

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	13 November 2018
<b>Title:</b>	Basingstoke South West Corridor to Growth – Brighton Hill Roundabout
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1. That the preferred scheme (as detailed in Appendix 1) be approved, following the public consultation and that the responses to the consultation be noted.
- 1.2. That the preferred alignment of the scheme be approved and that Basingstoke and Deane Borough Council is advised to include a formal safeguarding of the scheme in its Local Plan.
- 1.3. That authority be delegated to the Director of Economy, Transport and Environment to progress all design, development and business case work necessary to enable the completion of detailed design, including engagement with Basingstoke and Deane Borough Council and make minor amendments to accommodate responses made in the public consultation.
- 1.4. That authority is given to enter into a Funding Agreement with the Enterprise M3 Local Enterprise Partnership in consultation with the Head of Legal Services.

### 2. Executive Summary

- 2.1. The purpose of this paper is to further progress proposed improvements to Brighton Hill Roundabout in Basingstoke, as part of the Enterprise M3 Local Enterprise Partnership's (EM3 LEP) Basingstoke South West Corridor to Growth.
- 2.2. The proposed improvements to Brighton Hill Roundabout aim to deliver capacity improvements to address existing congestion issues and accommodate future growth in travel demand along this corridor. The proposals also aim to deliver improved public transport journey times and reliability and improvements to pedestrian and cycle crossing facilities. The recent public and stakeholder consultation for the improvement proposals for Brighton Hill Roundabout consultation also outlined some initial proposals for Kempshott Roundabout, which would be subject to further design work.

2.3. The EM3 LEP has provisionally allocated £13.0 million towards this round of improvements to the Basingstoke South West Corridor to Growth, matched by £5.6 million of local contributions. This funding is being prioritised to deliver improvements to Brighton Hill Roundabout, as this is the focus of existing congestion problems on the corridor. However, the overall budget should also allow for improvements elsewhere on the corridor and the consultation has also presented some initial improvement options for Kempshott Roundabout.

2.4. This paper seeks to:

- summarise the outcomes from the recent public and stakeholder consultation for the improvement proposals for Brighton Hill Roundabout;
- approve the preferred scheme layout;
- give the authority to progress further design, development and business case work to take the scheme through to detail design, taking account of detailed comments made during the consultation;
- provide necessary land safeguardings for the scheme with the Local Planning Authority; and
- Secure the necessary authority to enter into a Funding Agreement with the EM3 LEP, subject to a favourable outcome from a Business Case submission.

### **3. Contextual information**

3.1. The EM3 LEP has identified Basingstoke as one of their four growth towns, which are a focus for economic and housing growth. The Basingstoke South West Corridor to Growth covers the A30 SW Corridor into Basingstoke from the M3 Junction 7 to the town centre, where significant further housing growth is planned. The Adopted Local Plan, which runs to 2029, has allocated sites for over 2,000 homes on the corridor and over half of these are either under construction or have planning consent. Combined with planned increases in employment in the town centre, particularly at Basing View, it is anticipated that travel demand on the corridor will increase.

3.2. As part of investment in this corridor, the LEP has already funded improvements to the Winchester Road Roundabout (completed in 2017) and improvements to Thornycroft Roundabout, which are due to commence on site in 2019.

3.3. The EM3 LEP has now provisionally allocated a further £13.0 million of Local Growth Deal funding (matched by £5.6 million of local contributions) towards further improvements on the corridor. It is proposed that this funding will be focussed on delivering improvements to Brighton Hill Roundabout, which is the next priority for improvements on the corridor.

3.4. Modelling work has been undertaken to identify a preferred scheme proposal for Brighton Hill Roundabout, which was presented in the public and stakeholder consultation. This is illustrated in Appendix 1 and the key aspects of the preferred scheme proposal are as follows:

- Traffic signal control would be introduced on all arms of the roundabout, with widening of the circulatory carriageway and approach arms;
- In order to increase capacity, the southbound Western Way entry to the roundabout would be closed with traffic diverted via a new link road through the redeveloped Camrose Football Ground site to a new junction on the A30

Winchester Road. This will require dedication of land to allow this link road to be constructed and the new link road will require planning consent;

- Retention of existing subways for pedestrian and cycle movements, supplemented by at grade traffic signal controlled crossings, which would be suitable for access by mobility impaired people; and
- The scheme has been designed to accommodate aspirations for a strategic cycle route along the A30 SW Corridor.

3.5. Other options were tested through the modelling work, but rejected as a preferred scheme. These are illustrated in Appendix 1.

3.6. Option 2 would be similar to the preferred scheme, but with the addition of a through “hamburger” style link<sup>1</sup> between the two A30 arms. However, the modelling work did show that this scheme did not provide any significant traffic capacity benefits over the preferred scheme and would be more costly and complex to build. It would also make it much more complicated to provide cycle and pedestrian facilities.

3.7. Option 3 was the scheme layout proposed by Tesco in support of their unsuccessful proposal for a superstore on the St Michael’s Retail Park site. This was similar to Option 2 and included a fully signalised roundabout with a through “hamburger” link between the A30 arms. However, this scheme did not close the Western Way entry arm, which was provided with traffic signal control. However, due to the close proximity of the Western Way and A30 Winchester Road arms, the traffic signal operation of these nodes is less efficient and consequently the capacity benefits of this option are much less than the preferred scheme.

3.8. It is anticipated that sufficient funding will be available to deliver improvements at Kempshott Roundabout. Further design work will be undertaken to identify a preferred design and this will be subject to further consultation in due course.

#### **4. Finance**

4.1. The total provisional budget available for further improvement to the Basingstoke South West Corridor to Growth is £18.6million. The £13 million of LEP funding is subject to approval of a Business Case submission by the County Council. It is currently programmed that this Business Case will be submitted in December 2018, with a decision in March 2019.

4.2. This report provides the necessary authority to enter into a Funding Agreement with the LEP.

#### **5. Consultation and Equalities**

5.1. A detailed public and stakeholder consultation has been undertaken on the proposals for Brighton Hill Roundabout between 3 September 2018 and 1 October 2018. Four drop-in exhibitions were held at three different venues and the consultation material was also available online. An online and paper

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<sup>1</sup> A hamburger junction is a style of roundabout where the main road passes through the centre of the roundabout.

questionnaire was available for people to comment on the proposals. Appendix 1 provides an illustration of the consultation material used on the project.

5.2. A total of 329 responses were received and a comprehensive Consultation Report is included as Appendix 2. Appendix 3 provides responses to the key issues raised through the public consultation.

5.3. A summary of the key findings of the consultation are as follows:

- A high proportion of the respondent base was made up from local residents in the area, with 86% of the participant profile coming from this group;
- The main mode of transport in the area was by car, and over half of respondents indicated they use the roundabout very frequently (5 days or more during an average week) suggesting that understanding of the current traffic issues in the area would be well known by the majority of respondents;
- The potential improvements to Brighton Hill Roundabout was, for the most part, well received by respondents, with over half of respondents (55%) identifying that they agree with 'some aspects' of the proposal and over a quarter (26%) more agreeing with 'all aspects'. The possible closure of Western Way was the most common reason that respondents gave as to why they did not agree with all aspects of the proposal;
- Despite some concern over the potential closure of Western Way by a small proportion of respondents, the majority (51%) of respondents were supportive of its closure, provided that an alternative route could be made to the A30 via the football ground site. However, only 34% would be in favour of the closure, if this alternative route could not be provided;
- In addition, the overall consensus for the potential improvements to pedestrian and cycle access on Brighton Hill was, again, positively received by the majority (64% agree or strongly agree), despite the concern by a small proportion of respondents that the improvements may impede traffic flow.

5.4. An Equalities Impact Assessment has been completed and the resulting Equality Statement has identified that the junction is currently inaccessible to some mobility impaired people, due to the steep ramp gradients on the approach to the subways. Whilst it may be possible to improve gradients on some ramps, on-site constraints mean this is not possible everywhere. In addition, as the circulatory carriageway of the roundabout is being widened, the ramp gradients inside the middle of the roundabout will need to be further increased. In order to address this issue, the proposed scheme includes traffic signal controlled, at grade crossings, which will be fully accessible to mobility impaired people. At grade crossings also provide an alternative crossing facility for people who may not wish to use subways due to personal safety reasons.

5.5. The consultation also considered people's views on initial improvement ideas for Kempshott Roundabout. These were well received by respondents, with many agreeing with an option presented. The most favourable option mentioned by respondents was option 2 (to widen the roundabout and approaches as well as add in full traffic signal control). This scheme will be subject to further design work and consultation, before approval is sought to approve a scheme.

## **6. Other Key Issues**

- 6.1. In order to implement the scheme, there is a requirement to dedicate third party land as highway.
- 6.2. The most important requirement is to deliver a new link road through the redeveloped Camrose Football Ground site to allow the southbound Western Way entry onto Brighton Hill Roundabout to be closed. Preliminary discussions have started with the two landowners. Consent to dedicate this land as highway will be sought at an appropriate time.
- 6.3. The new link road would require planning consent and this report includes a recommendation to apply for planning consent when appropriate.
- 6.4. It is recognised that there are a number of risks associated with the delivery of this link road, which could delay its implementation and are out of the direct control of the County Council. On this basis, the design work will also consider a variation to the preferred scheme that allows Western Way to remain open in the interim, if any delays occur to the delivery of the link road.
- 6.5. Other third party land is required on both A30 approach arms. Again preliminary discussions are being held with the land owners. As this land is contiguous with the existing highway, planning permission would not be required for the highway improvements here.

## **7. Future direction**

- 7.1. This paper provides the necessary authority to progress the Brighton Hill Roundabout Improvement scheme to detailed design.

**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

**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

## **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 provision of at grade pedestrian crossings will provide pedestrian routes through the junction that are fully accessible, and on this basis would provide positive impacts for people with disabilities. However, the proposed scheme will be further assessed at Project Appraisal stage, when impacts can be considered in more detail against the final proposals.

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

2.1. No significant impacts identified.

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

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Traffic growth associated with new development on the A30 SW Corridor has the potential to increase carbon emissions until the advance of new technology reducing direct carbon emissions from vehicles. The scheme aims to improve accessibility for low carbon modes - public transport, walking and cycling.

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