



## **Contextual information**

6. 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 improvements at the Winchester Road roundabout, together with further potential improvements on the corridor, including strategic cycle facilities, Mass Rapid Transit and targeted road capacity improvements.
7. In November 2018, the Executive Member for Environment and Transport confirmed that the proposed Scheme to improve traffic capacity through the roundabout should be progressed to complete all detailed design including engagement with Basingstoke and Deane Borough Council. Responses from the Borough Council have been incorporated within the detailed design.
8. The Business Case for the capacity improvements for the Brighton Hill Roundabout was approved by the EM3 LEP in July 2019 and the County Council signed a Funding Agreement with the EM3 LEP in November 2019 for a grant of £13million, match funded by £7.65million of local funding.
9. On 2 December 2020, the Executive Member for Environment and Transport, approved a variation of the design, thereby removing the Camrose Link Road and existing subways and retaining the entry onto the roundabout from Western Way.
10. Brighton Hill Roundabout is a key junction on the A30 SW Corridor and suffers significant peak period congestion which will be further exacerbated by future increases in travel along the corridor. The key aims for the scheme are to:
  - increase the traffic capacity at the junction to accommodate existing and future travel demands, reducing congestion and improving journey times and journey time reliability;
  - provide comprehensive pedestrian and cycle facilities at the junction, including future provision for a strategic cycle route along the A30 SW Corridor and links into that route from surrounding areas; and
  - safeguard future provision for bus priority measures associated with the proposed Mass Rapid Transit project.

## **Scheme Details**

11. The scheme aims to improve network efficiency and journey times to areas of employment and to accommodate future development, to help promote increased local and regional growth and investment.
12. The proposed improvements will widen the A30 Brighton Hill roundabout and signalise the existing junction to increase traffic capacity and provide new pedestrian and cycle facilities.
13. The existing roundabout will be modified to include signal control on the circulating lanes and all approach arms and widened from two to three circulatory lanes. The A30 Winchester Road south and Brighton Way will be widened from two to three lanes on approach. The existing two-lane approaches to the roundabout from The Harrow Way, A30 Winchester Road north, the

Winchester Road/Pack Lane and Western Way flared approaches will be lengthened to improve traffic capacity.

14. A new 3.0m wide stepped two-way segregated cycle track and 2.0m wide footway will be provided between the A30 Winchester Road, the Harrow Way and Brighton Way and within the roundabout centre island.
15. A new 2.0m wide stepped one-way cycle track and 2.0m wide footway will be provided for a short length on both sides of the A30 Winchester Road, eastbound on The Harrow Way and on Western Way.
16. New 4.0m wide Toucan style signalised crossings will be installed for pedestrians and off-road cyclists, and the speed limit on the roundabout and all approaches will be maintained at 30mph.
17. The new cycle infrastructure been designed in accordance with the Department for Transport guidance for local authorities on designing high-quality, safe infrastructure, Local Transport Note 1/20 Cycle infrastructure design - July 2020.
18. The existing street lighting will be renewed and replaced to an improved standard using LED lamps to provide greater energy efficiency and reduced requirement for routine maintenance.
19. The existing drainage within the roundabout will be replaced with a new sustainable drainage system that utilises new soakaways within the central island verges. Overall, there will be a reduction in surface water out falling into the existing storm water system.
20. Within the extents of the site, the road will be resurfaced to provide a new road surface with road markings.

## Finance

21. To reflect the reduction in the scope of the scheme with the removal of the Camrose Link Road, the EM3 LEP £13 million grant allocation has been reduced to £11.65 million.
22. The scheme funding is as follows:

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	3,966	20	Local Transport Plan	1,100
Client Fee	369	2	Developer Contribution	6,550
Supervision	546	3	EM3 LEP Grant	11,650
Construction & Land	14,419	75		

Total	<u>19,300</u>	<u>100</u>	Total	<u>19,300</u>
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<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	52	0.045%
Capital Charge	1,857	1.16%

### **Programme**

23. The proposals for the Brighton Hill Roundabout improvements form part of the County Council's 2020/21 Capital Programme.
24. Key Milestones:
 

Design audit	March to May 2021
Tender	June to August 2021
Award	September 2021
Construction	November 2021 to November 2023

### **Consultation and Equalities**

25. A public consultation on the initial proposals took place during September 2018. This consultation took place at an early stage in the scheme development with limited technical information available on the structural composition or integrity of the subways. The details of the initial consultation were reported to the Executive Member for Environment and Transport on 13 November 2018
26. To seek the public's views on the removal of the subways from the scheme, a further round of consultation took place between May and June 2020. The outcomes of the consultation were reported to the Executive Member for Environment and Transport on 2 December 2020.
27. Councillor Westbrook has expressed support for the revised scheme subject to the project continuing to realise capacity improvements adequate to support future approved and planned growth in the town, and as such to demonstrate good value for money. He asked that careful consideration be given to ensure the design and operation of the controlled signal crossings have the necessary capacity and functionality needed for high numbers of school children using this route to safely cross the road.
28. Councillor Reid expressed reservations about implementing the improvements without the inclusion of the Camrose link road, particularly given the funding uncertainties for providing a link road in the future. This issue was addressed in the previous decision report on this topic (see background papers). Similarly, he

expressed the view that the capacity improvements should be adequate to accommodate future approved and planned growth in the town.

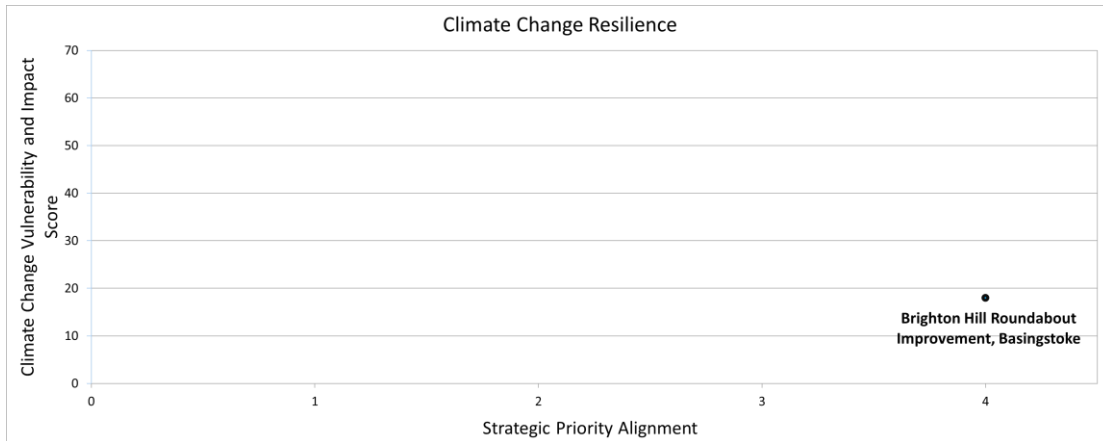
29. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.

### **Climate Change Impact Assessments**

30. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
31. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.
32. During extreme periods of wet weather there is potential for localised surface water flooding within road channels. The drainage has been designed to withstand a 1:100-year storm plus 40%.
33. During prolonged periods of high temperatures some trees may be susceptible to drought. Any tree loss within the scheme's 5 year establishment period will be replaced.
34. The scheme supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel. To mitigate the removal of trees the scheme will provide a net +10% tree replanting. The existing pedestrian subways and steep ramps do not provide access for all users and through the provision of at-grade signalised road crossings, the scheme removes existing barriers to travel within the community.
35. The roundabout improvements will deliver journey time savings and reduced traffic congestion which in turn will reduce fuel consumption and CO<sub>2</sub> emissions.

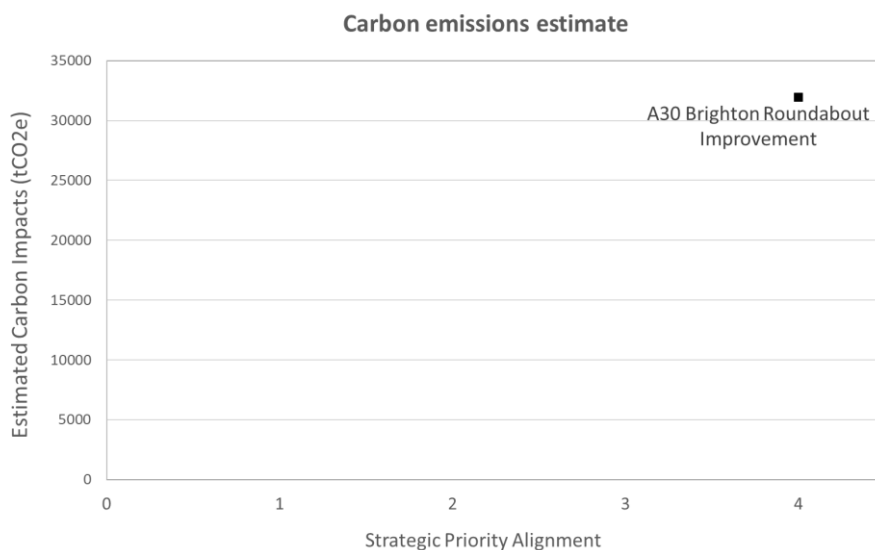
### 36. Climate change resilience:

The graph below provides a simple visual representation of the scheme’s estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



### 37. Carbon emissions

The graph below provides a simple visual representation of the estimated carbon emissions generated from the scheme against the number of strategic priorities it meets.



## **Statutory Procedures**

38. The scheme will not impact on any public rights of way, it is not in a nature conservation area, and has no foreseeable impact on any areas of ecological, archaeological or environmental significance.
39. The police have been consulted as required by the Road Traffic Regulation Act and invited to comment on the new toucan crossings. Views are currently awaited and will be fully considered when received.
40. A traffic regulation order (TRO) will be required for the lengths of one-way cycle track to make it an offence to cycle in both directions. The proposed two-way cycle tracks do not require a TRO as the default is two-way. Any TROs will be promoted and processed through established procedures.
41. Where the scheme implements cycle tracks on or alongside existing footways, the existing footway rights will be revised under Section 66(4) and a cycle track created under Section 65(1) of the Highways Act 1980.

## **Land**

42. To deliver the A30 Winchester Road pedestrian and cycle path improvements alongside the Brighton Hill retail park there is a requirement for a licence agreement with the owner of the retail park and with Basingstoke and Deane Borough Council. The licence agreement will be temporary for construction purposes only and will be secured before works commence.
43. To deliver the soakaway drainage within the verge of the A30 Winchester Road there is a requirement for a dedication of land approximately 240m<sup>2</sup> from Basingstoke and Deane Borough Council, for highway use. Discussions with the Borough Council are on ongoing and progressing positively and will be secured before works commence.
44. Other than the land requirements mentioned, all the land required is within the extents of the existing highway boundary.

## **Ecology**

45. An ecological appraisal report prepared by Hampshire County Council's ecology team in August 2020, identified that the site supports habitats of low ecological value with no evidence of species of interest that would require protection. The existing trees were judged to offer low bat roost suitability, and the ecology team concluded that the proposals will have no adverse impacts on biodiversity.
46. The ground levels within the roundabout have been optimised to retain as many of the existing trees as feasible and to minimise the impact on established trees. Approximately 79 trees identified to be removed, of which 8 are consider large, 10 as medium and 61 smaller trees.
47. Proposed replanting will increase the tree numbers within the roundabout to 82, and Basingstoke and Deane Borough Council has given agreement in principle to plant a further 6 trees on land adjacent to the junction owned by the Borough Council.

## **Maintenance Implications**

48. There will be an increase in the long-term maintenance liability due to the new traffic lights, the carriageway widening, and cycle infrastructure. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, and with the new drainage system, existing maintenance issues will be remedied. However, offsetting the servicing costs saved by removal of the existing aging subway, the net generated increased maintenance has been calculated at approximately £52,000 per annum and should be considered when setting future annual highway maintenance budgets.
49. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The Asset Management team has been consulted on the proposals and is content with the materials specified. By using robust materials and redesigning elements of the kerbing gully and pipework connections there has been an increase in capital costs for the benefit of reduced future maintenance liabilities.



**REQUIRED CORPORATE AND 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>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
EMET decision report: Basingstoke South West Corridor to Growth – Brighton Hill Roundabout	13 November 2018
EMET decision report: Basingstoke Transport Strategy.	16 July 2019
EMET decision report: Basingstoke Transport Update – Strategy and Issues	13 March 2018
EMET decision report: Thornycroft roundabout	13 November 2018
Hampshire County Council Regulatory 3 planning approval for Camrose Link Road	29 July 2020
EMET decision report: Brighton Hill Improvement Scheme – Camrose Link Road Project Appraisal and Advanced Enabling Works	2 July 2020
EMETE decision report: Brighton Hill Roundabout Project Appraisal Update	2 December 2020

**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	

## **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 characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic 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 which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents, and other than the positive impact outlined below, the scheme has been assessed as having a neutral impact on people with protected characteristics.

The proposal provides the County Council with an opportunity to capitalise on funding available to provide improved outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.