



## Basingstoke Environmental Strategy for Transport

### Victory Roundabout

Statement by Hampshire County Council for Basingstoke and Deane  
Borough Council Environment OSCOMM 7<sup>th</sup> March 2002

#### Policy Context

Victory Roundabout forms a crucial hub of Basingstoke town centre traffic flows and also bus, cycling and pedestrian movements. However, the current layout does not make priority provision for non-car modes and traffic flows are unmanaged.

BEST seeks to encourage the use of modes other than the car, particularly for peak period journeys. It is also important that Victory Roundabout fulfils its potential role following the opening of the Festival Place redevelopment in terms of making provision for access and egress from town centre car parks. The proposed traffic signal installation at Victory Roundabout offers a number of advantages including:

- Managed traffic movements within an Urban Traffic Control (UTC) system;
- Facilitating car park access and egress;
- Priority for buses in line with the objectives of BEST and assisting the Borough Council's initiatives to improve bus services; and
- Improvements for pedestrians and cyclists.

#### Advice and policy for traffic signals and pedestrian crossings

Advice on traffic signals is contained in the Design Manual for Roads and Bridges (DMRB) published by the Department of Transport, Local Government and the Regions (DTLR). However advice on pedestrian facilities, either provided at traffic signal junctions or located away from junctions, is not in a single Advice Note or Standard within DMRB. The difficulty in identifying definitive guidance is compounded by the existence of Local Transport Notes (LTNs) that recommend particular practices, and are issued by DTLR as interim advice between revisions to DMRB. Traffic Advisory Leaflets (TALs) also give guidance in this way. Hampshire County Council adopts this advice, recording any Departures from Standard where they are unavoidable.

There are no specific ~~with~~ clauses in the relevant sections of DMRB, or the LTNs and TALs relating to traffic signals, precluding providing an at-grade crossing where a subway exists. However, at this location providing the required marshalling area for pedestrians would necessitate relocating the subway.

Although the speed limits in the vicinity of Victory Roundabout are 50 MPH, or less, advice does stipulate that where the 85<sup>th</sup> percentile speed is greater than 50 MPH then