

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	4 March 2014
Title:	Project Appraisal: Asda Roundabout Havant
Reference:	5581
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval in principle to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the Asda Roundabout in Havant at an estimated total cost of £5.884 million, and to seek approval to procure and spend and enter into necessary contractual arrangements to implement further design, surveys, advance works, and main works tendering for the improvements to Asda Roundabout, Havant, as set out in this report, at an estimated cost of £1.64 million which is included in the total cost figure.
- 1.2. The Asda Roundabout at the junction of Purbrook Way and Hulbert Road is a key junction for east-west traffic in Havant borough and for access to and from the A3 (M). To address forecast capacity and delay concerns the scheme replaces the existing roundabout with an elongated, partially signalled roundabout. Improved pedestrian and cycling facilities are included as is a raised table to address safety concerns at the neighbouring Park House Farm Way/Purbrook Way junction. In addition to the main works there will be advance works including vegetation clearance and amendments to utility services. A successful bid to the Department for Transport's Pinch Point Fund resulted in the award of £3.7 million to the scheme which has to be spent by 31 March 2015.
- 1.3. Alternative junction designs were considered during the development of the Preliminary Design. The main alternatives were:
- Larger conventional roundabout – rejected due to insufficient capacity.
- Signalised conventional roundabout - rejected due to insufficient capacity.

Signalised crossroads (four arm) – rejected because of its scale, desire to retain trees and landscaping within the junction, and need for a separate signal controlled junction for the Asda access.

Signalised crossroads (reduced footprint) – rejected due to insufficient capacity.

Conversion of the Park House Farm Way / Purbrook Way junction to signal control – rejected due to queueing back into the roundabout.

- 1.4. Measures of success will be increased traffic throughput to be measured using automatic counters, reduction in traffic delays from Strat-e-Gis data, and improved safety monitored using on-going accident records.

2. Background

- 2.1. The Asda Roundabout is located in Havant at the junction of Purbrook Way and Hulbert Road, east of the A3 (M) Junction 4 and immediately south west of Leigh Park (see Figure 1). It is a five-arm roundabout that also provides access to the Asda Superstore and neighbouring commercial premises. It is a key junction for east-west traffic across Havant borough and for traffic connecting with the A3 (M).
- 2.2. At present the roundabout experiences congestion at peak times which is forecast to worsen. Added to this will be traffic from the West of Waterlooville development area to the west and from the Dunsbury Hill Farm (DHF) development to the north being promoted by Portsmouth City Council.
- 2.3. In view of the impact on the junction from DHF traffic the County Council and Portsmouth City Council jointly commissioned Atkins to assess options for improving the junction. Atkins also undertook the Preliminary Design of the recommended option which was an elongated roundabout that would be partially signalled.
- 2.4. In spring 2013 the Council submitted a bid to the Department for Transport's (DfT) Pinch Point Fund for a grant to cover the majority of the cost of the scheme. At that time the bid was unsuccessful but in September 2013 DfT invited a further bid. On 27 September DfT announced an award of £3.7 million towards the then estimated scheme cost of £5.3 million. A key condition of the award is that the DfT grant has to be spent by the end of March 2015.
- 2.5. At the time of the original Pinch Point bid the Interim Head of County Planning advised that the proposed improvements would come within Part 13 of The Town and Country Planning (General Permitted Development) Order 1995, and therefore would be permitted development and not require a planning application.
- 2.6. WSP/Parsons Brinckerhoff have been commissioned to develop the detailed design and prepare tender documents.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	500	8.5	Pinch Point award	3700
	Client Fee	50	0.9	Portsmouth City Council	250
	Supervision	300	5.1	HCC S106	1934
	Construction	5034	85.5		
	Land	0	0.0		
	Total	<u>5884</u>	<u>100.0</u>	Total	<u>5884</u>

Only £700,000 of Section 106 developer contributions has been received so far; however contributions from a number of developments are expected within the next 18 months, which will exceed the required budget.

In advance of the main works expenditure will be incurred on further design fees, surveys, advance works and tendering of the main works estimated to cost £1.64 million.

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	27	0.025%
	Capital Charge	376	0.246%
	Total Expenditure	<u>403</u>	

4. Programme

- 4.1. Tenders are programmed to be issued in May with contract award in early August. Construction of the scheme is planned to start in September 2014 and be completed by October 2015. Preparatory works including vegetation clearance and protection or diversion of utility services are expected to take place in advance of the main works.
- 4.2. The programme is based around two significant constraints: the need to spend the DfT award by the end of March 2015 and the ecological status of the land needed on the northeast side of the existing roundabout. A Habitat Survey has assessed the latter as being suitable for several protected species notably dormice.
- 4.3. It is unlawful to harm dormice or damage their habitat unless Natural England awards a licence to do so. Initial surveys have not found evidence of presence but to prove absence surveys must continue until the end of

September 2014. A licence application will be made to Natural England if evidence is found and presence proven during the survey period.

- 4.4. Therefore the programme is based on construction of the main works commencing in September in areas other than the northeast quadrant. It also assumes that evidence of dormice is found late in the survey period, that a licence application is made to Natural England in October, and that the outcome of this application is known in November. Subject to Natural England granting the licence and mitigation being restricted to land currently controlled by the County Council or Portsmouth City Council, vegetation could be cleared and then construction work in the northeast quadrant could start in June 2015.
- 4.5. Consequently there is a programme and expenditure risk inherent in the need to undertake advance works and then award a main works contract in August whilst possibly not knowing the outcome of a licence application, if one is required, until November. However, ecological consultants have advised that the risk of Natural England not awarding a licence is low.

5. Scheme Details

- 5.1. The scheme is to provide a partially signalled, elongated roundabout as shown in Figure 2. Entry widths and the circulating carriageway will be widened to increase capacity and the Purbrook Way (both east and west) entries signalled. Purbrook Way (west) will be widened to four lanes as far as the next roundabout.
- 5.2. Facilities for pedestrians and cyclists will be improved. The footways will be wide enough to accommodate cyclists as well. Toucan crossings will be incorporated into the signalled nodes at the roundabout connected by a pedestrian/cycle link across the roundabout.
- 5.3. Bus stops on Purbrook Way (west and east) and Hulbert Road need to be relocated to fit in with the revised junction layout but are as close as practicable to the current locations and the catchment areas. Bus poles and shelters will either be relocated or new ones provided as part of the project. The relocated bus stop in the northeast sector of the roundabout requires a short section of bus lane leading to it.
- 5.4. Direct access on the south side of Purbrook Way (east) is retained for properties located west of the Winchfield Crescent junction. At present there is a layby on the north side of Purbrook Way west of the Park House Farm Way junction that provides parking for adjacent properties. This will be relocated but will still be adjacent to those properties.
- 5.5. A raised table will be provided at the Purbrook Way/Park House Farm Way priority T-junction to help address safety concerns. Converting the junction to traffic signal control was investigated to overcome the difficulty of traffic, including buses, exiting Park House Farm Way. Traffic modelling showed this

not to be feasible in part due to queueing back on Purbrook Way adversely affecting the roundabout operation. Other options to address traffic delays at this junction are expected to be considered as a separate project at a future date.

- 5.6. An option to further improve the capacity of the Asda access to the roundabout could be incorporated within the project but will progress only if Asda agree to provide the land needed.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. The junction is located in the Bedhampton and Leigh Park Electoral Division which returns two Members – Councillor Mrs Fairhurst and Councillor Finch. Councillor Mrs Fairhurst has been supportive and has been involved in the public consultation to ensure that local residents' concerns are addressed.
- 7.2. There was public consultation on the Preliminary Design in early 2013 as part of Havant Borough Council's consultation on the DHF planning application. Comments received from residents mainly related to the need to maintain vehicular access to properties on both sides of Purbrook Way west of Park House Farm Way.
- 7.3. Following the announcement of the DfT grant a local public drop in event was held on 17 October 2013 to discuss the scheme with local residents and business representatives and provide reassurance that concerns were being addressed. Consultation has also taken place with bus companies and cycling interests. A public exhibition is planned for early summer 2014 when the design is finalised and a construction programme and method is available.

8. Statutory Procedures

- 8.1. Permanent Traffic Regulation Orders will be required including the short section of bus lane within the roundabout. Temporary Traffic Regulation Orders will be needed to facilitate the construction.

9. Land Requirements

- 9.1. Land outside the highway boundary is needed for the recommended scheme on the northeast side of the existing roundabout. This land is owned by Portsmouth City Council which, at the time of the original Pinch Point bid, agreed in principle to deliver the land needed. Subsequent scheme development has identified that potentially more land may be required, notably to address environmental mitigation and compensation, and discussions are underway with the City Council regarding this.

9.2. Land would be needed from Asda if an option to further increase the capacity of the Asda access to the roundabout is incorporated into the scheme. This is not an essential part of the scheme but could proceed if Asda agrees to provide the land on acceptable terms.

9.3. Terms for the dedication of land by Portsmouth City Council and, in the event, by Asda required to implement the proposals shall be included for approval in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources and Leader of the County Council.

10. Maintenance Implications

10.1. The scheme will result in higher maintenance costs in respect of the increase in highway area (approximately 10900 m² to 15700 m²), lighting, drainage, traffic signals and landscaping. Standard footway, carriageway, and drainage materials will be used. Fencing provided at the boundaries with adjacent landowners will be maintained by the landowners.

11. Recommendations

11.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements set out in this report at an estimated cost of £5.884 million broken down as follows:

a. All necessary contractual arrangements to implement further design, surveys, advance works, and main works tendering for the proposed improvements to Asda Roundabout, Havant, at an estimated cost of £1.64 m;

b. Approval in principle to the necessary contractual arrangements to implement the improvements to Asda Roundabout, Havant, at an estimated cost of £4.244 m

11.2. That a further report is submitted prior to contract award to confirm cost estimates and update on environmental and land issues.

11.3. That approval be given to promote Traffic Regulation Orders as necessary.

11.4. That recommendation be made to the Executive Member for Policy and Resources to support the acquisition of any third party land needed for the scheme.

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability



Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

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

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
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

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 Keeping Hampshire Moving.
- 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. None.

3. Climate Change:

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

Improving the capacity and efficiency of the roundabout's operation will reduce delays to traffic. This should reduce the energy used and the pollution produced by traffic being stationary in queues.

- 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 improved pedestrian and cycle facilities at the roundabout should encourage some people to make local journeys in these ways instead of using the car. This would reduce the carbon footprint / energy consumption and assist in being more resilient to the longer term impacts of climate change.

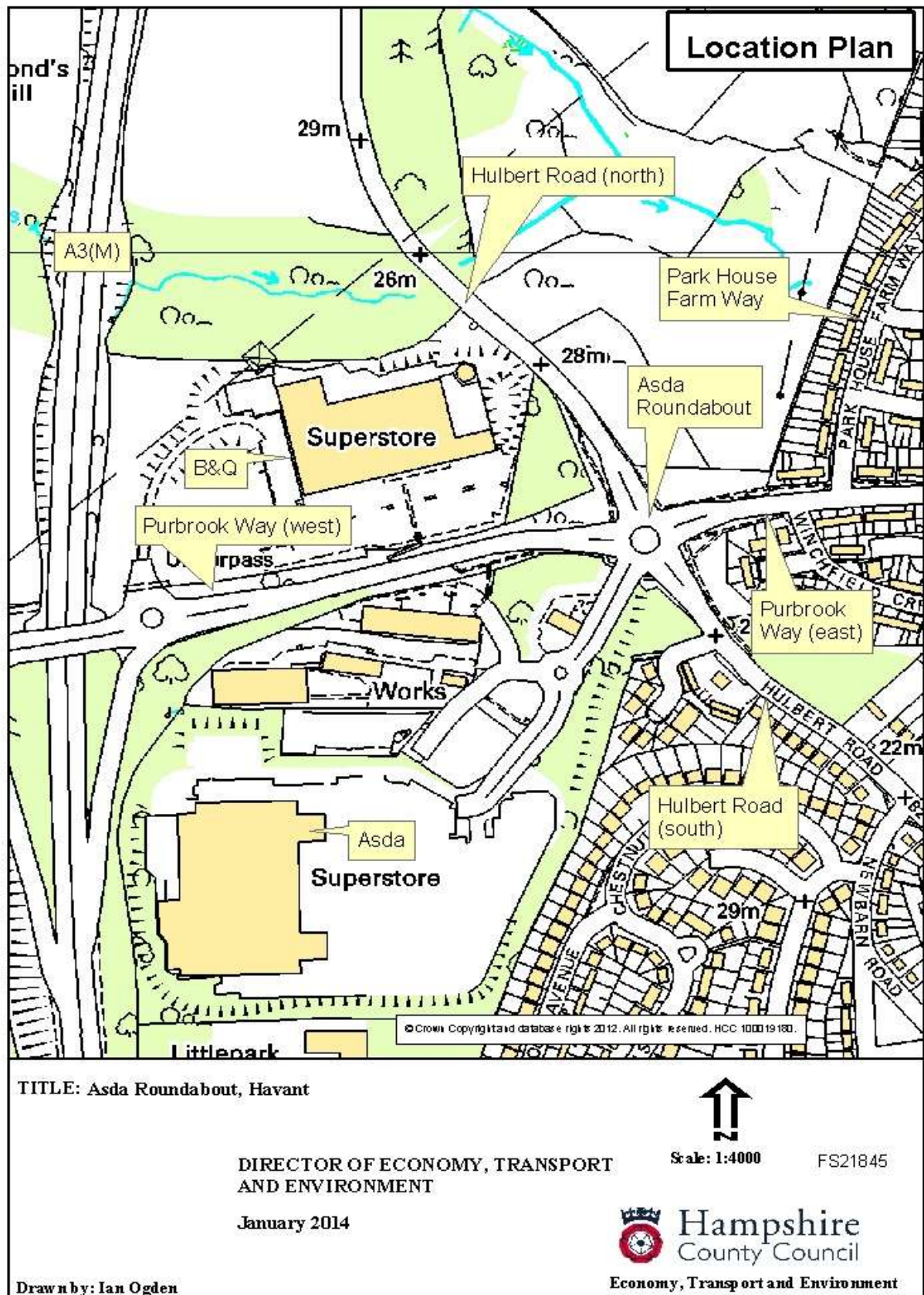


Figure 1: Location Plan



Figure 2: Draft Scheme Drawing