

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Anstey Road/Anstey Lane Junction Improvement, Alton
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide details of the Anstey Road/Anstey Lane Junction improvement scheme and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Anstey Road/Anstey Lane Junction Improvement scheme in Alton, 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 at the junction of Anstey Road with Anstey Lane, as set out in the supporting report, at an estimated cost of £1,412,205 to be funded from Section 106 developer contributions.
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.
5. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Anstey Road/Anstey Lane Junction Improvement scheme to be implemented.

Executive Summary

6. This report seeks to set out the background to the project to upgrade the junction of Anstey Road/Anstey Lane, Alton from a 3-way priority junction to a signal-controlled junction. Anstey Road is the main eastern route of access between the Alton town centre and the A31; it is a key pedestrian and cycle corridor linking residential areas to the town centre, numerous local schools, community recreation facilities and the railway station.
7. Current traffic flows at the junction mean that during the AM and PM peak hours the junction is operating at capacity. The capacity constraints result in queues on Anstey Lane in the AM peak for left and right turners into Anstey Road and queuing for the right turn from Anstey Road in the PM peak hour that will block westbound traffic. This contributes to delays and localised congestion on the approaches to the junction. With the introduction of additional traffic relating to background traffic growth and significant local residential development in the area, congestion and delay around this junction are set to increase significantly in future years. The numbers of pedestrians and cyclists using the junction are expected to increase as a result of the development in the area.
8. The proposed scheme will deliver improvements to the junction by introducing traffic signal control and additional carriageway width to better manage the flows of turning traffic. These improvements will increase the capacity of the junction, and also provide an opportunity to install improved signalised pedestrian crossing facilities and improved provision for cyclists.
9. A location plan and general arrangement plans of the proposed scheme are supplied in Appendix 1.

Contextual Information

10. Anstey Road is the main eastern route of access between the Alton town centre and the A31 and it is a key pedestrian and cycle corridor linking residential areas to the town centre, local schools and railway station. Along its length, Anstey Road connects to several residential streets including Anstey Lane, which joins Anstey Road by way of a priority junction. There are a number of schools in close proximity to the junction, along with other community facilities in and around Anstey Park Recreation Ground (which is directly adjacent to the junction), all of which are accessed by pedestrians and cyclists. To the north is a large residential development at Cadnam Farm, Upper Anstey Lane.
11. The existing junction is a three-arm priority junction, with Anstey Lane forming the minor arm giving way to traffic travelling along Anstey Road. Anstey Road is a single carriageway road with footway on both sides of the carriageway, with advisory cycle lanes also present on the carriageway in each direction. The cycle infrastructure forms an extension to the National Cycle Route Network (Route 23). Anstey Lane is also a single carriageway road, with a footway located on its western side only and dropped kerbs and

tactile pavement for informal crossing at the mouth of the junction. Both Anstey Road and Anstey Lane are subject to a 30mph speed limit.

12. The County Council previously commissioned consultants to undertake a traffic modelling exercise to examine the performance of the junction and assess the options for a suitable junction improvement to support the residential development and the wider local road network.
13. The modelling indicated an increase in traffic using this junction in future years, both due to general background growth and also development related traffic from the Cadnam Farm site. The capacity of the junction was assessed in a junction model for a 'pre-development scenario' (i.e. prior to the Cadnam development) and also for forecast future traffic growth scenarios. The model results indicate that prior to the development of Cadnam Farm, the junction was operating within capacity, although practical capacity was exceeded for a 15 minute period during the AM peak on the Anstey Lane arm and for right turning into Anstey Lane; as well as for 15 minutes in the PM peak where the junction exceeds practical capacity. The junction is shown as exceeding practical capacity in year 2019 on Anstey Road during both peak hours and on Anstey Lane in the PM peak, with increased queuing and delay. The capacity constraints result in queues on Anstey Lane in the AM peak hour for left and right turners into Anstey Road; and queuing for the right turn from Anstey Road in the PM peak hour that will block westbound traffic. This contributes to delays and localised congestion on the approaches to the junction, this is increasingly evident when making observations on site. The future year results show a further worsening in junction performance, with the junction operating well over practical capacity during both peak hours.
14. The safety of pedestrians and cyclists crossing the Anstey Lane arm of the junction and using the Anstey Road corridor is also a key consideration. Traffic flows on the junction are forecast to increase and constrain capacity whilst the numbers of pedestrians and cyclists is expected to increase as a result of development in the area. Therefore, improvements to junction capacity need to include improved facilities for pedestrians and cyclists.
15. Following the assessment of a number of potential options, a preferred scheme was identified whereby the junction would be upgraded from priority T-junction to a signalised junction; this has subsequently been developed into a detailed design as set out in this report.

Finance

16.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	286	20	S106 contributions	1,412
	Client Fee	30	2		
	Construction	1,096	78		
	Land	0	0		
	Total	<u>1,412</u>	<u>100</u>	Total	<u>1,412</u>

17.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	13	0.011%
	Capital Charge	136	0.085%

Programme

18.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date	March 2020	July 2020	Oct 2020	Oct 2021

Scheme Details

19. The proposed scheme will involve:

- signalisation of the existing 3-arm priority junction, including new signal-controlled pedestrian crossing points on each arm of the junction;
- widening of the existing road to accommodate additional traffic lanes at the junction. The Anstey Lane approach will be widened to provide right and left turn lanes on the approach to the signals. Anstey Road will be widened to provide a right turn filter lane into Anstey Lane;
- provision of improved cycle facilities through the junction, to link in with the existing cycle facilities to the east and west. This will include on-carriageway cycle lanes through the junction with advance stop lines at the signals. It will also include a new section of shared-use cycleway to the east of the junction to connect into existing shared-use facilities;

- carriageway and footway resurfacing at the junction and on the approaches;
- the existing highway boundary will be re-aligned and the privately owned fencing and hedging currently in existence close to the boundary will be removed in advance of the main scheme and replaced with a temporary fence. A new hedge and fence (of similar specification to the existing) will be provided behind the revised highway boundary as part of the main works; and
- the widening of the carriageway (and associated relocation of the existing adjacent footway and highway verge) will require the dedication of land which currently forms part of Anstey Park Recreation Ground as public highway.

Departures from Standards

20. No departures from standard are proposed.

Consultation and Equalities

21. There is strong local support for improvements to the junction, not only to enhance the capacity of the junction and reduce queuing but also to improve provision for pedestrians and cyclists.
22. The local county councillor, Andrew Joy, is supportive of the scheme and has continued to receive progress updates as detailed design and delivery of the project has progressed.
23. A presentation was made to Alton Town Council by Hampshire County Council officers on 17 October 2018, chaired by Councillor Joy. The Town Council requested a public engagement event be held. A public exhibition was held at Alton Town Hall from Monday 12 November to Friday 14 December 2018. The consultation was widely publicised in local media and on-line, however only 48 questionnaire responses were received. 17 of 48 respondents did not indicate their support, which was mostly due to the perception that traffic queuing would increase, while four respondents said that the scheme would be dangerous for cyclists.
24. Hampshire County Council officers presented detailed design proposals at a meeting with the Town Council on 21 January 2020. The Town Council is supportive of the scheme and has continued to receive progress updates during the detailed design. The Town Council has been and will continue to be consulted regarding the dedication of land at Anstey Park as highway, and on its preferred specifications for replacement of hedge and fencing at the highway boundary, which is a Town Council asset and will remain so. All feedback received has been incorporated into the design.
25. The scheme will provide improvements to the existing pedestrian and cyclist facilities on Anstey Road, which will enable and encourage residents to walk

and cycle for local journeys. These measures will help support behavioral change through travel planning with respect to school journeys for parents and children attending the nearby schools. The scheme is considered to have a neutral impact on groups with protected characteristics. A full Equality Statement for the scheme is provided in the Appendix.

Statutory Procedures

26. Temporary Traffic Regulation Orders for various carriageway closures and temporary traffic signals applications for the construction works will be required. These are currently being prepared and will be valid prior to commencement of works.
27. There may be a need for a Traffic Regulation Order to implement parking controls around the junction, to prevent parked vehicles affecting the efficient operation of the junction following completion of the construction works. This will be monitored during the 12-month period following completion of the works.

Land Requirements

28. The footprint of the proposed scheme includes an area of land within Anstey Park, including part of the existing hedgerow. Alton Town Council is the landowner of Anstey Park. The Town Council has been involved during the design process of the scheme and has agreed in principle to the proposed land requirements of the scheme. The Town Council has agreed to enter into a formal works licence agreement with the County Council to allow access and provide permission to complete construction works within areas of Anstey Park, and it has agreed that the necessary additional public highway land shall be secured under a Deed of Dedication.
29. Hampshire County Council legal team is currently engaging with Alton Town Council with regard to the works licence agreement. The process to secure this agreement is currently ongoing and the agreement will be completed prior to the commencement of works. The works relating to the licence are a) the removal of the existing hedgerow and replacement with a temporary fence and b) the construction of new carriageway and highway verge within the existing boundary of Anstey Park, along with fencing and replacement hedge planting along the new boundary line. The replacement hedge and fencing will be within Town Council land; hedge species will be similar to the existing and fencing specifications will be agreed with the Town Council in advance. The Deed of Dedication will be completed upon completion of the construction work.
30. Apart from the land mentioned above, the rest of the scheme is within Highway land.

Maintenance Implications

31. Hampshire County Council Asset Management Team has been consulted on the proposals. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £13,000 per annum.

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 proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the safety of all users; particularly pedestrians and cyclists using this junction. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.