

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	19 January 2017
<b>Title:</b>	Newgate Lane North Operational Study
<b>Reference:</b>	8049
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. Executive Summary

1.1. The purpose of this paper is to report on the findings of the Newgate Lane North Operational Study (“Study”) undertaken by the Council’s Strategic Partner Atkins and to seek endorsement for the key options recommended in the Study, as set out in paragraph 3.3 of this report.

1.2. This paper seeks to

Highlight the completion of the Study and to report options;  
Report on the recommended key options undertaken to date; and  
Seek endorsement for the outstanding key options as recommended in the Study.

#### 2. Contextual information

2.1. Hampshire County Council recently undertook improvement works on Newgate Lane, Fareham, to improve traffic flow on the northern section of the B3385 Newgate Lane covering the section of the route through the junctions with Longfield Avenue and the Speedfield retail park. The scheme was substantially completed in the summer of 2015. This was the first of three phases of improvements for Newgate Lane. The second phase was the improvement of Peel Common roundabout (completed June 2016) and the third phase is Newgate Lane South (which is scheduled for construction from Summer 2017 – Summer 2018).

2.2. While the scheme has been successful in delivering the main objective of improving capacity and reducing delays on the main route, there has been an unexpectedly severe impact on traffic departing from retail businesses on the Speedfield retail park, most notably from Asda. While there have always been delays for traffic joining Newgate Lane from Speedfield Park, this has been exacerbated by the scheme, particularly at peak retail times, and given the improved traffic flows on Newgate Lane.

- 2.3. The problem emerged during the run up to Christmas 2015 and caused particular problems around Easter 2016. The problem is not entirely predictable, although the risk of delay seems greatest at peak retail times, particular around school holidays and bank holiday/Christmas trading periods. There were also reported problems, albeit not as severe, on a number of Friday afternoons outside of these periods.
- 2.4. In response to this, a Study was commissioned from the Council's Strategic Partner, Atkins, to investigate the problem in greater detail and to identify potential solutions. The Study objectives were to –
  - provide a detailed understanding of the nature and causes of current traffic congestion following the introduction of the Newgate Lane Northern scheme, both prior to and following the opening of Peel Common improvements, and
  - identify refinements to the scheme that would relieve the congestion.
- 2.5. The Study was commissioned in May 2016. While it was originally anticipated that this would be available last Summer, survey requirements and the need to ensure that the analysis and proposals were sufficiently robust meant that study delivery was delayed.

### **3. Study Details**

- 3.1. The report prepared on conclusion of the Study is structured as follows:

Section 1: Introduction

Section 2: Background including recent and planned highway changes

Section 3: The Operation of the Highway Network referring to current and future changes

Section 4: Local congestion in the Speedfield Retail Park

Section 5: Options for congestion relief

Section 6: Assessment and Implementation

Section 7: Summary and Conclusions

- 3.2. The Study includes detailed analysis of traffic conditions at various times and on various days. The analysis identified the following –
  - For the majority of the time Newgate Lane operates well and there is no systemic issue with traffic exiting the retail park;
  - At times when there is a peak in southbound traffic combined with a peak in the number of vehicles exiting the retail park, there are congestion issues;

- In these circumstances the situation is worsened by the relatively low numbers of (northbound) vehicles entering the retail park at Speedfields roundabout, which reduces the number of gaps in southbound traffic;
- Traffic exiting the Asda car park is heading approximately equally to the north and to the south (between 46% and 58% northbound depending on time and 42% - 54% southbound). About half of the southbound traffic joins the same queue as the northbound traffic, while an alternative southbound route does exist. The net effect of this is that approximately 75% of traffic exits the retail via the northern exit point (Speedfield roundabout) and 25% via the southern exit; and
- Analysis of queuing time indicates that much of the time spent waiting is within the Asda car park, while the queuing time on the link between the car park and Newgate Lane is fairly consistent. This suggests that part of the problem could be addressed by works to improve the Asda car park exiting arrangements and improvements to car park management.

3.3. The Study identified nine potential options to help relieve the congestion problems (and a ninth option to 'do nothing' was also listed). Of these, five were assessed by the consultant as being unsuitable to progress. The Study therefore recommends that the four remaining options be considered for possible implementation. It further recommends that a staged approach be taken, whereby each option is implemented and monitored to assess its impact prior to moving on to implementation of the next. The four staged key options recommended in the Study report are –

**1) Stage 1 Low Cost Quick Wins**

Removal of low planting on north-eastern verge

Signage in the Retail Park at the internal roundabout directing southbound traffic to the southern access road

**2) Stage 2 Alternative Exit from ASDA Car Park**

Create a new exit from the Supermarket onto the internal access road, facilitating traffic using the southern access road and increase resilience of the retail park roads

**3) Stage 3 Signalling the Southern Exit from Speedfields**

Removing the banned right turn from the southern access road onto Newgate Lane and signalling junction

**4) Stage 4 Positive Aid for the Existing Exit**

Creation of a crossing over Newgate Lane north of the Retail Park coupled with an option to reduce the speed limit from 40mph to 30mph

3.4. Consultation with the local Member on the consultant's study has highlighted that refinement of one of the rejected options may also have the potential to

improve the traffic situation. The study identifies the opportunity to widen both the southbound (Newgate Lane) and westbound (retail park exit) approaches to the Speedfield roundabout, but rejects this on the basis of cost (£1m+). The suggestion is to investigate the cost and implication of widening just one of these options – the retail park exit – which would clearly be lower cost. If proven to be feasible and cost effective, this could be introduced as an intermediate Stage within the current four stage approach. It is recommended that further work be commissioned to investigate this further.

#### **4. Actions Undertaken and Proposed Next Steps**

- 4.1. Given the low cost and ease of implementation the Stage 1 recommendations have already been introduced.
- 4.2. Officers have been liaising with Asda throughout the Study process. Asda has agreed to take forward the Stage 2 recommendation and is currently designing a potential second exit from the store car park (which will, if progressed and subject to safety audit, link directly to the alternative southbound exit route). Asda will implement and fully fund the new exit and will also review the internal management of the store car park. This is likely to be early in the New Year.
- 4.3. In line with the Study recommendation, it is recommended that the impact of these measures be fully assessed prior to committing resources to developing Stages 3 and 4. It should be noted that the cost of implementing Stages 3 and 4 would be substantial and no budget is currently identified. Furthermore, Stage 4 would potentially require departures from standards and would also be dependant upon a substantial increase in pedestrian/cycle activity in the locality (to justify provision of a crossing, in accordance with policy).
- 4.4. The Study highlights that the congestion issues could reasonably be expected to be alleviated by delivery of the Stubbington Bypass. Clearly any future decision will need to take account of progress with that scheme.

#### **5. Finance**

- 5.1. There are no direct financial implications arising from the report. Stage 1 measures have been implemented at minimal cost and Stage 2 measures will be fully funded by Asda.
- 5.2. Any decision to progress to Stages 3 and 4 (and potentially a new Stage arising from the work highlighted above) is dependant on the availability of funds and upon a satisfactory business case.

## **6. Recommendations**

- 6.1. That the Executive Member for Environment and Transport notes the completion of the Newgate Lane North Operational Study and the options recommended in the Study, as set out in Section 3 of this report.
- 6.2. That the Executive Member for Environment and Transport endorses the four staged key options and actions recommended in the Newgate Lane North Operational Study, as set out in Section 3 and 4 of this report, and delegates authority to the Director of Economy, Transport and Environment to undertake a full assessment of the Stage 3 and Stage 4 recommendations, as set out at paragraph 3.3 of this report, prior to committing resources to develop them.
- 6.3. That further work be commissioned to develop an option for localised widening on the approach to the Speedfield Roundabout, and that the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport and Environment to introduce this as a further Stage (and to determine its priority) in the event that this provides a cost-effective and deliverable solution.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**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.)**

DocumentLocation

Newgate Lane Operational Review, Atkins,  
8 November 2106

Hampshire County Council Officers  
The Caste  
Winchester  
SO23 8UJ

## **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 improvements identified will impact equally on all users of Asda and other stores, including groups with protected characteristics. Any specific impact not currently identified arising from individual schemes developed under future phases would be considered as part of the approval process.

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

2.1. There are no direct implications for crime and disorder.

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

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

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

There are no significant implications for climate change, although improved traffic management will have marginal benefits for local air quality.