

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	15 September 2015
Title:	Project Appraisal: Junction and Accessibility Improvements, Leigh Road/Passfield Avenue, Eastleigh
Reference:	6872
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to gain approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements at Leigh Road, Woodside Avenue and Passfield Avenue in Eastleigh, at an estimated cost of £1,638,000 funded from Section 106 developer contributions, local resources and Local Transport Plan funding.
- 1.2. This project appraisal supersedes all previous reports for this junction.
- 1.3. The scheme consists of two new toucan crossings on the north and west arms of the junction, widening to varying degrees on all arms of the junction, and the conversion of a section of footway to a shared use footway/cycleway.

Alternative Options Considered and Rejected

- 1.4. Three options were investigated to reduce traffic queues and delay and introduce controlled pedestrian and cycle crossings.

Option 1: The works would extend both the left turn lane on Leigh Road (West) and the nearside lane on Leigh Road (East). The Passfield Avenue approach would be widened to three lanes but the exit into Woodside Avenue would be only one lane. It also includes the provision of controlled pedestrian and cycle crossings (TOUCAN), east – west across Woodside Avenue, and north – south across Leigh Road (West).

Option 2: As Option 1 but with a two lane exit on Woodside Avenue.

Option 3: As Option 2 but the Passfield Avenue approach would only be two lanes.

- 1.5. All three options provide controlled pedestrian and cyclist crossings across the Woodside Avenue and Leigh Road (West) arms to connect with the existing and planned cycle routes. All three also offer substantial improvements to traffic movements by reducing queues, delays and journey times as demonstrated in Table 1. All options retain bus priority and emergency services green wave facilities.
- 1.6. Option 2 has been taken forward for implementation as this provides the greatest improvement to capacity and reduction in queue length.
- 1.7. Measures of Success

Success will predominantly be through a reduction in the average vehicle waiting time at the junction, and a reduction in the accident statistics at the junction. These measures will be monitored once the project is completed.

2. Background

- 2.1. The Leigh Road/Passfield Avenue/Woodside Avenue crossroads is a key junction in Eastleigh's primary road network, serving both east-west and north-south movements within the town and connecting the town centre to M3 Junction 13. Passfield Avenue provides a link to M27 Junction 5, which is necessary because Junction 13 does not facilitate movements to M27 eastbound, and Woodside Avenue can be used to reach M3 Junction 12.
- 2.2. The junction is signal controlled but there are uncontrolled left turn lanes with give-way priority from Leigh Road (East) into Passfield Avenue and from Leigh Road (West) into Woodside Avenue. All four approach roads are traffic sensitive streets and strategic routes, the latter involving Highways Agency diversionary routes. There are bus routes on Leigh Road (East and West) and Passfield Avenue, as well as existing and planned cycle facilities on all four approach roads.
- 2.3. Attention has been given to this junction to address:
 - Traffic congestion and delays at peak times;
 - The impact of traffic queuing on Leigh Road at the junction contributing to its designation as part of the Eastleigh Air Quality Management Area in 2005;
 - The lack of controlled pedestrian crossings; and
 - The lack of cycle crossings to connect existing and planned cycle facilities on all four approach roads.
- 2.4. Traffic flows are high on all arms of the junction and congestion and delays to traffic are issues at peak times. The situation regarding queue lengths and delays was investigated in a feasibility study carried out in 2007. The data

shows that the afternoon peak is worse than the morning peak, and delays and queue lengths were substantial in both peak periods.

- 2.5. The junction is a missing link in the existing cycle network as it lacks pedestrian and cyclist crossing phases on Woodside Avenue and Leigh Road (West), making it difficult for users to safely cross the busy junction. Currently, pedestrians and cyclists cross the arms of the junction by utilising the inter-green period between stage changes and cross at the dropped crossing points using the central refuge islands.
- 2.6. In the five years up to October 2013 nine Personal Injury Accidents had occurred at the junction. Two, classed as slight, involved cyclists of 12 and 13 years of age who left the footway to cross an arm of the junction and collided with a vehicle. One serious accident happened when an invalid carriage also left the footway to cross an arm of the junction. Controlled crossings would help to address this problem. In the current five year period up to the end of May 2015, there were ten reported injury accidents, one serious, at this signal controlled junction. Eight of the ten collisions are tail-end shunts. One collision involved a vulnerable road user; an adult pedal cyclist on Woodside Ave.
- 2.7. This scheme was subject to an early project appraisal in January 2014 based on the above information and studies and modelling from 2007 and 2010, which was signed off by the Executive Member.
- 2.8. It was intended, at that time, to implement the scheme prior to the introduction of road closures in the area associated with the delivery of the Pinch Point scheme at the M27 junction 5 by the then Highways Agency (HA), now Highways England. An early PA was necessary to ensure the necessary approvals were in place to allow the scheme to be tendered once the HA confirmed their programme dates should timescales allow. The PA was therefore done in advance of the acquisition of third party land and the completion of investigations by Southern Water into issues with a main culvert running under the junction.
- 2.9. The land required for the works from third parties has now been obtained and accommodation works were carried out early this year on the north east corner of the junction in advance of the main works, setting back the highway boundary and widening the footway.
- 2.10. The main scheme was planned to start in late autumn this year but it is recognised that the impact of working on a major interchange during the run up to the festive period may be detrimental to this crucial trading period. In addition, the licence with the Holiday Inn only permits access to the hotel land between 13 January 2016 and 3 May 2016 in order to complete the works. It is therefore proposed to defer the start of works until early in the New Year.

2.11. Since the original approval was given for the scheme, a number of elements of work have changed which have led to an increase in the project cost, which are reflected in the finance table in section 3 below. These include;

- The decision to include the resurfacing of the whole junction as part of the works.
- Increase in accommodation works required to obtain the third party land required for the scheme.
- The cost of diverting below ground services has increased after establishing the full implications of identified services on the delivery of the project. This includes the need to strengthen a Southern Water culvert, which is currently in the verge but will be included in the carriageway once widening works are undertaken and the need to divert some high voltage cables.
- General increases in material and equipment costs from January 2014 to the current time.

2.12. As part of the main works, the opportunity is also being taken to convert a section of footway along Leigh Road from Brookwood Road to the Woodside Avenue junction to shared use footway/cycleway to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980. This footway was widened as part of a package of pedestrian and cycle accessibility and bus stop improvements on Leigh Road, which received delegated approval in January 2010.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	276	17	S106 contributions	1,400
	Client Fee	35	2	Local Resources	140
				Local Transport Plan funds	98
	Supervision	24	1.5		
	Construction & Land	1,303	79.5		
	Total	<u>1,638</u>	<u>100</u>	Total	<u>1,638</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	16	0.015%
	Capital Charge	102	0.066%

4. Programme

- 4.1. As stated previously works were intended to start in late autumn this year but it was felt that the impact that the works would have on this major junction would be detrimental to the town and interfere with trading and business in the lead up to the Christmas period. For this reason the intention is to tender the scheme in the late summer with a view to starting works early in the New Year, subject to contractor availability and agreement.

5. Scheme Details

- 5.1. The scheme will include the measures listed below

- A toucan crossing across the Leigh Road west arm of the junction.
- A toucan crossing on the Woodside Avenue arm of the junction; third party land is required.
- Passfield Avenue will be widened in order to incorporate a new left turn lane with filter signal; third party land is required.
- Woodside Avenue nearside kerb realigned in order to retain the two exit lanes; third party land will be required.

- Signalisation of the left turn lane on Leigh Road west side.
- Widening on Leigh Road east approach, in order to extend the nearside lane.
- Widen Leigh Road west nearside, in order to extend the existing left turn lane.
- Signing of the shared use cycle route between Brookwood Road and Woodside Avenue.

6. Departures from Standards

6.1. None.

7. Community Engagement

- 7.1. The scheme for this junction is fully supported by the local County Councillor Chris Greenwood. Eastleigh Borough Council and its Local Area Committee all support the scheme.
- 7.2. A recent information event was carried out at the Holiday Inn on Passfield Avenue, Eastleigh. Letter drops were made to all properties abutting the area to be improved and on the approaches. The event took place from 2 to 9pm on the 2 and 16 July 2015. The two events were attended by around 30 and 40 people respectively. Feedback was generally positive with negative comments only received from a small number of people. Comments are detailed in Appendix 2.

8. Statutory Procedures

8.1. Both toucan crossings will require the statutory public notices.

9. Land Requirements

- 9.1. Two areas of third party land were required for this scheme together with consent to work on private land.
- 9.2. These two areas have been purchased and the necessary consents are in place.

10. Maintenance Implications

10.1. There will be a small increase in the long term maintenance liability due to the two new toucan crossing and the widening of two arms of the junction. However, the surfacing of the whole junction as part of the scheme will remove the need to do any surface maintenance works in the short and medium term.

11. Recommendations

- 11.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for junction and accessibility improvements on Leigh Road/Passfield Avenue, as outlined in the supporting report.
- 11.2 That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the Leigh Road/Passfield Avenue junction in Eastleigh, as set out in the supporting report, at an estimated cost of £1,638,000 to be funded from developer contributions and Local Transport Plan funds.
- 11.3 That approval is given to convert a section of footway along Leigh Road from Brookwood Road to the Woodside Avenue junction to shared use footway/cycleway, to be incorporated into the Highway network, under Sections 65 and 66 of the Highways Act 1980.
- 11.4 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
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- 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):	

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. 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 improvements will provide two new toucan crossings which will help pedestrians and cyclists to safely negotiate the junction; the crossing facilities will also help pedestrians with mobility problems who need more time and help to safely navigate the junction. This will help those with mobility problems as well. The improved cycle facilities will assist school children who cycle to Toynee School from Eastleigh.

2. Impact on Crime and Disorder:

2.1. None

3. Climate Change:

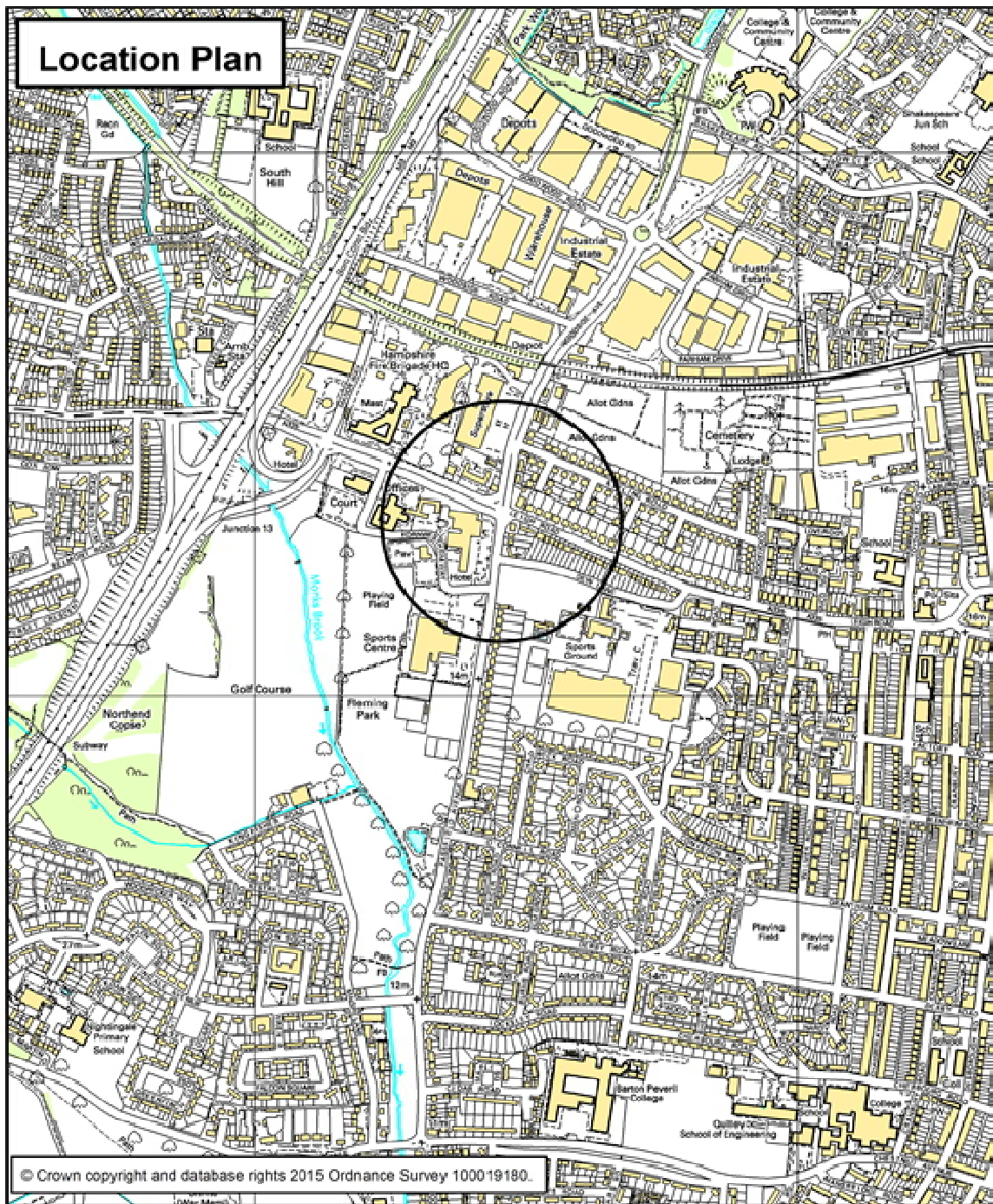
3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Attention has been given to this junction to address traffic congestion and delays at peak times as well as the impact of traffic queuing on Leigh Road

at the junction, which contributes to its designation as part of the Eastleigh Air Quality Management Area 2005. Widening of the carriageway to provide additional lanes and stacking space, together with improved traffic signal technology will reduce the time that traffic needs to queue at this junction. The provision of improved and enhanced cycling and pedestrian crossing facilities will help to encourage people to use these modes of travel for short journeys as opposed to the car.

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

Improvements are to be carried out to the Southern Water culvert under the junction as part of the works which will provide a longer term drainage solution for the area.




TITLE:
Leigh Road / Passfield Avenue / Woodside Avenue, Eastleigh - Junction Improvements

DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT Scale: 1:10,000 FS21845

August 2015

Drawn by: Paula Edwards



Hampshire
County Council

Economy, Transport and Environment

Comments received at public information events

Comment	Officer Response
<p>One resident was concerned that the improvement works would cause more difficulty getting in and out of their drive as they would have to wait for queueing traffic in two lanes and that the works would make traffic more intrusive as it would be closer to the houses due to the extension of the filter lane.</p>	<p>The nearside lane is extending along Leigh Road to provide additional space for straight on and left turning vehicles. The widening of the near side lane will move the road closer to the houses but the footway will still be present and only the currently limited grass verge will be removed. The extension of the nearside lane will reduce the overall queue lengths and improve the movement of vehicles through the junction which will be of benefit to local residents.</p>
<p>Another concern was from a couple who regularly walked children along Leigh Road near the junction of Passfield Avenue who were concerned that the footpath would be too narrow and they would be closer to the passing traffic due to the removal of part of the verge in front of the footpath.</p>	<p>The footway will not be narrowed but the verge will be removed where the road is widened to extend the nearside lane. This will leave a situation similar to that in many locations along Leigh Road.</p>
<p>The other concerns raised were from residents of Kipling Road who were concerned about the use of their road as a rat run during works.</p>	<p>It is likely that vehicles will use this road but this will be for a limited period during the construction period and the presence of traffic calming in the form of speed cushions will help to minimise the use of the road and the speed of vehicles that do chose to use it.</p>