

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	High Street/Priory Road, Southwick

Contact name:
Karen Wright

Tel: 01962846879

Email: Karen.1.wright@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the High Street/Priory Road, Southwick, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £60k, to be funded from LTP.

2. Reason(s) for the decision:

- 2.1. That this scheme High Street/Priory Road, Southwick as detailed in this paper be approved.

3. Other options considered and rejected:

- 3.1. None

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

- 5.1. None

6. Supporting Information:

- 6.1. None

Approved by:



Date:

18/12/14

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	High Street/Priory Road, Southwick

Contact name:
Karen Wright

Tel: 01962846879

Email: Karen.1.wright@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £60k, to be funded from LTP.

1.2. Scheme Outline

The scheme consists of the revocation of the current left/right turn ban in and out of Priory Road from High Street, and replacement with a mini-roundabout.

1.3. Alternative Options Considered and Rejected

None

1.4. Measures of Success

The current arrangement creates a perceived safety fear, and it is anticipated that this will be allayed by the change to a mini roundabout.

2. Background

2.1. This scheme was first identified and put forward for funding by the County Councillor and Parish Council. Initially anticipated to cost less than £50k, it was prioritised as a minor highways scheme. However, following detailed design it is expected to cost around £60k, and hence requires a project appraisal.

2.2. The current right/left turn ban at the junction with High Street/Priory Road was installed at the request of The Southwick Estate to discourage vehicles for HMS Dryad from driving through the centre of the village. Following the downsizing of HMS Dryad and discussion with the Southwick Parish Council it was agreed that the existing right/left turn ban was no longer required however it was identified that the existing junction layout would need to be

altered to mitigate safety concerns which were raised. Following investigation by HCC Traffic Management it was agreed that installation of a mini-roundabout would be the best solution to mitigate this.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	5	8	LTP	60
	Client Fee	1	1.5		
	Supervision	2	3		
	Construction	52			
	Land	0	86.5		
	Total	<u>60</u>	<u>100</u>	Total	<u>60</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	
	Capital Charges (Depreciation and notional interest charges)		

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	12/14	02/15	03/15	03/16

5. Scheme Details

- 5.1. The scheme consists of the revocation of the current left/right turn ban in and out of Priory Road from High Street, and replacement with a mini-roundabout.
- 5.2. The scheme will remove three existing traffic islands which were previously installed to help enforce the left/right turn ban, and re-align existing kerb lines in order to incorporate the carriageway widening required to accommodate the new mini-roundabout.

5.3. Three new traffic islands will be constructed on each approach to the roundabout to assist pedestrian movements, and in addition some localised resurfacing will be undertaken throughout the area of works

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The scheme details have been sent to County Councillor Mrs Stallard and the Parish Council, and all are fully supportive. Residents have also been informed of the proposals by way of a letter drop, and to date no negative comments have been received.

8. Statutory Procedures

8.1. The TRO for the revocation of the left/right turn ban has been advertised by Winchester City Council, and no objections have been received.

9. Land Requirements

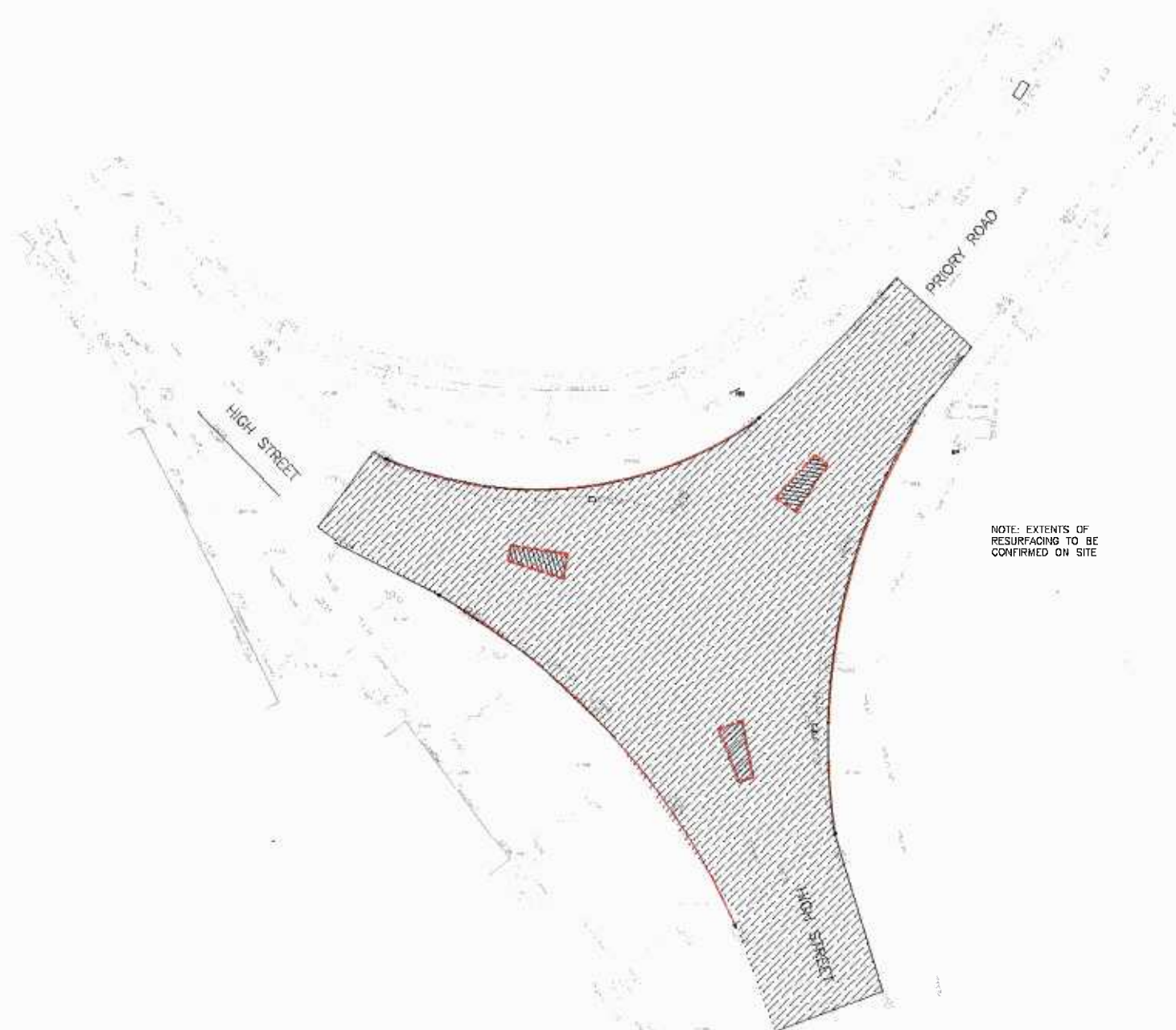
9.1. None.

10. Maintenance Implications

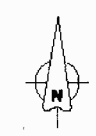
10.1. The creation of the mini roundabout will create no maintenance implications in the short to medium term.

11. Recommendation(s)

11.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £60k, to be funded from LTP.



NOTE: EXTENTS OF RESURFACING TO BE CONFIRMED ON SITE



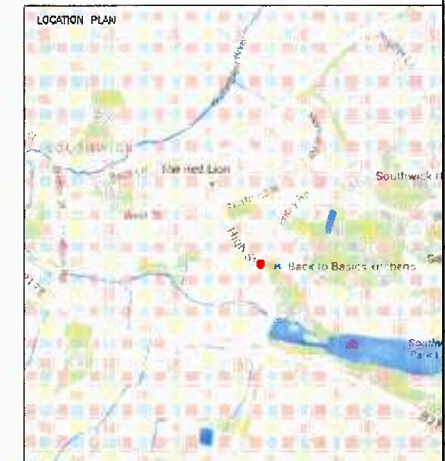
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ANY DISCREPANCIES FOUND ON SITE SHOULD BE REPORTED TO THE OVERSEING ORGANISATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
 3. WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE HIGHWAYS AGENCY SPECIFICATION FOR HIGHWAY WORKS AND HCC CONSTRUCTION DETAILS AS STATED UNLESS OTHERWISE SPECIFIED.
 4. ADVANCE WARNING SIGNS SHALL BE DELIVERED AT LEAST ONE WEEK IN ADVANCE OF COMMENCEMENT OF WORKS.
 5. EXACT EXTENT OF CARRIAGEWAY RESURFACING TO BE AGREED WITH HCC ENGINEER AT TIME OF WORKS.

LEGEND:

AREA OF CARRIAGEWAY RESURFACING - TYPE HMA 35/14 F SURFACE 40/60 45 MM THICK WITH 14.50MM COVERED CURBSIDE ACCORDING TO APPENDIX 7/1/C NHF PMV @ LEVEL 2 TRADING (APPROX AREA 1000sqm)

PRELIMINARY DESIGN

No.	Date	Description	Drawn
1	14/09/2014	As per comments following comments from Stage 2 Safety Audit	MB



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High Street/Priority Road Junction,
 Southwick

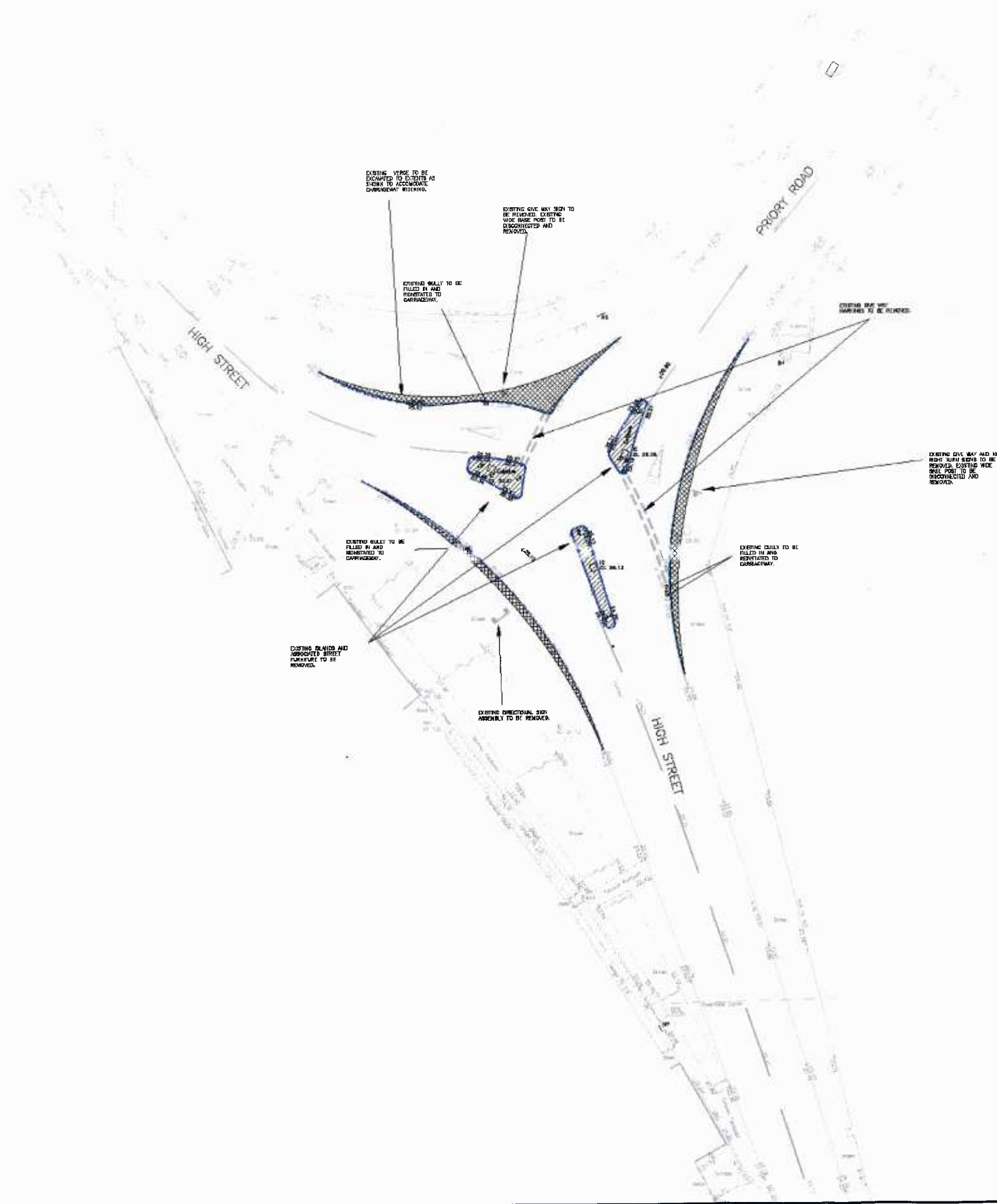
PROPOSED MINI-ROUNDBOUT
 SHEET 2 OF 3 PROPOSED AREA OF
 RESURFACING

Scale @ A1	1:200	Date	Sept 2014	Drawn by	MB	Checked by	MB
Drawing No.	HC/01280_002	Project No.	14C/01280	Sheet	A		



- NOTES:**
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 2. ANY DISCREPANCIES FOUND ON SITE SHOULD BE REPORTED TO THE OVERSEEING ORGANISATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
 3. WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE HIGHWAYS AGENCY SPECIFICATION FOR HIGHWAY WORKS AND HCC CONSTRUCTION DETAILS AS STATED UNLESS OTHERWISE SPECIFIED.
 4. ADVANCE WARNING SIGNS SHALL BE ERECTED AT LEAST ONE WEEK IN ADVANCE OF COMMENCEMENT OF WORKS.

- LEGEND:**
- EXISTING KERB TO BE REMOVED
 - TRAFFIC SIGN TO BE REMOVED AND DISCONNECTED.
 - AREA OF VERGE TO BE EXCAVATED TO CARRIAGEWAY LEVEL.
 - EXISTING COBBLED TRAFFIC ISLANDS TO BE REMOVED.
 - EXISTING ROAD WARNING TO BE REMOVED.



PRELIMINARY DESIGN			
No.	Date	Description	Checked
1	Sept 14	Amendments following comments from Stage 2 Safety Audit	GJB



Hampshire County Council
EASTLEIGH BOROUGH COUNCIL

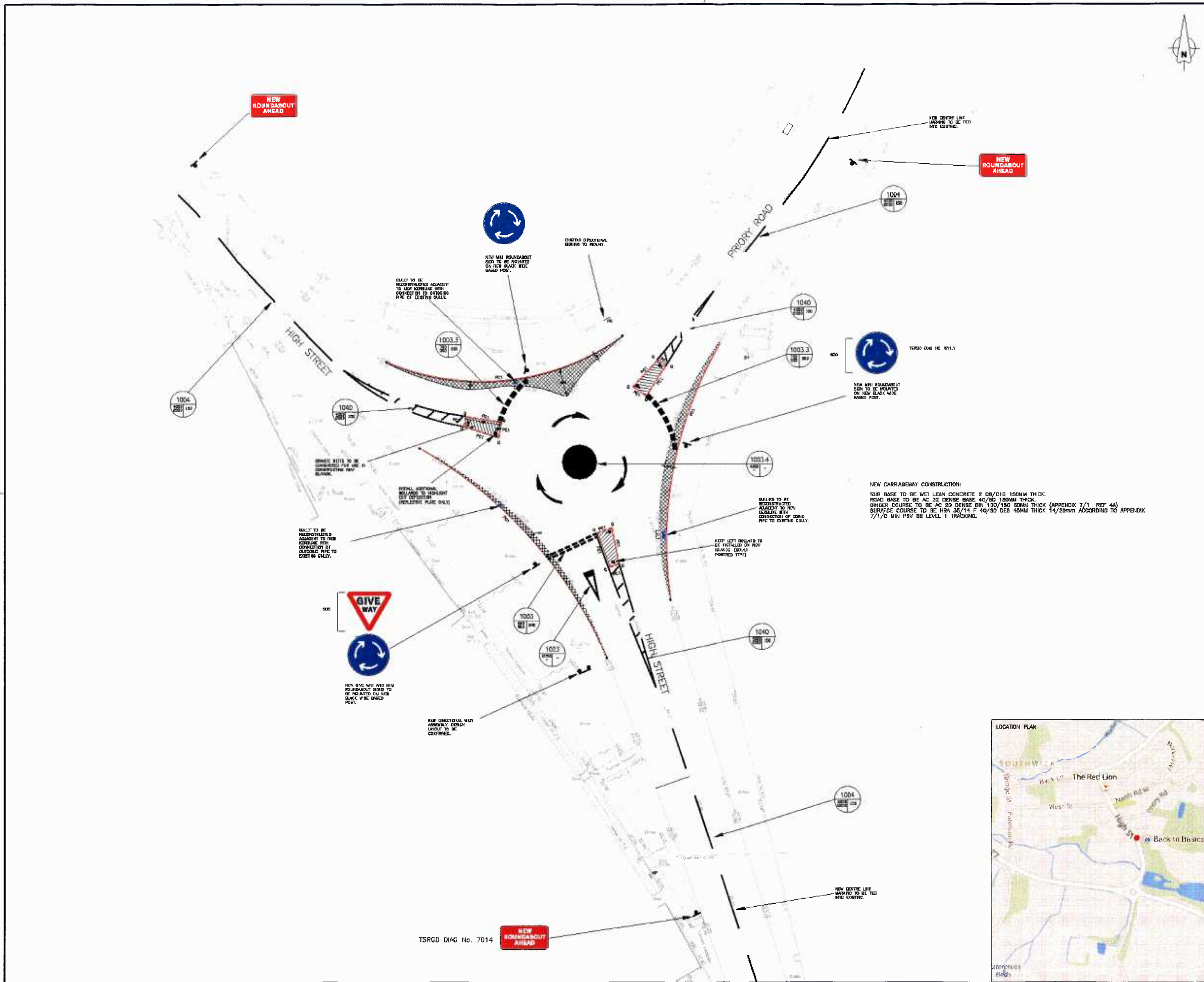
Ed Voban
 SBC (Horn) MCLT MCRPT
 Head of Transportation and Engineering
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Engineering Services Unit

HIGH STREET/PRIORY ROAD JUNCTION, SOUTHWICK

PROPOSED MINI-ROUNDBOUT
 SHEET 1 OF 3 PREPARATION WORKS

Scale @ A1	1:200	Date	Sept 2014	Drawn by	SRH	Checked by	GJB
Drawing No.	HC/01290_001	Project No.	HC/01290	Rev.	A		

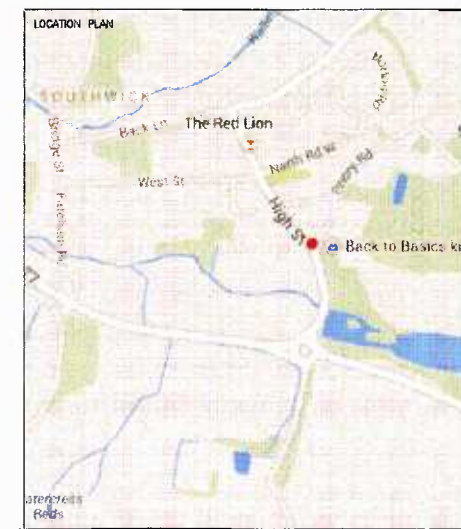


- NOTES:**
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 3. WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE HIGHWAYS AGENCY SPECIFICATION FOR HIGHWAY WORKS AND HCC CONSTRUCTION DETAILS AS STATED UNLESS OTHERWISE SPECIFIED.
 4. ADVANCE WARNING SIGNS SHALL BE ERECTED AT LEAST ONE WEEK IN ADVANCE OF COMMENCEMENT OF WORKS.
 5. ALL KERBS SHALL BE PRECAST CONCRETE AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC2/0/010.
 6. ALL GULLIES SHALL BE PRECAST CONCRETE TAPPED TYPE IT AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC2/0/015.
 7. ILLUMINATED BOLLARDS SHALL BE TWP HERITAGE 'SQUARE PLUS' AS SHOWN IN HCC STD. DETAIL DRAWING NO. HCC2/L/081.
 8. NONE ILLUMINATED BOLLARDS SHALL BE TWP FLEETA TYPE WITH PLYM BACKGROUND.

- LEGEND:**
- PC1 TYPE PC1 KERB - 100 UPSTAND
 - QUADRANT KERB
 - AREA OF NEW CARRIAGEWAY
 - NEW ISLAND CONSTRUCTION
 - POSSIBLE GRANITE SETTS
 - GULLY - TYPE 1
 - KEEP LEFT BOLLARD (SOLAR POWERED TYPE)
 - DEFLECTION BOLLARD (REFLECTIVE PLATE ONLY)
 - TRAFFIC SIGN
 - TSRD SIG. NO.
 - LINE WIDTH
 - MODULE DIMENSIONS

NEW CARRIAGEWAY CONSTRUCTION:
 SUB BASE TO BE WET LEAN CONCRETE 2 CM/C10 150MM THICK.
 ROAD BASE TO BE AC 32 DENSE BASE 40/80 100MM THICK.
 BINDER COURSE TO BE AC 20 DENSE BINDER 100/180 50MM THICK (APPENDIX 7/1 REF 4A)
 SURFACE COURSE TO BE HMA 25/14 F 40/80 DES 45MM THICK 14/20mm ACCORDING TO APPENDIX 7/1/C MIN PSV BB LEVEL 1 TRACKING.

PRELIMINARY DESIGN	
Sheet No.	14
Date	14/09/2014
Author	...
Checked	...



Hampshire County Council
EASTLEIGH BOROUGH COUNCIL

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Unit

HIGH STREET/PRIORY ROAD JUNCTION, SOUTHWICK

PROPOSED MINI-ROUNDABOUT SHEET 3 OF 3 KERBING, DRAINAGE AND ROAD MARKINGS

Scale	1:200	Date	SEPT 2014	Drawn by	SRH	Checked by	GLD
Drawing No.	HC/01260_003	Project No.	HC/01290	Rev.	A		

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:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives:		
<u>Title</u>	<u>Date</u>	

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

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 developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Low - positive
Disability	Low - positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Winchester District

The scheme will have a low positive impact on more vulnerable road users by regulating and providing more certainty of vehicle movements.

2. Impact on Crime and Disorder:

This scheme has no impact on this.

3. Climate Change:

This scheme will have no impact upon climate change.