open with traffic signal control?	<p>It would be technically possible to provide traffic signal control on the Western Way entry to Brighton Hill Roundabout, as was proposed by the Tesco Option 3 scheme. However, due to the close proximity of the Western Way entry to the A30 Winchester Road arm, in order to allow traffic to exit safely from Western Way, it would be necessary to stop both the north eastbound traffic on the roundabout and the traffic approaching on the A30 Winchester Road. This makes the operation of the junction less efficient. The modelling work showed that the Tesco Option 3 scheme did not perform as well as the preferred scheme, particularly as travel demands increase in the future.</p> <p>This option may be considered as an interim scheme, if there are any delays to building the link road through the redeveloped Football Ground site, but the aim would be to implement the link road as soon as practical, to enable the Western Way entry to be closed.</p>

Could Western Way remain open with existing "Give Way" layout with signals at the Winchester Road arm providing gaps in the traffic for traffic to exit Western Way?	There are existing road safety problems with traffic entering Brighton Hill Roundabout from Western Way. Whilst the proposed traffic signals on the Winchester Road arm would potentially provide more gaps in traffic, this would not resolve the existing road safety issues and this option is not therefore proposed.
Concerns about proposed pedestrian / cycle crossings	
Proposed at grade crossings would add delays to traffic	The proposed at grade pedestrian and cycle crossings on the entry arms and the circulatory carriageway of the roundabout would operate "with traffic", so would not generate significant additional delay. Crossings on the exit arms from the roundabout would only operate on demand for pedestrians and delays to traffic would not be significant.
Existing subways provide an adequate facility	Whilst the existing subways do provide a suitable facility for many existing users, it is difficult to provide ramp gradients that meet current standards for mobility impaired people. The provision of at grade crossings will address this issue. Subways are unpopular with some people, due, for example, to personal safety issues. The consultation response shows that although two thirds of people would continue to use the subways, around a third of people would prefer to use the at grade crossings.
Comments about Traffic Signals	
Traffic signals would create delays at the junction	The modelling work clearly demonstrates that traffic signals would significantly reduce congestion during peak periods, compared to the existing give way layout, particularly as travel demands increase in the future, due to further development along the A30 corridor. During quieter off peak periods, traffic signal control of roundabouts can lead to a marginal increase in journey times, although these are not significant and are offset by the benefits during busier periods.
Could traffic signals be provided at peak times only?	The proposed provision of at grade pedestrian and cycle crossings means that it would not be possible for the traffic signals to operate on a part time basis.
Other Comments about Brighton Hill Roundabout	
Could a flyover or "doughnut" layout be provided?	<p>Whilst a flyover would potentially provide significant capacity benefits, it would be unaffordable within current budgets and would be very challenging to accommodate the ramps on the A30 Winchester Road arm. In addition, a flyover would not create an attractive urban realm.</p> <p>The "doughnut" option was considered (Option 2). However, this did not provide any more capacity than the preferred scheme. It would cost more to implement, have a greater impact on utility equipment and make the provision of pedestrian and cycle facilities more challenging.</p>

Could the roundabout be traffic calmed and a 20mph speed limit applied?	Due to its size and alignment, the speed of traffic on some parts of Brighton Hill Roundabout can often exceed the existing 30mph speed limit. It would be challenging to reduce the speeds to 20mph. However, the further design work will consider how excessive traffic speeds could be reduced to benefit road safety.
Need to provide adequate lane markings	Further design work will fully consider the provision of high quality lane markings and signing at Brighton Hill Roundabout.
Concern about delays due to roadworks to build the scheme	A detailed traffic management plan will be developed for the implementation of the scheme. This is likely to require maximising the road space available to traffic during busy peak periods, with more lane restrictions during the off peak. We would always aim to minimise any disruption to traffic during construction.
Concerns about air quality impacts	As the scheme will reduce congestion, compared to the existing layout, it should not adversely affect air quality.
Comments re Cycle Facilities	
Provided segregated areas for cycling at Brighton Hill Roundabout	Further design work will consider the cycle routes at and around Brighton Hill Roundabout. Segregated facilities will be provided where this is feasible and justified by pedestrian and cycle flows. Unsegregated facilities will be necessary in some locations, but will only be applied, where it is not possible to provide segregation (e.g. in the subways) and / or where flows would be acceptable for such a facility.
Provide cycle lanes on both sides of the road	On some routes (e.g. the A30 West and Brighton Way arms), the current proposals are for two way cycle routes on one side of the road only. This reflects the practicalities of providing a facility that ties into crossing facilities at Brighton Hill Roundabout.
Comments re A30 Corridor	
Provide new dual carriageway from M3 J7 to A339 for Manydown Development	There is a requirement to fully consider the transport impacts of the Manydown development, as part of the planning application. In terms of medium and longer term transport infrastructure and interventions for Basingstoke, a Transport Strategy is currently being developed. This will include a prioritised implementation plan, which will be updated on a regular basis. The Strategy work will consider the need for a Western Bypass.
Provide additional lanes on the A30 between Brighton Hill and Kempshott Roundabouts	The proposals for Brighton Hill Roundabout include the widening of the A30 West approach arm to provide adequate capacity. Further design work at Kempshott Roundabout will establish the need for widening of the approach arms. The Basingstoke Transport Strategy will consider whether additional widening is required on the A30.
Haven't taken new development into account	The modelling proposals at Brighton Hill Roundabout take account of the specific development proposals at St Michael's Retail Park and have applied Department

	for Transport growth factors that take account of growth in travel demand looking forward to 2031.
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