

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member Economy, Transport and Environment
<b>Date:</b>	7 October 2013
<b>Title:</b>	A27 Station Roundabout and Gudge Heath Lane Junction Improvements Fareham
<b>Reference:</b>	5182
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Heather Walmsley

**Tel:** 01962 846089

**Email:** heather.walmsley@hants.gov.uk

## **1. Executive Summary**

1.1. This report outlines the background and the current position regarding the A27 Station roundabout and the Gudge Heath Lane junction improvements in relation to the prioritisation of the scheme as one of the initial top three schemes for the Solent Local Transport Body (SLTB) funding. It also sets out the high level issues associated with scheme development moving forward.

## **2. Contextual information**

2.1. In January 2013 the Department for Transport published indicative funding levels for Local Transport Bodies as part of the process relating to the devolution of major transport scheme funding. Following on from this announcement the SLTB agreed a bidding process for potential schemes in March 2013.

2.2. The indicative funding levels realistically allowed for schemes within the broad range between £5 -15 million to potentially be put forward, by respective members of the SLTB, which were capable of being delivered within a funding window between 2015/16 to 2019/20. The potential schemes also had to meet fairly specific criteria relating to economic growth, job delivery and strategic importance.

2.3. The A27 Station roundabout and Gudge Heath Lane junction improvements emerged in the initial deliberations as one of two schemes identified from the Hampshire County Council major schemes development pool, which could be developed and delivered within the timescales and which also met the criteria for bids to the newly formed SLTB.

- 2.4. An invitation to bid for funding for the scheme was received in May 2013. Following a significant amount of work in a short timescale an initial bid was prepared for the A27 scheme to meet an application deadline in June 2013. The bid was then assessed and findings considered by the SLTB Board in July 2013 where it was identified as one of three top priority successful bids which were invited to prepare Full Business Cases for submission in early 2014.
- 2.5. Since July, a review of funding along with the announcement of the Single Growth Pot has meant that it is likely that only £5m may now be guaranteed for delivery of the three top priority schemes based upon funding for 2015/16 only. A decision regarding which schemes should be progressed within this short timescale, or whether parts of different schemes can be progressed will be taken by the SLTB later in the autumn.
- 2.6. This report sets out the background and objectives of the scheme below in order to highlight key issues moving forward.

### **3. Scheme Background**

- 3.1 As part of the recently developed Fareham and Gosport Strategic Transport Infrastructure Plan (see separate report to this Decision Day), feasibility work is currently being progressed for an improvement scheme along the A27 Corridor between Segensworth roundabout and central Fareham. The A27 forms a critical east to west artery in the strategic highway network, with a large proportion of the transport movements from planned strategic development sites in southern Hampshire needing to interface with various parts of the route. Hence it is essential that improvements are made to help bring development forward. As part of this work, the Station roundabout and Gudge Heath Lane junction improvement was identified as an early phase which met the bidding criteria for the SLTB funding, and which could be delivered in advance of the wider A27 Corridor scheme. The scheme will act as a precursor to phased improvements along the A27 Corridor, and will help deliver part of the strategy to improve access to Gosport and Fareham, including a potential Stubbington Bypass. The scheme will also build upon on-going short and medium term schemes on the A27 east of the Station roundabout, which involve creating a new bus lane adjacent to the existing east to west carriageway to enable two lanes to be returned to general traffic running.
- 3.2 The scheme will improve two critical junctions on the A27 in central Fareham along with the connecting carriageway links. The A27 Station roundabout will be re-configured to improve operational effectiveness and to enable the provision of multi-modal improvements with greater linkages between BRT, bus and rail. The A27 Gudge Heath Lane signal controlled junction will be improved to provide two lanes straight ahead westbound plus a dedicated right turn lane into Gudge Heath Lane to help remove the bottleneck currently caused by this junction, which extends back to the Station roundabout and

beyond. The interconnecting carriageway will be improved and a cycleway linking from the Station to Fareham College will be provided.

- 3.3 The scheme will assist transport movements relating to new strategic development at both the Solent Enterprise Zone and at Welbourne and will more directly help to facilitate the re-development of land to the rear of and in the vicinity of the station and eastern end of the high street by helping to remove the transport barriers to growth.
- 3.4 The scheme will provide significant congestion relief in the centre of Fareham, helping to: facilitate development and re-development; improve interconnectivity between bus and rail; and to provide improved journey time reliability between the Bus Rapid Transit Eclipse and Fareham Railway Station. The scheme will also provide the opportunity for urban realm improvements to enhance the links to the high street from the station to help uplift the local environment in order to encourage new investment. As part of this, the scheme will also provide benefits for cyclists and pedestrians.
- 3.5 It is worth highlighting the fact that the scheme could be split into two or more delivery phases if reduced funding levels are available. The two junctions could be delivered independently from each other with the A27 Station roundabout being delivered first to instigate multi-modal, urban realm and traffic management benefits, and the A27 Gudge Heath Lane junction following on to then deliver capacity benefits throughout both junctions. The A27 Station roundabout could be further broken down into smaller sections if necessary, which concentrate on each arm at a time. Disaggregating delivery of the complete scheme will, however, have a knock-on impact upon overall optimum scheme benefits.

#### **4. Key Issues**

4.1 Key issues which now require consideration relate to:

- The shorter timescale and reduced funding availability for schemes prioritised for SLTB funding;
- The need to: progress design and development work, and to engage with landowners and the wider public, in order to seek to bring forward the delivery of the scheme in line with the new funding criteria;
- The impact of the scheme upon third party land, as set out in the confidential Appendix to this report.

- 4.2 It is possible that third party land may be required, and early engagement with landowners is therefore considered to be an important part of the detailed development of the scheme in respect of this junction.
- 4.3 Subject to the approval of the 'Fareham and Gosport Strategic Transport Infrastructure Plan', and also the associated outcome of the 'Improving Access to Fareham and Gosport – Report of Consultation', which are both being reported to this Decision Day, it is intended that an initial, high level consultation will commence on the wider A27 scheme, which will form a key part of the Infrastructure Plan later this year. This will enable the A27 scheme to be brought up to the same level of scheme development that the Western Access to Gosport schemes are now at, and will also enable scheme development to keep to a delivery programme commensurate with that required to meet the SLTB funding timescale.

## **5. Finance**

- 5.1. The total scheme cost is in the order of £6.61 million, (£4.96 million is currently being requested from the SLTB and £1.65 million will come from other sources including Hampshire County Council's capital programme). The estimate will be subject to more detailed assessment as scheme development progresses. At this stage, no funding has been secured for the scheme as it is not yet within the County Capital Programme.

## **6. Recommendations**

- 6.1. That approval in principal is given for a scheme to improve the A27 Station roundabout and Gudge Heath Lane junctions, along with the connecting carriageway, in order to help facilitate development in central Fareham, and to provide capacity benefits, urban realm improvements and multi-modal interchange improvements.
- 6.2. That approval is given for further scheme development and design work to be progressed on this scheme, to include engagement with land owners and a wider public consultation in the Autumn and in order to finalise scheme details.
- 6.3. That, following the prioritisation of the scheme for Local Transport Body Funding in July 2013, approval is given for a full business case to be prepared for submission to the Local Transport Body for 2015/16 funding, after being approved by the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport, and Environment.

**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):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
A27 Improvements and Traffic Regulation Order - Bus Lanes - Portland Street and A27 Western Way, Fareham <b>Decision Maker:</b> Executive Member for Economy, Transport and Environment	5006	23 July 2013

**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	

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on Safe and Efficient Transport systems in Hampshire.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

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

- 2.1 It is considered that there could be potential benefits for crime or disorder as result of this scheme proposal, with improved accessibility to the rail station for pedestrians and cyclists and enhanced urban realm to uplift the station environs.

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

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

Implementation of improved interconnectivity between bus, cycle, pedestrians and rail with positive initiatives to persuade modal shift to public transport from the private car can have positive effects on carbon and help reduce emissions.

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

Providing a viable alternative to using the private car emissions will help contribute to climate change in the longer term.