

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	20 January 2015
Title:	Project Appraisal: B3385/B3334 Peel Common Roundabout, Fareham
Reference:	6032
Report From:	Director of Economy, Transport and Environment

Contact name: Jonathan Ryder

Tel: 01962 826987

Email: jonathan.ryder@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval, subject to the final approval of the Local Growth Funding from the Solent Local Enterprise Partnership (SLEP), for the implementation of improvements to the Peel Common roundabout at an estimated cost of £3.25million. The scheme forms the second phase of planned improvement works to the Newgate Lane corridor that aim to improve strategic access to Gosport and support the development of the Solent Enterprise Zone at Daedalus.
- 1.2. The proposals aim to improve the management of traffic and provide capacity enhancements at this busy junction through the provision of traffic signals and additional traffic lanes. The scheme includes the provision of additional off-road pedestrian and cycle facilities which replace and add to the existing facilities. These are being provided to reduce the demand on the existing facilities located on the Newgate Lane and Gosport Road arms of the junction.
- 1.3. Early stage traffic modelling work has been undertaken to assess the performance of at least six options for the junction using traffic flow projections to 2026 including making provision for the potential addition of the preferred schemes for the future Stubbington bypass and southern section of Newgate Lane. Options considered included adding traffic signals to the existing roundabout junction, and replacement of the roundabout with a revised traffic signal controlled junction. The approach utilised in the design process aims to make provision for these future improvements through additional phases of work which reduce abortive work from the early stages of improvement. The scheme as presented is the result of this design process, where alternative schemes that provided insufficient capacity, insufficient

provision for the future schemes, or inadequate provision for non-motorised users were rejected.

- 1.4. The proposals form part of the strategy to 'Improve Access to Fareham and Gosport', and improve access to the Solent Enterprise Zone at the former HMS Daedalus site. The scheme aims to improve the management of traffic through the provision of traffic signals and additional traffic lanes; to improve journey time reliability; and to improve the provision of revised facilities for non-motorised users.

2. Background

- 2.1. A report to the Executive Member for Environment and Transport dated 6 March 2012 established a broad access strategy in response to development proposals at the Solent Enterprise Zone (SEZ) at Daedalus and wider traffic congestion on the Gosport peninsula. In the short to medium term, this promoted the B3385 Newgate Lane as the link between the Enterprise Zone and both the strategic road network at M27 Junction 11, and the Fareham railway station. This route includes the junction of the B3385/B3334 Peel Common roundabout.
- 2.2. Since this report was approved, development work has continued for the wider 'Improving Access to Fareham and Gosport' strategy, which includes the development of schemes such as the Stubbington Bypass, Newgate Lane (southern section), and improvements to the A27 between Segensworth and Titchfield. The first stage of the transport improvements between the SEZ and the strategic road network is under construction at the Newgate Lane North improvement scheme, which is scheduled to be completed in the spring of 2015. This extends between the junctions of Palmerston Drive and Tanners Lane and provides additional traffic lanes, revised road junctions, and new pedestrian and cycle facilities. In addition, the development of the SEZ has commenced, with the first operational buildings coming into use in September 2014 and the opening of a training annex as part of the Fareham College.
- 2.3. Two reports were presented to the Executive Member for Economy, Transport and Environment in November 2014, one entitled 'Improving Access to Fareham and Gosport – Report of Consultation', and one entitled 'Local Enterprise Partnership Scheme Funding Update'. The first report notes that 85% of respondents to the summer 2014 consultation supported the planned improvements at Peel Common roundabout, and recommends that the schemes are approved as Council policy, are formally safeguarded, and progressed with immediate effect. The second report details the position with the funding strategy for various schemes around the County, and identifies £6million being made available by the Solent Local Enterprise Partnership to fund, subject to formal business case approval, the improvements at both Peel Common roundabout and the A27 St Margaret's roundabout, as part of the County Council's 2015/16 Capital Programme.

- 2.4. The current proposals for the Peel Common roundabout have been developed with a view to the other schemes in the area, such as the southern section of Newgate Lane, and the Stubbington Bypass, coming forward for delivery in the next few years (2017/18). The design has been developed to reduce the need for repeated cycles of work and add to the junction as these schemes come forward. For example the development of the southern section of Newgate Lane will see a new arm added to the north-east quadrant of the junction, with the existing arm serving Newgate Lane being restricted or closed. Much of the additional circulating carriageway space required to facilitate this phase of work is being built into this first stage improvement. The Stubbington Bypass is proposed to join Gosport Road about 600m west of the roundabout, and the addition of this scheme will add traffic signal control to this arm of the junction, together with additional traffic lanes and a dedicated left turn facility from Broom Way to Gosport Road. The additional capacity on the Rowner Road approach to the roundabout, required to accommodate both the Newgate Lane South and the Stubbington Bypass improvements is being developed under this first stage of improvement work.
- 2.5. The existing priority controlled roundabout currently suffers with traffic congestion particularly during both the morning and evening peak travel times of the day. The traffic flows tend to be from the Gosport and Lee-on-the-Solent direction northwards and westwards in the morning peak towards Newgate Lane and Stubbington Village. The flow from Rowner Road is significant and tends to dominate over the flow from Broom Way. This leads to significant queuing on Broom Way, which can extend back to its junction with Chark Way. As the northbound flow on Newgate Lane becomes congested, this extends through the roundabout and further affects the flows both on Broom Way and on Rowner Road, where queues can extend to its junction with Carisbrooke Road. In addition the queues through the roundabout then start to affect the Gosport Road approach to the roundabout from Stubbington.
- 2.6. During the evening peak the traffic flow is reversed, with substantial queues forming in a southbound direction on Newgate Lane. These typically extend back to the entrance to the Peel Common wastewater treatment plant, but can extend further back towards HMS Collingwood. Queues also form on the Gosport Road approach to the roundabout from Stubbington.
- 2.7. The proposal aims to provide additional capacity at the roundabout, and traffic signal control, which will be more responsive to the existing priority controlled roundabout system.

3. Finance

- 3.1. The Solent LEP has committed £6.0Million of the Local Growth Fund for highway improvement schemes in Hampshire for the 2015/16 year, which includes proposals for the A27 St Margaret's roundabout near Titchfield, and the Peel Common roundabout, which is the subject of this report. The release of the funding is, however, subject to LEP approval of a business

case for these schemes, the results of which are expected early in 2015. Accordingly approval of this project appraisal report is subject to the successful outcome of the business case and confirmation of the Local Growth Fund award.

3.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	492	15	Developer contributions	100
	Client Fee	89	3	Local Growth Fund	2000
	Supervision	138	4	LTP	1150
	Construction	2531	78		
	Land	NIL	0		
	Total	<u>3250</u>	<u>100.00</u>	Total	<u>3250</u>

3.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	5.0	0.004
	Capital Charge	215.0	0.134
	Total Expenditure	<u>220.0</u>	<u>0.138</u>

4. Programme

- 4.1. The proposals for the Peel Common roundabout form part of the County Council's Transport Capital Programme for 2015/16, and are expected to follow the completion of the work to the northern section of Newgate Lane in the spring of 2015.
- 4.2. Initial site clearance operations are planned to commence in February 2015 before the bird nesting season gets underway. There will then be an opportunity for any advance public utility diversions to be undertaken.
- 4.3. A contract for the main engineering work will be awarded to enable a commencement of the main works contract in May 2015. The works are expected to take about six months to complete. In order to minimise traffic disruption during the construction phase it is proposed that work will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and night work will be undertaken where appropriate.

5. Scheme Details

- 5.1. The proposed improvements have been developed to make provision for both the current proposal, as partial signalisation of the existing roundabout, and potential future phases, including the southern section of Newgate Lane and the Stubbington Bypass. This approach will help to ensure that new areas of construction do not have to be substantially altered as the future phases come forward, although there are some exceptions which are required to support the current proposal.
- 5.2. In order to improve the management of traffic, the proposals aim to provide traffic signals on three of the four existing arms of the roundabout, including Newgate Lane, Rowner Road and Broom Way. Traffic signals are not proposed to be added to the Gosport Road arm of the junction given the close proximity of this arm to the Newgate Lane and Broom Way arms of the roundabout. This reduces the available circulating carriageway space which is insufficient to enable a stop line to be provided on this part of the roundabout. Signalisation of this arm of the roundabout is planned to be delivered with the improvements required for the potential future Stubbington Bypass.
- 5.3. The nearside southbound traffic lane on the Newgate Lane approach to the roundabout is proposed to be extended to increase capacity, particularly in the evening peak flow conditions, and enable two lanes of traffic to stack in both lane one and two when heading towards Rowner Road. Traffic wishing to access Broom Way or Gosport Road will use lane two as it currently does.
- 5.4. It is proposed to provide an additional circulating carriageway traffic lane between Newgate Lane and Rowner Road that will enable two lanes of traffic to leave Newgate Lane and continue into Rowner Road, which will help to improve capacity at the junction. Once in Rowner Road the two lanes of traffic will merge into one lane to continue along Rowner Road towards Gosport.
- 5.5. Further additional widening of the circulating carriageway in localised areas is proposed which will ultimately enable three lanes of traffic to circulate most of the roundabout in the later phase of work associated with the proposed Stubbington Bypass. Where the additional circulating carriageway is not required for this first stage of improvements, it is proposed to use road markings to maintain safety until such time as the future phases of work enable these areas to be brought into use.
- 5.6. An additional traffic lane will be provided on the Rowner Road approach to the roundabout, which will be designated for left turning traffic to Broom Way. Whilst this flow is currently relatively low, the additional traffic lane is being provided primarily for future use when the potential Stubbington Bypass comes forward, when its designation will be changed to ahead and left.
- 5.7. As part of the improvements it is proposed to revise the pedestrian and cycle crossing facilities at the roundabout. Currently there is an off road pedestrian

and cycle route on the north side of Rowner Road, linking to a Toucan crossing on Newgate Lane immediately to the north of the roundabout, and linking to a Toucan crossing on Gosport Road, immediately to the west of the roundabout. This crossing links to the pedestrian and cycle route on the south side of Gosport Road, which provides an off road link to the west towards the Crofton School in Stubbington, and south towards the existing pedestrian and cycle route along Broom Way, towards Lee-on-the-Solent. The existing east west route between Gosport Road and Rowner Road is an important route, especially for children travelling to/from the Peel Common residential area to/from the Crofton School.

- 5.8. The existing route around the north side of the roundabout currently creates demand at the existing crossing on Newgate Lane which further adds to the delays experienced on Newgate Lane. The current proposals aim to incorporate facilities as part of the traffic signal control, except for the existing Toucan crossing on Gosport Road which will be retained until the further improvements come forward as part of the proposals for the future Stubbington Bypass. To help reduce pedestrian and cycle crossing demand at the Newgate Lane arm of the junction, it is proposed to provide facilities around the south side of the roundabout. This will have the added benefit of improving access from the east to the existing cycle facility on Broom Way.
- 5.9. The revised pedestrian crossing facilities forming part of the traffic signal control will aid pedestrians and cyclists to cross the approaches to the roundabout, and as part of this further signal controlled facilities will be provided across the exits from the roundabout to Newgate Lane, Rowner Road, and Broom Way. These will be sensitive to the demands of pedestrians and traffic flows in the normal way; however the controlled crossing across the exit towards Broom Way will provide a green man only when the circulating flow from the roundabout is at red, and the Rowner Road approach is flowing at green. The low number of left turners from Rowner Road will be accommodated in the short length between the roundabout and the crossing to ensure the roundabout flows are not affected.
- 5.10. On the Rowner Road arm of the junction, a pedestrian crossing facility will be provided on the exit from the roundabout. This will provide the link between the existing pedestrian and cycle route on the north side of Rowner Road and the new facilities on the south side. This crossing is sufficiently far from the roundabout to accommodate queues that may form, which will not affect the operation of the roundabout, as two lanes are available to accommodate the higher flows.
- 5.11. The addition of the preferred alignment for the southern section of Newgate Lane on the north-east quadrant of the roundabout will shorten the length available for accommodating a queue. However, as this new approach will also be traffic signal controlled it is proposed to address this by linking the crossing to those additional signals, so that it will activate with respect to the phasing of those signals. Once the crossing has been passed, the two lanes of traffic will merge into one lane to continue along Rowner Road towards Gosport.

- 5.12. For the crossing on the Newgate Lane exit from the roundabout, this will operate in much the same way as the existing Toucan crossing. However, with only one traffic lane for pedestrians to cross, the signals will be at red for less time, thus creating less of a queue, which will dissipate more quickly than in the current situation.
- 5.13. All of the crossing facilities will have kerbside infra red detectors, which help to improve the efficiency of the crossing facilities and traffic flows. For example, when a pedestrian or cyclist has pressed the button but then managed to cross the road before the signals change, the detectors will cancel the pedestrian demand. Equally if a particularly large number of pedestrians, or if a person with impaired mobility requires additional time to cross the road, the signals will hold the traffic until the crossing is clear.
- 5.14. The existing street lighting will be repositioned and upgraded to suit the new road layouts.
- 5.15. The two existing bus shelters on Rowner Road, located between the Peel Common roundabout and the junction with The Drive, are surplus to requirements and it is proposed to remove these from this location and reuse one on Newgate Lane on the southbound approach to the roundabout. For the other shelter, arrangements have been made with Fareham Borough Council for this shelter to be reused at another location in the borough.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with national and local standards. There are no departures from these highway standards.
- 6.2. A safety audit has been completed and items identified were addressed through the detailed design process. A further safety audit will be undertaken upon completion of the works.

7. Community Engagement

- 7.1. A major public consultation was undertaken over an eight week period in June and July 2014, entitled 'Improving Access to Fareham and Gosport', which included details of the proposed scheme at Peel Common roundabout, the Stubbington Bypass, the Newgate Lane southern section, and the A27 corridor. The consultation included a series of nine public exhibitions in the local area including at the Peel Common Junior School, which is local to the existing Peel Common roundabout.
- 7.2. The results from the consultation indicated a strong level of support for the improvements, with 85% of respondents supporting the proposals. The support was distributed across the peninsular with the main clusters of support located in Stubbington Village and around the southern end of Newgate Lane and Peel Common areas.

- 7.3. Although high levels of support for the proposals were achieved, there were also some concerns raised as to: whether or not alternative solutions should be considered; the efficacy of the proposals in reducing congestion; the environmental impacts; general concerns about traffic signals; and that the work may cause disruption. These points have been carefully considered and have been reported in the 'Improving Access to Fareham and Gosport – Report of Consultation', which was approved by the Executive Member for Economy, Transport and Environment on 4 November 2014.
- 7.4. Since the proposals for the Peel Common roundabout were presented for public consultation, the proposals have been amended to: reduce the amount of footway construction on the south side of Rowner Road; reduce the environmental impact of the proposals on the adjacent Site of Importance to Nature Conservation; and to reduce the need for any land take. The position of the pedestrian crossing facilities on Rowner Road were also revised to relocate them from a position closer to the junction with The Drive to a position at or closer to the roundabout junction.
- 7.5. The scheme is located in the County Division of Crofton and the proposals are supported by the local County Councillor, Councillor Wood. Councillor Wood has raised a concern about the position of the crossing on Rowner Road, and the potential for queues to extend back on to the roundabout. The traffic modelling identifies that the distance from the roundabout is sufficient to accommodate normal queues. The proposal is also close to the neighbouring Division of Bridgemary in Gosport, where the local County Member, Councillor Cully, has been informed of the proposals. Broom Way provides direct access to Lee-on-the-Solent and the local County Member for Lee, Councillor Burgess, has also been informed of the proposals.

8. Statutory Procedures

- 8.1. There is an existing public right of way (public footpath) located on the south east side of the roundabout, which runs between Broom Way and Rowner Road. Where on land within the County Council's control, the public footpath will be upgraded and incorporated into the public highway. Access to the public footpath will be maintained where it enters the adjacent Site of Importance to Nature Conservation.

9. Land Requirements

- 9.1. The County Council owns large areas of verge around the existing roundabout upon which the proposals can be accommodated, and thus acquisition of additional land is not required for this stage of the improvements to the Peel Common roundabout.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures which have been calculated at £5,000 per annum and should be taken into account when setting future annual highway maintenance budgets.
- 10.2. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the improvements to Peel Common Roundabout, as outlined in the report.
- 11.2. That, subject to the final approval of the Local Growth Funding from the Solent Local Enterprise Partnership (LEP), approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the Peel Common Roundabout, as set out in this report, at an estimated cost of £3.25million to be funded from a combination of Local Growth Fund money, as awarded by the Solent LEP, Local Transport Plan funding, and local Developer contributions.
- 11.3. 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.

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>
EME&T – ‘Daedalus Transport Proposals’	3760	06.03.2012
EMETE – ‘Improving Access to Fareham and Gosport – Report of consultation’	6154	04.11.2014
EMETE – Local Enterprise Partnerships – Transport Funding for Major Schemes	6197	04.11.2014
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.)

<u>Document</u>	<u>Location</u>
Project Files	EII Court West, 2 nd Floor, Winchester

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposals will have no or low impact upon groups with protected characteristics. The proposals to improve the Peel Common roundabout are accessible to all road users and include additional off-road facilities for pedestrians and cyclists, including signal controlled road crossing facilities. These add value in terms of accessibility over and above the existing provision, by providing more route choices for these user groups around the roundabout. The existing equestrian facilities on Broom Way will not be impacted upon by these proposals.

2. Impact on Crime and Disorder:

2.1. This proposal is not expected to impact on crime and disorder.

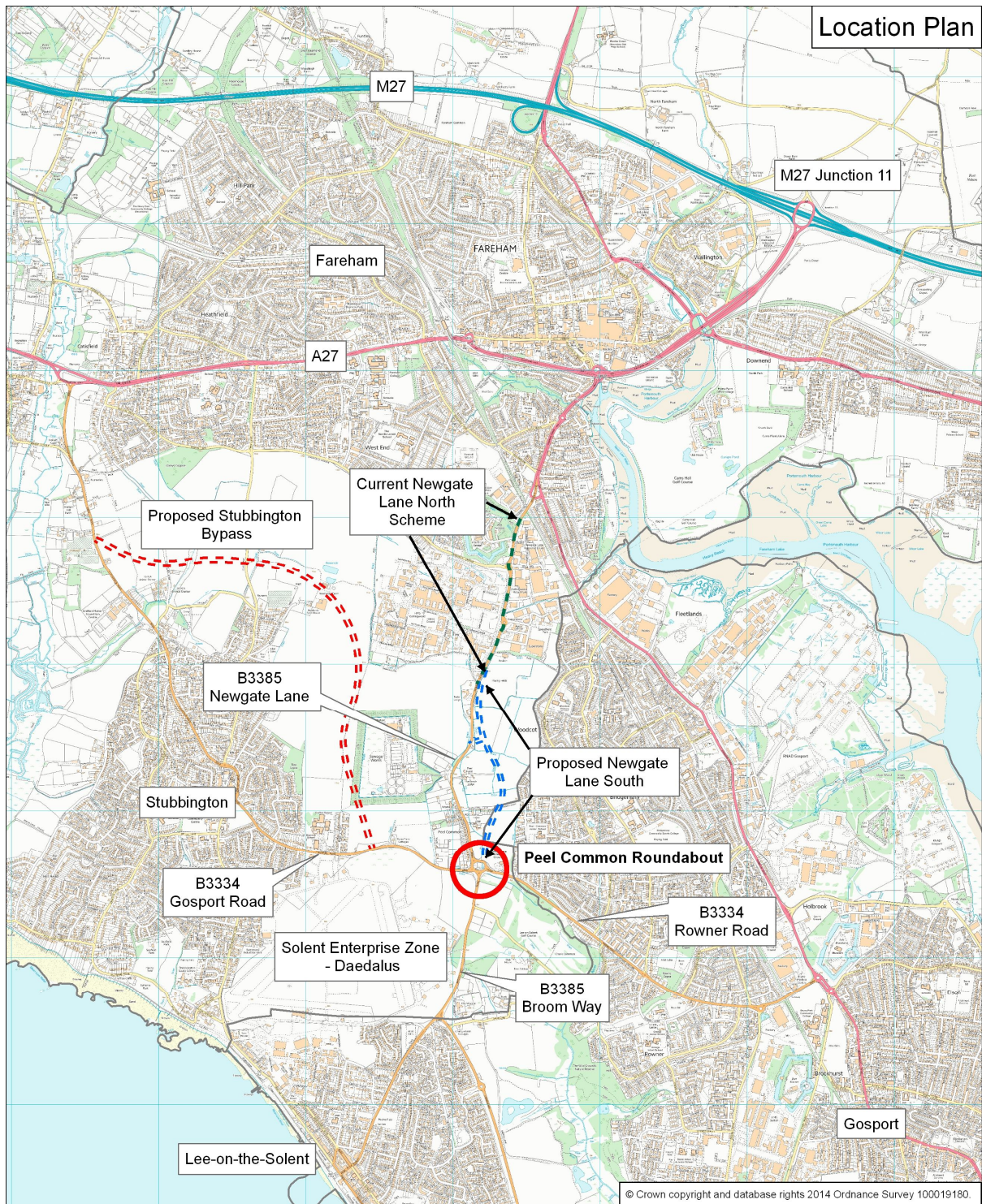
3. Climate Change:

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

The proposal aims to improve the management of traffic, reduce congestion, and reduce unpredictable journey time delays at peak periods. If this is realised then the proposals may help to reduce the carbon footprint and energy consumption.

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

The proposal aims to improve accessibility for pedestrians and cyclists and thus improve the attractiveness of these travel modes, which in turn may help to reduce pollution and improve resilience in the longer term.



Title: PA; Peel Common Roundabout

Executive Member for
Economy, Transport and Environment
20 January 2015
Report from Director of Economy,
Transport and Environment

Report No: 6032

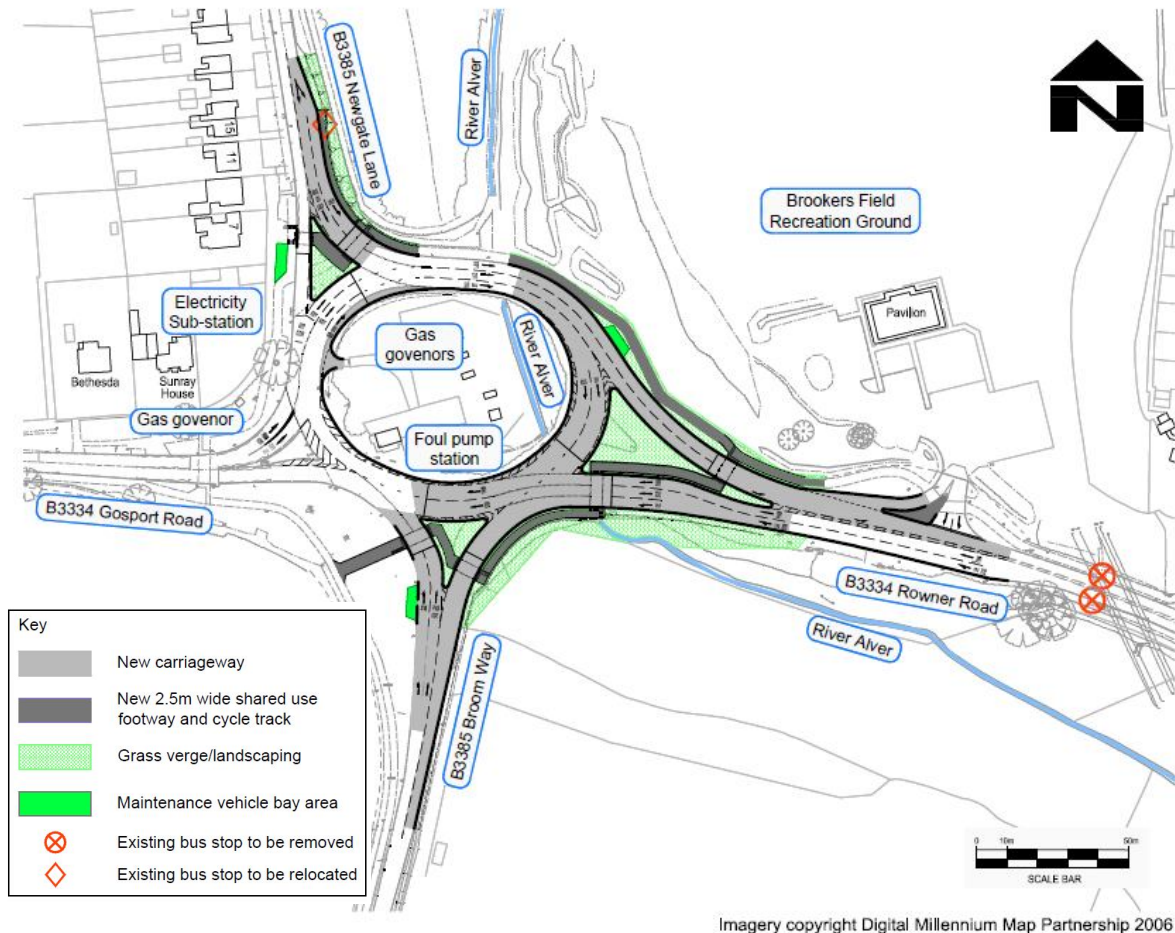


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Hampshire
County Council

Economy, Transport & Environment.



Peel Common Roundabout Improvement



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