

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Project Appraisal: Bradfords Roundabout Air Quality Scheme, Farnborough
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek the Executive Member for Economy, Transport and Environment's approval for the implementation of the Bradford's Roundabout improvement scheme in Farnborough.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Bradford's Roundabout in Farnborough, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Bradford's Roundabout in Farnborough as set out in this report, at an estimated cost of £438,665 to be funded from the Joint Air Quality Unit (JAQU) Grant as part of the Early Measures Fund bid.
4. 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.

Executive Summary

5. This report seeks the Executive Member for Economy, Transport and Environment's approval for the implementation of the Bradford's Roundabout improvement scheme in Farnborough.
6. The scheme seeks to provide improvement by creating a third lane on the northern side of the eastern arm of Bradford's roundabout, within the existing grass verge. The third lane will provide additional capacity for traffic entering

the roundabout and wishing to proceed to the west or north, or back to the A331 to the east.

7. Implementing this scheme would reduce congestion at this location, reducing the amount of time vehicles are idling and improving flows from the northern section of the A331 (identified by DEFRA's PCM model as some the most persistent predicted NO₂ exceedances in the local area) onto the local highway network.

Location shown below:



A detailed location plan is shown in Appendix 1

Finance

8.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	35	8	DfT JAQU Grant	439
	Client Fee	11	2.5		
	Supervision	22	5		
	Construction	371	84.5		
	Land	0	0		
	Total	<u>439</u>	<u>100</u>	Total	<u>439</u>

9.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	1	0.001%
	Capital Charge	42	0.026%

Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	7/19	10/19	12/19	12/20

Scheme Details

10. The scheme consists of adding another lane onto the A331 approach onto the A325 Bradford's Roundabout in Farnborough. This is to aid with issues of congestion, air pollution as well as aiding the future development of the area.
11. It will involve adding on an additional lane (by widening the existing central reservation). In more detail the construction will involve the following:
 - excavation works for the additional lane;
 - installation of 4 gullies and a manhole;
 - installation of associated drainage pipes to be connected to the existing system;

- surfacing works (base course, binder course and wearing course);
- installation of additional road signs;
- relocation of 1 illuminated road sign;
- installation of white lining;
- regrading of verges and topsoil and seeding; and
- installation of wooden vision obscuring fencing in central reservation.

Departures from Standards

12. None.

Consultation and Equalities

13. Farnborough Growth package public consultation included Bradford's Roundabout improvement with 60% of consultees in favour of the scheme. Although the scheme was not prioritised as part of the package it shows support from the public. Results are shown in the table below.

Do you support the suggested improvement options/areas of study at the following junctions and links along the A325 Farnborough Road? (please tick one option in each row)								
	Bradford's Roundabout	Bradford's Roundabout to Empress Avenue junction	Highgate Lane junction	Ham and Blackbird gyratory	Clockhouse Roundabout	Kingsmead Bus access proposals	Pinehurst Roundabout	Alexandra Road cycle facilities
Yes	321	298	247	330	265	293	228	308
No	94	95	125	82	132	81	145	104
Maybe	120	143	165	130	144	163	160	129
No response	48	47	46	41	42	46	50	42

14. The intended effect of the scheme, to improve air quality, could have a positive impact for older and younger people, and also for pregnancy and maternity, as evidence suggests that these groups are disproportionately impacted by existing poor air quality.

Statutory Procedures

15. A Temporary Traffic Regulation Order (TTRO) (slip road closure) will be required for part of the works and is in the process of being progressed. An option of constructing the work is also being looked at which might eliminate the need for a TTRO.

Land Requirements

16. The area of the work is within the highways boundary, so no land purchase is required.

Maintenance Implications

17. The improvements will have a minor impact on future year's maintenance budgets and this is expected to be approximately £1,000 per annum. The Asset Management team has been consulted on the proposals and has agreed to the standard highway materials being used.

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.

REQUIRED CORPORATE AND 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:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The intended effect of the scheme, to improve air quality, could have a positive impact for older and younger people, and also for pregnancy and maternity, as evidence suggests that these groups are disproportionately impacted by existing poor air quality.