



Item

Draft Report to Solent Transport

Date: 30 October 2015

Report by: Iain Steane

tel: 023 8083 2283

email: iain.steane@southampton.gov.uk

Subject: Highways England Investment – M27 Southampton Junctions Projects

1. Summary

1.1 The following decisions are sought:

1. Agree to the establishment of the Southampton M27 Junctions Project Board;
2. a) Consider and approve the draft Terms of Reference for the Project Board, as outlined in Appendix A, and
b) delegate to officers;
3. Note the progress to date on the M27 Southampton Junctions Project.

2. Reason

2.1 In order to establish the appropriate and necessary governance structure for the effective and efficient design and delivery of the M27 Southampton Junctions Project.

3. Other Options Considered and Rejected

3.1 Taking no action.

4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

5. **Dispensation granted by the Conduct Advisory Panel – None.**
6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by: Date:

**Councillor Seán D T Woodward
Chairman
Solent Transport**



Agenda Item

Report to Solent Transport

Date: 30 October 2015

Report by: Iain Steane

tel: 023 8083 2283

email: iain.steane@southampton.gov.uk

Subject: Highways England Investment – M27 Southampton Junctions Projects

Purpose of the Report

Recommendations

- 1. Agree to the establishment of the M27 Southampton Junctions Project Board;**
- 2. a) Consider and approve the draft Terms of Reference for the Project Board, as outlined in Appendix A, and
b) Delegate set up and operation to officers;**
- 3. Note the progress to date on the M27 Southampton Junctions Projects.**

1. Introduction

Hampshire County Council (HCC) and Southampton City Council (SCC), working with Highways England, have been successful in securing substantial Highways England investment funding commitment over the next five year period to 2022, through Highways England's Route Investment Strategy 1 (RIS1) 2015-2020. RIS1 sets out the long term investment programme for the Strategic Road Network and names four projects in the Southampton area – M3 Junction 9-13 Managed Motorways, M27 Junction 3-11 Managed Motorways, M271/A33 Redbridge Roundabout upgrade and M27 Southampton Junctions. This report is concerned with the M27 Southampton Junctions projects, this is expected to relieve pressure on the M27 corridor and downstream junctions (Js3, 5 & 7), by improving the route into Southampton from M27 Junction 8 via A3024, and includes five elements:

1. M27 Junction 8 capacity upgrades,
2. Windhover Roundabout (A27/A3024/A3025) capacity upgrades,
3. A3024 Northam Rail Bridge - Replacement the major pinch point increasing its width from 2 to 4 lanes,
4. A3024 Eastern Access Corridor - Major highway improvements aimed at improving traffic movements and capacity on the into Southampton via the A3024, and
5. A27 Wide Lane Rail Bridge (Swaythling) - Widening and realignment.

The indicative budget range for this project is approximately £100-250m.

This is a significant step change in the Highways England investment strategy, which acknowledges the importance of an integrated approach to managing the network pressures on both the strategic and local road network. It also acknowledges the importance of enhancing the A3024 eastern access which connects Southampton to the Strategic Road Network (SRN) but also importantly links to the urban areas of Hedge End and Botley.

A Project Board is required for the M27 Southampton Junctions as the project covers a number of strands between the strategic and local road networks, is multi modal and cross boundary. The other projects in the Southampton area are more focussed on the SRN. While these are more within the control of Highways England there is a need for all the major network investment plans to have a high level oversight through Solent Transport.

Highways England's timetable for the RIS1 projects anticipates work starting towards 2019-20 on the first elements of the M27 Southampton Junctions project.

A location plan of the RIS1 schemes can be found in Appendix A.

2. Project Descriptions

M27 Junction 8 & Windhover Roundabout

Windhover Roundabout is a large five armed roundabout with A27/A3024/A3025 in Eastleigh Borough to the east of Southampton. It is currently partially signalised and experiences significant delays during the peak periods. Junction 8 of M27 is linked to Windhover Roundabout via A3025 and is currently a free flow roundabout providing access to eastern Southampton and Hedge End. During the peak periods this junction also experiences significant delays.

The aim of this element of the M27 Southampton Junctions Project is to provide capacity at both junctions to manage traffic effectively and enable additional traffic to use the junctions into the future without further deterioration. This will take into account the proposed developments in the Hedge End-Botley area and relates closely to the A3024 Eastern Access Corridor.

Hampshire County Council (HCC) have now handed their preferred option feasibility designs on the major works at M27 Junction 8 and Windhover

Roundabout over to Highways England to take forward through the design process.

A3024 Northam Rail Bridge

The Northam rail over road bridge carries A3024 Northam Road over the South Western Mainline to the east of Southampton city centre, and it is approaching the end of its serviceable lifespan. As a temporary measure the bridge has a 7.5t weight restriction (except for buses) in place to reduce the risk of further deterioration of the structure.

Pre-feasibility work is commencing on options for the replacement of the existing single carriageway structure with a wider dual carriageway structure. Widening the bridge will remove the pinch point at Northam allowing more reliable journeys into the city centre as well as removing the requirement for a weight restriction. This element is being progressed concurrently with the A3024 Eastern Access Corridor so that the benefits of a new bridge do not adversely impact on the corridor.

A3024 Eastern Access Corridor

The study area, covers the area from Southampton city centre to M27 at Junction 8; it broadly follows the A3024 corridor from the Six Dials junction with the A33 Inner Ring Road east of the city centre to the A27/A3024/A3025 Windhover Roundabout then to M27 Junction 8.

Southampton City Council, in partnership with Highways England, has commissioned Area 3 consultants WSP-PB do undertake a transport study into the major highway improvements element (no. 4) along the A3024 Eastern Access Corridor. This study will identify and investigate a range of transport options to improve capacity and access into Southampton along the A3024 Eastern Access Corridor.

The A3024 is a strategically important multi-modal transport corridor and acts as a vital gateway into Southampton from the east. The corridor is characterised by high volumes of traffic, with average daily traffic flows along the length of the corridor of approximately 16,300 vehicles, it is also a high frequency bus route (up to 23 buses per hour). The Highways England funding provides SCC the opportunity to promote a package of transport measures and schemes that can ensure the City's, and wider sub-region's, growth aspirations can be achieved; as well as support both operation and improvements on the M27 itself.

This study aims to support the M27 Southampton Junctions project by investigating strategic options for all modes of transport along the A3024 corridor. This will ensure the A3024 corridor can support Highways England's preferred strategy for managing the Strategic Road Network in the vicinity of Southampton complementing the other three elements of the RIS1 project.

The study will need to optioneer a variety of interventions to address any future demand and identified issues on the corridor; in response to a future

scenario where the Highways England schemes, stated previously, are completed. It is expected that any suggested schemes should not be to the detriment of local journeys, increase severance or decrease accessibility for businesses and communities along the corridor, and should seek to improve the situation.

The study is proposed to be carried out in two stages, the first stage will consider the existing situation and develop the evidence base to identify a long-list of transport options. From this the second stage will appraise and investigate the most appropriate interventions for the Eastern Access Corridor to develop a suitable Transport Strategy.

With funding committed by Highways England over the next five years, this will allow an unprecedented scale of investment on the Eastern Access Corridor and as a result presents a need to review the business case for a bus based park and ride facility to serve the wider Southampton travel to work area. As a consequence, Southampton City Council is working with Highways England and Hampshire County Council to carry out a revised viability, impact and operational assessment for Park & Ride in the vicinity of M27 J8, which if viable would be considered alongside the current investment plans.

Therefore, the City Council is progressing the A3024 study to assist in defining and prioritising the optimum package of transport scheme proposals for the A3024 corridor. Not doing this work will mean the City Council is not in the position to benefit from this and is at risk of not achieving its growth aspirations.

A27 Wide Lane Rail Bridge

This scheme is separate from the project above but is the focus of Highways England investment on the local road network.

A27 Wide Lane rail over road bridge is a low and narrow bridge to the east of A335 Stoneham Way in the Swaythling area of Southampton. Currently it is narrow with a height restriction, with one operational lane and pedestrian-cycle path and controlled by traffic signals, linked to the junction with the A335. The A27/A335 junction has restricted turning movements with no access between A335 north or A27 Basset Green Road, except for cyclists and pedestrians. It acts as a bottleneck restricting larger vehicles, including buses, from using the route.

SCC is working with Highways England on A27 Wide Lane to widen the bridge arch to permit two way traffic that will support improvements to the emergency diversion route when the M27 mainline is closed. Currently, the diversion route uses Wide Lane northbound towards Southampton Airport.

Options for the realignment and widening of the bridge, assessment of the traffic impacts of opening the route up to additional traffic, the treatment of the surrounding junctions, and pedestrian and cycle facilities are being investigated. To ensure that the local network and residents are not adversely impacted SCC is working closely with Highways England on this project.

3. Project Progress

Highways England have appointed transport & highways consultants WSP-PB as their consultant for the Area 3 Major Projects.

M27 Junction 8 & Windhover

Preferred scheme layouts for both junctions have been developed to an outline feasibility stage by HCC. These designs and associated junction modelling have now been handed over to Highways England (WSP-PB) to take forward through the design process as part of the M27 Southampton Junctions scheme.

HCC are currently completing a feasibility design report which will shortly be issued to the Project Team.

A3024 Northam Rail Bridge

WSP-PB are reviewing previous work carried out by Capita on behalf of SCC covering options for replacement of Northam Rail Bridge. Capita are doing early due diligence work to establish existing land ownership in the vicinity of the bridge.

A3024 Eastern Access Corridor (including Park & Ride) Feasibility Study

Project being developed by WSP-PB

- Inception report - In progress;
- P&R Benchmarking Study - Scoping note prepared and reviewed by Highways England, HCC and SCC for comment. Estimated 11 week programme running alongside Stage 1 of Corridor Study
- Programme development;
A3024 Corridor Transport Strategy (Stage 1) = July 2015 – Feb 2016
A3024 Corridor Transport Strategy (Stage 2) = Mar 2016 – July 2016
- Study cost estimate;
- To be issued to Highways England, HCC and SCC for consideration before agreement alongside Inception Report;
- Background data review - Largely complete;
- Study Objectives - Draft objectives produced for review and comment by Highways England, SCC and HCC;
- Option development - Initial options under consideration;
- Consultation on strategy options for the corridor will follow in due course.

A27 Wide Lane Bridge

WSP-PB has been assessing options for realignment of Wide Lane bridge, including potential locations for a construction compound. WSP-PB have discussed the operation of the A335 Stoneham Way/A27 Basset Green Road junction with SCC/BBLP in terms of banned turns, part time operation and pedestrian/cycle connections.

A joint SCC/Highways England Communications plan is being developed by WSP-PB for review and comment by Highways England, SCC and HCC.

4. Project Governance

Governance of the M27 Southampton Projects is anticipated to be through a Project Board that incorporates the 5 Highways England projects described in this report. The remit of the Project Board is to provide effective overall direction and decision making on the study affecting the local road network. This includes overseeing delivery of the project within cost, time and quality; and consider in detail the proposals identified by the Project Teams and views of the stakeholders.

This will include officer representatives from Southampton City Council, Hampshire County Council and Highways England, with representatives from Eastleigh Borough Council, Solent Transport, Solent Local Enterprise Partnership, Network Rail, South Hampshire Bus Operators Association and others as necessary. This will ensure strategic coordination of this project and the other RIS1 schemes in the wider Southampton area. The Project Board will report to Highways England Board, Solent Transport Strategy Working Group and the local highway authorities as necessary at key points in the project timeframe.

The terms of reference, governance structure and reporting matrix for the Project Board is set out in Appendix B.

It is expected that the respective Cabinet Members and local Ward Members for each Authority will be kept informed of progress on the study through briefings at key points in the study programme.

Technical project teams have been established with officers from HCC, SCC, EBC and partners to develop the technical aspects of the projects in partnership with Highways England and the appointed consultants WSP-PB.

5. Timescales

The full programme going forward is to be confirmed by Highways England / WSP-PB, below should be read as indicative.

Next phase of work is under Project Controls Framework (PCF) Stage 1 - Options Identification and Development, likely to run through to end 2016.

Construction start dates TBC but current estimates are:

- M27 Junction 8 / Windhover Roundabout - Q4 2018/19.
- Northam Rail Bridge - Q4 2019/20 (*end Road Investment Strategy period 1*)
- A3024 Eastern Access Corridor - Q4 2019/20 (*end Road Investment Strategy period 1*)
- A27 Wide Lane Bridge - Q4 2019/20 (*end Road Investment Strategy period 1*)

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

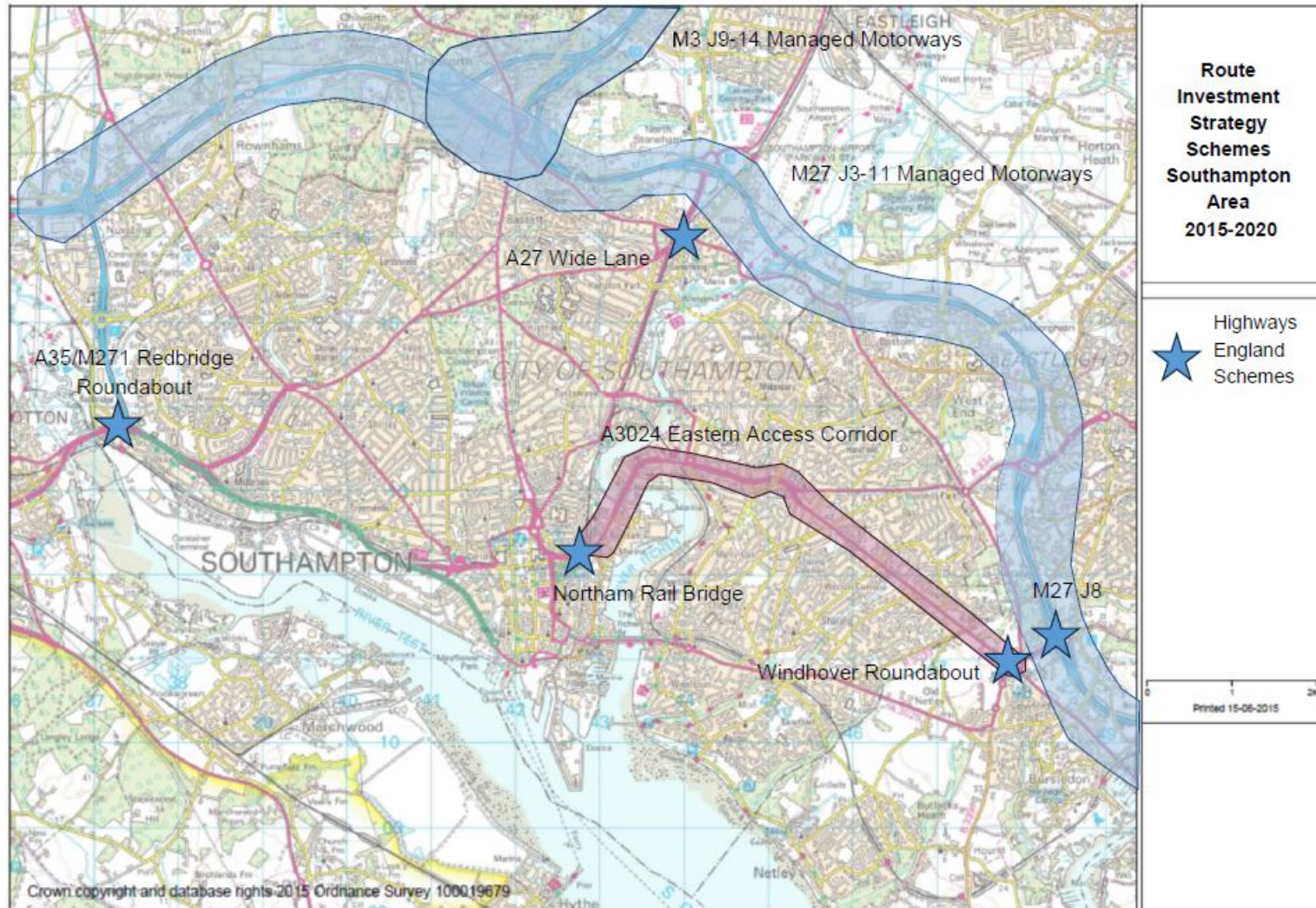
1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

To be completed

Appendix A – Location Plan of Schemes



Terms of Reference for M27 Southampton Junctions Project Board

Establishment of the Project Board

This Project Board is established by the Solent Transport Joint Committee to provide officer steering on the M27 Southampton Junctions Project.

Purpose of the Board

The Project Board is responsible for supporting and providing direction for the client project team working on the M27 Southampton Junctions Project. It will work within the scope of the Study Brief focusing on the named Highways England projects below:

- Wide Lane Bridge widening,
- A3024 Eastern Access Corridor,
- Northam Rail Bridge replacement, and
- A27/A3024 Windhover Roundabout and M27 Junction 8.

The Project Board has delegated responsibility for delivery of the project in accordance with the requirements of Highways England's Executive Board, the Department for Transport and the local highway authorities.

The purpose of the Board is to:

1. Represents the higher interests of the Department for Transport, customers and suppliers within the project.
2. Is concerned with ensuring that the management and delivery of the project is effective.
3. Supports the Senior Responsible Owner (SRO) in Highways England who is ultimately responsible for the project, ensuring it remains focussed on delivering outputs that achieve the objectives
4. Represents the interests of the local highway and planning authorities within the project.

The Board will consider a range of potential improvements and recommendations from the project team. This will allow the optimum and value for money schemes to be taken forward for detailed investigation. The outputs of the various projects will be presented to the Solent Transport Joint Committee who will be asked to give their views to Highways England (as project sponsor). Funding for these schemes is being provided by Highways England as part of their long-term Route Investment Strategy 1 (RIS1) 2015-2021.

Membership

The Project Board shall have the following permanent membership:

- Southampton City Council (lead)
- Hampshire County Council
- Highways England
- The Consultants (WSP-PB)

With attendance from the following organisations when required:

- Eastleigh Borough Council
- Solent Transport
- SouthWest Trains

- Network Rail
- South Hampshire Bus Operators Association
- Solent Local Enterprise Partnership
- ABP Southampton

Each Board Member should prioritise the board meetings but may if they are unable to attend in person send a direct report who is able to represent the relevant business area.

The Board meetings will be chaired by Travel & Transport Manager Southampton City Council, who takes executive responsibility for decisions relating to the project. The Project Board provides input to decisions affecting the project; but ultimate authority and accountability resides with the Highways England Major Projects SRO.

Role & Function

The role of the Project Board is advisory and non-executive.

- Providing overall direction and decision making authority to support the project team in accordance with the Client Scheme Requirements, to oversee delivery of the project within cost, quality and time constraints, and consider in detail the proposals identified by the Project Teams and the views of the stakeholders;
- Provide direction, support and challenge to the project team;
- Ensure that there is effective planning, decision making and control across all aspects of the project;
- Ensure an effective change control is in place for all aspects of the project and that decisions in respect of change are made at an appropriate level;
- Ensure there is adequate engagement with existing business units, external organisations and businesses and key stakeholders
- Monitoring progress against project plan and agreeing changes as required;
- Regularly reviewing key strategic risks and issues facing the project, escalating to the RBS & FS Programme Board as required;
- Authorising sign-off at the completion of each stage, and the start of the next stage
- Report back to the Solent Transport Joint Committee and Highways England Board giving recommendations on findings of the study;
- Ensuring a controlled closure of the study and sign off of the final study reports.

Chairman and Substitutes

The Chairman of the Project Board is recommended to be Travel & Transport Policy Manager Southampton City Council.

If the Chairman is not present for a meeting then the remaining members of the Project Board shall elect a Chairman for that meeting.

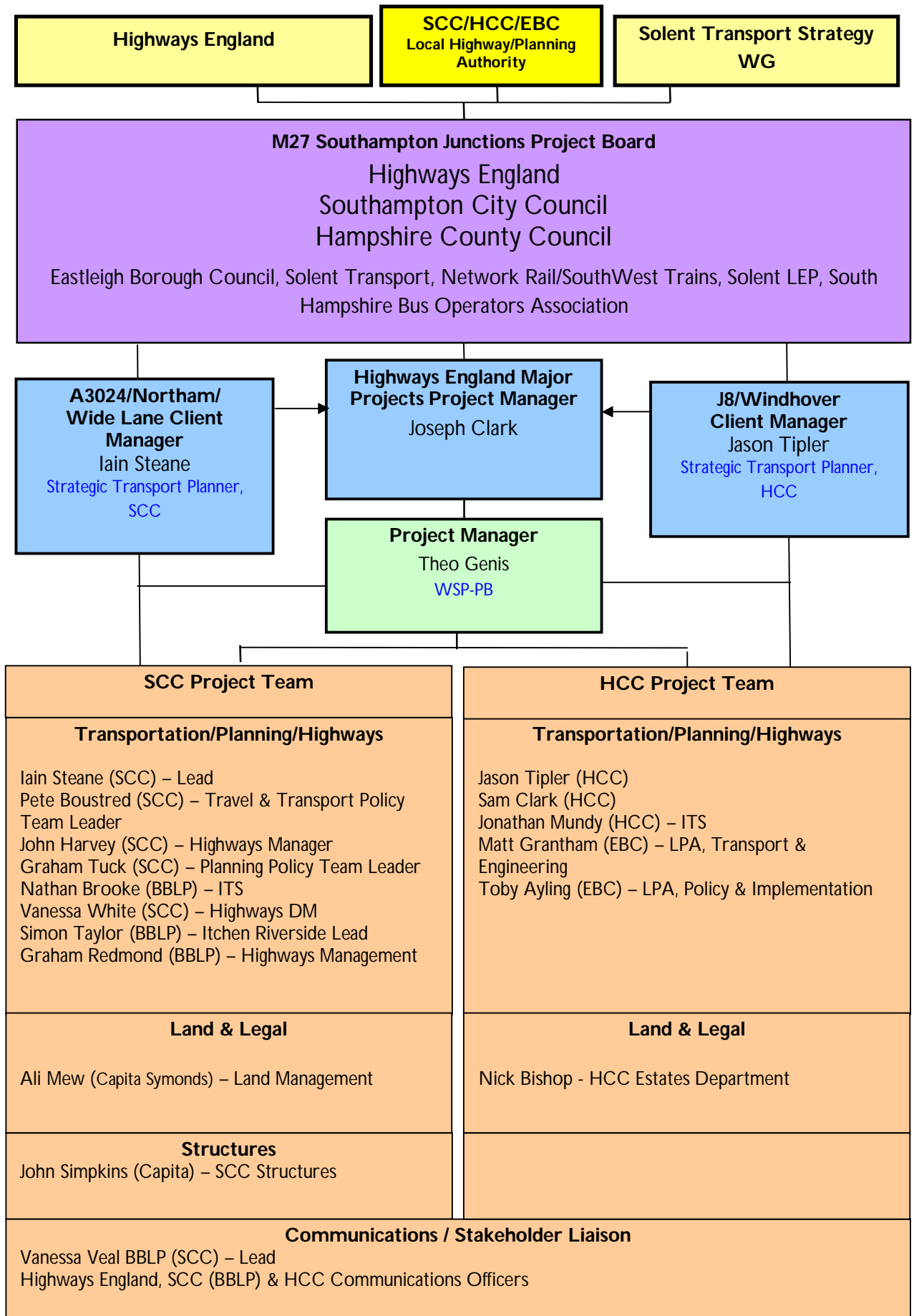
Format, Reporting and Conduct of Business

Timing and location	Meeting dates for current stage to be scheduled in Project Plan, and normally scheduled every 2/3 months unless circumstances require a different frequency is required. Meetings will normally be held in Southampton.
---------------------	---

Agenda and papers	The Project Board will work to recurrent reporting arrangements agreed by the Board Members at the first meeting. The Project Team will propose an agenda and circulate it, along with the relevant papers, seven days before the meeting wherever practical. Project Board members will be asked at the beginning of the meeting whether they have items not covered by the agenda to raise.
Meeting operation	At each Project Board meeting the following activities will take place: <ul style="list-style-type: none"> ○ Review of project progress; ○ Review the project plan, the risk register and issues log; ○ Overview of key milestones or activities scheduled, within the context of the overall plan. ○ Approvals of any major changes required to the project scope. Secretariat support and management information will be provided by the project team.
Minutes & Actions	Notes of each meeting will be made and distributed to members, with actions arising agreed assigned to individual attendees. Outstanding actions will be reviewed at each subsequent meeting.
Public & Press	Meetings of the Working Group shall not be open to the public and press.

M27 Southampton Junctions

Project Governance



Reporting Matrix

Activity	Project Board	Project Sponsor	Client Manager	Project Manager	Legal	Land	Transport & Planning Lead	Structures
Political Approvals	Strategy	Joint Lead	Joint Lead	Assist	Advise	Joint Lead		
Resources	Lead	Strategy	Strategy	Assist				
Project Management	Strategy	Strategy	Joint Lead	Joint Lead	Assist	Assist	Assist	Assist
Risk Management	Strategy	Strategy	Lead	Advise	Advise	Advise	Advise	Advise
Procurement	Strategy	Joint Lead	Joint Lead	Strategy	Strategy			
Communications	Strategy	Strategy	Lead	Assist	Strategy	Advise	Assist	Assist
Land Issues	Strategy	Strategy	Strategy	Assist	Strategy	Lead		
Engineering Design	Advise	Strategy	Strategy	Lead		Advise	Advise	Advise
Operational Facilities	Advise	Strategy	Strategy	Lead			Advise	
Traffic Appraisal	Advise	Strategy	Strategy	Lead			Advise	
Structures	Advise	Strategy	Strategy	Joint Lead		Advise	Assist	Joint Lead

Key:

Strategy	→ Strategic direction of activity, with clear and timely decisions provided, as required by the lead officer
Lead	→ The lead officer/group for an activity → Decisions rest with them, however they should seek clarification or guidance from others, either from a strategic or delivery perspective, when required
Advise	→ Not the lead officer for an activity, however they will be required to provide advice to others, when requested
Assist	→ Not the lead officer for an activity, however they will be required to provide assistance to others, when requested

Elected Members Reporting

Southampton City Council – Cabinet Member Environment & Transport, ward Councillors (at least 1 from Ward along corridors – Bargate, Peartree, Bitterne, Bitterne Park, Harefield, Sholing, Swaythling, Redbridge)

Hampshire County Council – Cabinet Member Economy, Transport & Environment, Local Councillors (at least 1 from Botley & Hedge End, Hamble)

Eastleigh Borough Council – Ward Councillors (at least 1 from - Bursledon & Old Netley, Hedge End St Johns).