

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	11 July 2014
<b>Title:</b>	Project Appraisal: Asda Roundabout Improvements, Havant
<b>Reference:</b>	5937
<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 seek approval 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 £7.1m.
- 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, including traffic from the ongoing West of Waterlooville development and the proposed Dunsbury Hill Farm (DHF) development, the scheme replaces the existing roundabout with an elongated, partially signalled roundabout. Improved pedestrian and cycling facilities are also included.
- 1.3. At the Executive Member for Economy, Transport, and Environment Decision Day on 4 March 2014, the Executive Member approved further design, surveys, advanced works and main works tendering; approved the promotion of Traffic Regulation Orders; recommended the acquisition of any third party land needed; and approved in principle to implement the scheme subject to a further report about environmental, land, and cost issues.

#### Environment

- 1.4. The key issue concerns protected species, notably dormice, being present in land required to the northeast of the existing roundabout. Ecological surveys to date have indicated that dormice may be present and further surveys are underway to substantiate these initial findings. If they are proved to be present, a licence will be required from Natural England. The impact of requiring a licence has been included in the forecast works programme cost

and spend profile as set out in this report. An Environmental Mitigation Plan has been prepared that Natural England has advised in principle is suitable for the purpose of mitigating the impacts on protected species.

### Land

Portsmouth City Council has formally agreed to dedicate land needed for the roundabout and has agreed in principle to the use of additional land needed for environmental mitigation.

### Cost

- 1.5. 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. The scheme cost estimate and spend profile is based on the scenario that dormice will be found, Natural England grants a licence, and there is a 13 month construction programme. It has been assessed that the works programme will enable the whole of the Pinch Point award to be spent by the DfT deadline. If no dormice are found the construction programme would be about 11 months.

## **2. Introduction**

- 2.1. On 4 March 2014, the Executive Member for Economy, Transport, and Environment considered an interim project appraisal for the improvement scheme at the roundabout junction of Purbrook Way and Hulbert Road, Havant (known as Asda roundabout) and gave approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements 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, up to a cost ceiling of £1.64 million;
- (b) Approval in principle to the necessary contractual arrangements to implement the improvements to Asda Roundabout, Havant, at an estimated cost of £4.244 million.

- 2.2 It was also agreed that a further report would be submitted prior to contract award to confirm cost estimates and update on environmental and land issues.

- 2.3 The purpose of this report is to confirm cost estimates, provide updates on environmental and land issues and also to provide information on community engagement. All other scheme details remain as set out in the 4 March report that for completeness is appended to this report.

### **3. Background**

- 3.1. 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).
- 3.2. The improvement scheme is intended to address current and forecast traffic congestion and delays, in part resulting from traffic from the ongoing West of Waterlooville development and the proposed DHF development, and to improve the provision for cyclists and pedestrians.
- 3.3. A successful bid to the Department for Transport's Pinch Point Fund resulted in the award of £3.7 million to the scheme with the balance of funding provided by Hampshire County Council capital resources, external contributions, and developer contributions from adjacent sites and held by the County Council. Conditions of the grant funding are that: it has to be spent by 31 March 2015; it is non-transferable; it has to be returned if not used; and that all cost risks associated with the scheme are borne by Hampshire County Council.
- 3.4. These requirements have required a fast-tracked delivery programme that has been compounded by land to the northeast required for the scheme being identified as suitable for protected species, notably dormice.
- 3.5. In addition to the items highlighted at section 2.1 above, on 4 March 2014 the Executive Member also approved the promotion of Traffic Regulation Orders and recommended the acquisition of third party land needed for the scheme.
- 3.6. The following sections provide the updates requested on 4 March.

### **4. Environment**

- 4.1. In early October 2013 it became known that land needed for the scheme to the northeast of the existing roundabout potentially could contain dormice, a protected species. Until this issue is determined, no vegetation clearance or construction works can take place in this part of the site which has potential scheme programme and financial consequences. Initial vegetation clearance has been carried out in the rest of the site which is the majority of the site area. Whether or not dormice are found in the northeast area, utility works and construction work can take place on the rest of this area.
- 4.2. Ecological surveys to date have indicated that dormice may be present and further surveys are underway to substantiate these initial findings. If they are proved to be present, a licence will be required from Natural England. The impact of requiring a licence has been included in the forecast works programme cost and spend profile as set out in this report.

- 4.3. Depending on the terms of the licence, it is expected that initial vegetation clearance in the northeast quadrant would take place during the winter followed by full clearance in spring 2015 after dormice have emerged from hibernation. Main works in this area would then start in about June 2015. If absence is proven, the northeast quadrant will become available for construction from October 2014.
- 4.4. An Environmental Mitigation Plan (figure 3) has been prepared to compensate for the loss of habitat suitable for dormice, the loss of trees, bird nesting and possible bat roosting opportunities, and the loss of land classed as a Site of Importance for Nature Conservation (SINC). Thus far no evidence of bat roosts has been found but four trees in the northeast quadrant are subject to further survey. Natural England has advised in principle that the Environmental Mitigation Plan is suitable for the purpose of mitigating the impacts on protected species.

## **5. Land**

- 5.1. The land to the northeast of the existing roundabout needed for the roundabout scheme is owned by Portsmouth City Council. In the Dunsbury Hill Farm, Section 106 agreement, the City Council agreed: to contribute £250,000 to the scheme; to dedicate the land needed for the roundabout; and to work with the County Council regarding the use of additional land needed for environmental mitigation. Discussions with the City Council are proceeding positively regarding the use of additional land under licence for the purposes of the Environmental Mitigation Plan.
- 5.2. The taking of a dedication of the required land from Portsmouth City Council was approved as a Routine Transaction on 13 May 2014 by the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) under powers delegated by the Executive Member for Policy and Resources and Leader of the Council on 11 March 2014.
- 5.3. To improve access to the Asda Superstore and other business located off Larchwood Road, there will be a requirement to undertake minor works on Asda land that will need to be the subject of a licence. Discussions with the Asda management have indicated agreement in principle to these requirements.

## **6. Cost**

- 6.1. The scheme cost plan is based upon the scenario that a Natural England licence will be required and on this basis it has been assessed that it will be possible to spend the whole of the Pinch Point award by the end of March 2015.
- 6.2. There is a risk that, if a licence is needed, Natural England may refuse to grant a licence or require additional mitigation to be provided in land not currently controlled by either the County Council or Portsmouth City Council.

Ecological consultants have advised that the risk of Natural England not awarding a licence is low, albeit the financial consequence of a licence not being awarded could be high. To manage the risk of additional mitigation being required, an application has been made to Natural England's Advisory Service to seek advanced guidance on whether the proposed mitigation would be sufficient for a licence to be awarded in the event that dormice presence is proven. In responding, Natural England has confirmed that it is "satisfied that the proposals have the capacity to ensure that appropriate mitigation can be provided for protected species interests, including European protected species", and has stated that, "on this basis Natural England would have no objection to the principal of the proposals". Nonetheless, the possibility of utilising additional third party land for mitigation in the event of a Licence being required from Natural England is being explored.

- 6.3. Since 4 March, design of the scheme has been completed and contract documents for a SE7 regional contract have been prepared. It is worth noting that recent tender returns for SE7 regional contracts have indicated a general inflationary increase in road construction costs of the order of 5% and these rates have been included into the current estimate. In view of these cost increases the scheme design has been subject to a value engineering exercise that has been able to identify areas for potential cost savings. However, to provide a basis for certainty going forward to tendering and contract award, the current scheme estimate for budgetary purposes has been increased to £7.1m as set out in the table below.

## 7. Finance

7.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	650		Pinch Point award	3,700
	Client Fee	65		Portsmouth City Council	250
	Supervision	350		HCC S106	2,869
	Land and Construction	6,035		Local Transport Plan	0.281
	<b>Total</b>	<u>7,100</u>	<u>                    </u>	<b>Total</b>	<u>7,100</u>

7.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	27	0.025%
	Capital Charge	470	0.307%

## 8. Programme

8.1. Initial vegetation clearance has been carried out, except in the northeast quadrant, and protection or diversion of some utility services is expected to take place in advance of the main works. Tenders for the main works are programmed for issue in July with contract award in September so that construction can start in October 2014. The main works could take up to 13 months to complete, depending on the ecological constraints and a date has been included in the tender documentation for access to land in the northeast quadrant that reflect these constraints. A separate contract for planting for landscaping and environmental mitigation will continue beyond the end of the main works.

## 9. Scheme Details

9.1. The scheme is shown in Figure 2. There has been no significant change from those details provided in the previous report with the exception of the Environmental Mitigation Plan shown on figure 3 and described above, consideration of the response to public consultation as detailed at section 11 below and for the outcome of a value engineering exercise that has:

- Reduced the length of bus lane provision on the northern circulatory carriageway;
- Provided grass rather than hard surface on the traffic islands on the Purbrook Way approaches; and
- Rationalised utility diversions.

## 10. Departures from Standards

10.1. None

## 11. Community Engagement

11.1. 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 continues to support the scheme. Councillor Finch's view is not known although he has been contacted about the scheme. There was public consultation on the Preliminary Design in early 2013 as part of Havant Borough Council's consultation on the DHF planning application. A

local public drop-in event was held on 17 October 2013 to discuss the scheme with local residents and business representatives. Consultation has also taken place with Portsmouth City Council, bus companies, cycling and local environmental interests, and with Asda.

- 11.2. A further local public exhibition was held on 3 June with the opportunity to provide comment up to 24 June. The exhibition was well supported with over 100 members of the public and interested parties attending and 68 providing comments on questionnaire returns and a further 11 commenting via email. Initial analysis indicates that overall 87% of respondents expressed support for the scheme. Comments were received on the proposal for a raised table at the nearby junction of Park House Farm Way with Purbrook Way. Whilst this feature was intended to address concerns with road safety and bus delays at this junction, it was felt by a number of respondents that it did not go far enough. To enable traffic issues at this junction to be properly investigated, the table has been deleted from the current proposal and a scheme for the junction will be given future consideration through the Havant District Transport Statement as funding becomes available.
- 11.3. Once completed, a full analysis of the responses received will be provided on the scheme webpage.

## **12. Statutory Procedures and Maintenance Implications**

- 12.1. As covered in the 4 March report.

## **13. Recommendations**

- 13.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Asda Roundabout, Havant, as set out in this report, at an estimated cost of £7.1m to be funded by a combination of Pinch Point funding, developers' contributions, Hampshire County Council capital resources, and external contributions.
- 13.2. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment in consultation with the Executive Member for Economy, Transport, and Environment.

## 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**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u> Project Appraisal – Improvements to Asda Roundabout, Havant	<u>Reference</u> 5581	<u>Date</u> 4 March 2014
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u> None	<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.)

<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 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.

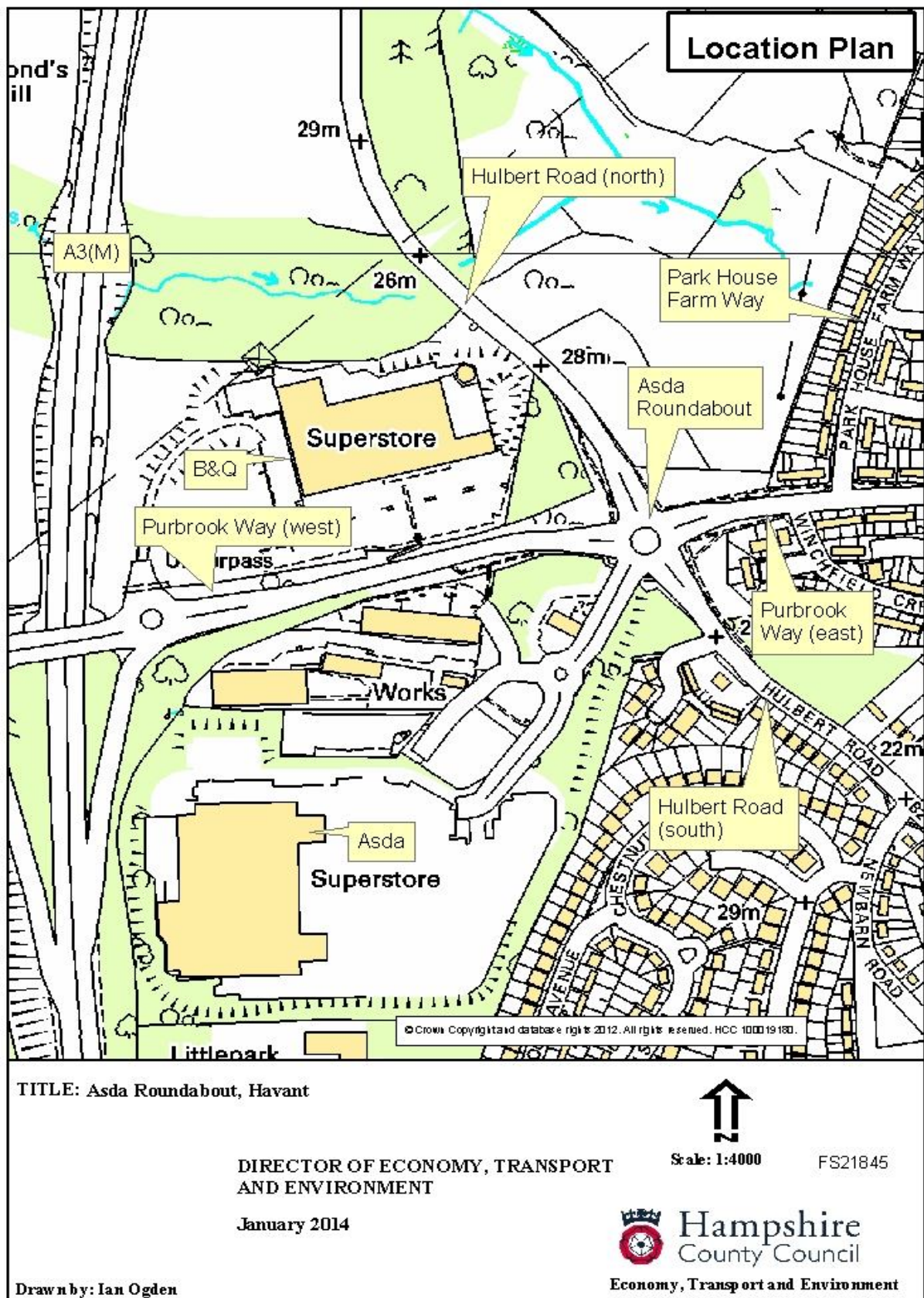


Figure 1: Location Plan

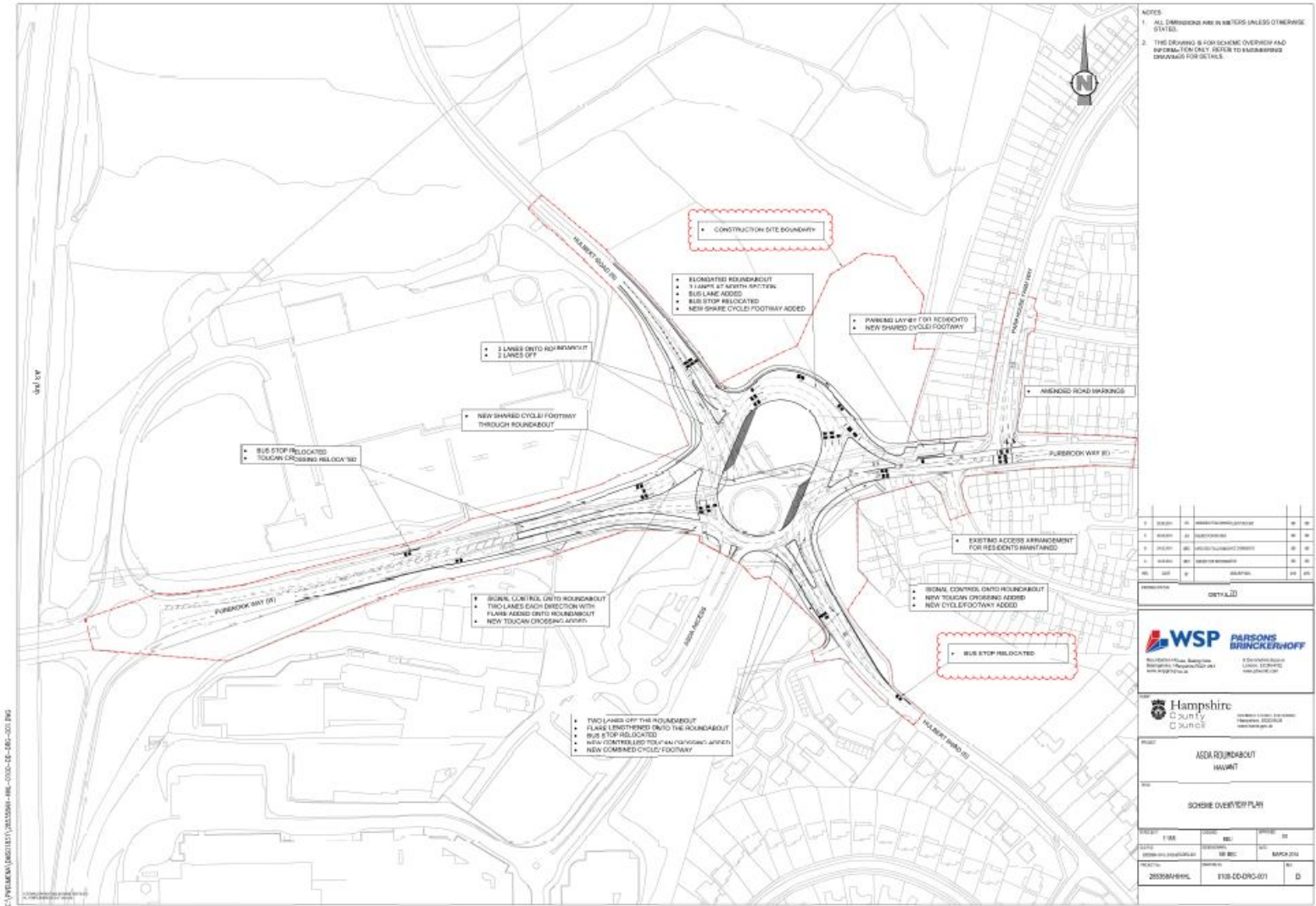


Figure 2: Scheme Drawing



Figure 3: Landscape and Mitigation Plan