

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	13 March 2023
Title:	Project Appraisal: A3057 Nursling and Rownhams Junctions Improvements
Report From:	Director of Universal Services

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Purpose of this Report

1. The purpose of this report is to seek approval for the A3057 Nursling and Rownhams junctions scheme and to progress and implement the scheme as detailed in this report.

Recommendations

2. That the Executive Lead Member for Universal Services approves the Project Appraisal for the A3057 Nursling and Rownhams Junctions Improvements, as outlined in this report.
3. That approval be given to procure, spend and enter into the necessary contractual arrangements, in consultation with the Assistant Director of Legal Services and Monitoring Officer, to implement the proposed improvements at an estimated cost of £2.9million to be funded from local development contributions.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design and contract, be delegated to the Director of Universal Services.
5. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Assistant Director of Legal Services and Monitoring Officer, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the scheme.

Executive Summary

6. This report seeks approval for the A3057 Nursling and Rownhams Junctions Improvements scheme to address the planning requirements for the junction in order to mitigate future traffic growth, provide better connectivity and opportunities for active travel, and journey time improvements.
7. The scheme comprises the following elements:
 - improvements to the layout and the installation of traffic signals and pedestrian and cycle crossings at the A3057, Redbridge Lane and Bakers Drove junction; and
 - upgrading of the existing traffic signals at the A3057, Horns Drove and Nursling Street junction to maximise traffic flows across both junctions and provide bus priority technology.
8. Funding has been secured from local development contributions to make improvements to the walking, cycling and traffic infrastructure at the A3057 junctions. A total of £2.9million is available to carry out the scheme.
9. The measures of success for the scheme will be improved journey times across the junctions, and improved crossing facilities for pedestrians and cyclists.
10. The scheme aligns with the County Council aims to:
 - reduce carbon emissions in line with the climate change strategy;
 - support wellbeing by providing safer active travel options;
 - promote a greener and healthier Hampshire; and
 - promote walking and cycling to provide a healthy alternative to the car for short journeys to work, local services and school.

Contextual Information

11. The A3057 Romsey Road junctions at Bakers Drove and Redbridge Lane lies on the boundary of Hampshire County Council, the borough of Test Valley and Southampton City Council. There has been significant development in the area over the last ten years, including major employment sites and a large housing estate.
12. Originally, Section 106 contributions were collected cumulatively against a package of developments towards offsetting the expected traffic impact on the highway network and maintaining traffic movement through the surrounding area by signalling this junction. A further development in Southampton on the southern side of the junction, (the upgrade of the local school to an academy, Oasis School in Lordshill), has had a significant additional impact on the existing road network, which has exacerbated the current queues and delays.
13. A number of improvement options were considered at this junction to accommodate the additional traffic demand and active travel improvements, and the selected scheme is considered to best meet these needs.

14. An on-going liaison has taken place with Southampton City Council throughout the development of the scheme and a Section 8 agreement between the authorities is being agreed to help facilitate cross-boundary working during the scheme construction.
15. Public engagement has also taken place and a summary analysis of the findings is included within this report.
16. An Equalities Impact Assessment has been undertaken and the findings are summarised in the appendices.

Finance

17. Developer contributions have been identified and are available to meet the current estimated project cost of £2.9million.
18. The pre-tender cost estimate has been carried out and is considered robust for determining the scheme cost to inform the decision stage and includes a quantified risk assessment including allowance for inflationary impact. Should the tendered costs vary significantly from the estimate, a further report will be brought to the Executive Member for consideration.
19. Historic spend for design optioneering and client fees and ecological and environmental assessment charges are included within the overall £2.9million spend. Current spend to date for design and client fees including investigation works and surveys at time of this report are circa £550,000.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	512	17%	Development Control (Section 106)	2,900
Client Fee	220	8%		
Supervision	200	7%		
Construction	1,968	67%		
Total	<u>2,900</u>	<u>100</u>	Total	<u>2,900</u>

20.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	10	0.008%
	Capital Charge	279	0.164%

Programme

21. The scheme is expected to be fully delivered by Spring 2024.

G3	Tender	Construction	G4
March 2023	April 2023	Autumn 2023	Spring 2024

Scheme Details

22. The scheme plans to include the following elements:

- improved walking and cycle infrastructure, by implementation of widening of existing footway at the Bakers Drove / Redbridge Lane junction, designated crossing areas across the junction arms to improve pedestrian safety;
- new signalisation of the junction of Redbridge Lane and Bakers Drove with the A3057 Romsey Road including bus priority technology and upgraded signal technology to improve traffic capacity at peak times, straightening of the junction to improve safety and efficiency; and
- upgraded signals and improved road layout at the junction of Horns Drove and Nursling Street with the A3057 Romsey Road, including widening of existing footway and upgraded adaptive signal technology to improve traffic flows across the A3057.

The general arrangement drawings for both junctions are included in Appendix 1.

23. The new cycle infrastructure has been designed in accordance with the principles of the Department for Transport Local Transport Note 1/20 – Cycle Infrastructure Design guidance document for local authorities for designing high-quality cycle infrastructure.

24. The scheme will result in the loss of nine trees, which is assessed as a minor impact with respect to the number of trees lost and minor/moderate impact with respect to the quality of trees lost. Mitigation proposals are being drawn up to account for the replacement of lost trees and replanting will be undertaken following the completion of the works for the scheme. The planting will include native tree species to replace lost canopy cover, with an additional provision to ensure net gain.

Departures from Standards

25. No departures from standards have been identified at the time of reporting.

Engagement and Equalities

26. An online public survey was launched on 18 November 2022 until 8 January 2023 and attracted 222 responses. Full results are available at [A3057 Junction Improvements; Redbridge Lane/Bakers Drove & Nursling](#)

[Street/Horns Drove | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk) with the headlines summarised below.

27. The survey responses identified the following:
- most of the 222 respondents agreed the proposals would improve the travel experience of transport, particularly for those travelling by car/ van (67%), on foot (65%), bicycle (44%), bus (48%) and motorcycles (51%);
 - almost three quarters of respondents agreed that the proposals will help with the issue of safety for pedestrians crossing the road (73%), whilst around half felt that they would ease the issues of traffic congestion (55%) and access to schools (49%);
 - traffic congestion was cited as the main issue on the A3057 (35% of respondents) and 51% of respondents reported using a car to travel at the two junctions;
 - 27% of respondents felt a lack of safe pedestrian crossing facilities was an issue and 29% of respondents travel at the junctions on foot; and
 - the majority of the respondents lived locally (90%) and used both junctions three or more days a week (over 70%).
28. Local Councillors for Test Valley Borough Council and Southampton City Council support making improvements to the junctions, however; opinions vary on the best method for doing so. The options included: implementation of a full-sized roundabout, a double roundabout, or a part time signal operation. All options have been reviewed for potential impact on ecology, habitats and environment, traffic capacity, additional land requirement and active travel benefit within the available space. These options were subsequently discounted as not viable for delivering benefit to active travel modes, traffic capacities improvements or proved a negligible impact on the local ecology/ environment as detailed within the survey presentation.
29. The scheme aims to encourage active travel in the forms of walking and cycling, improve access to and safety around schools, and to promote public transport. It will address road safety concerns by making improvements to walking and cycling routes, by installing pedestrian crossings and performing carriageway widening. The survey responses received showed a low number that indicated issues with mobility or that declared disabilities. The survey was sent out in multiple formats to ensure accessibility. However, the scheme is expected to have a positive effect on the following demographics: poverty, pregnancy and maternity, disability, and age. The scheme is expected to have a neutral effect on the following demographics: rurality, marriage and civil partnerships, sexual orientation, sex, religion, race, gender reassignment.

Climate Change Impact Assessments

30. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets for being carbon neutral and resilient to the impacts of a 2°C

temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

31. Heavy rainfall has been considered when designing this project, and a drainage system devised to counteract this risk. Various materials have been considered during design to reduce the likelihood of this climate change impact. The project is not located near the coastline, does not include any building infrastructure. As such other forms of climate variable mitigation have not been considered.
32. Carbon emissions from this project arise from the use of highway materials to construct their schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.
33. The scheme has been designed to allow for lower material and handling costs from the use of standard materials, low energy use street lighting and planting of trees to replace losses from a recent fire. As part of the tender process, it requires contractors to provide evidence of environmental accreditations as part of their returns and scores obtained based on these factors.

Carbon Mitigation

34. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.
35. The following steps have been taken to mitigate the scheme's carbon footprint:
 - improved local bus infrastructure, allowing for shorter journey times. This will reduce the overall carbon impact of the project, as it will encourage the use of public transportation and reduced car usage;
 - improved pedestrian and cycling infrastructure, increasing the opportunities for walking and cycling, reducing vehicle use and reduced emissions from fossil fuels; and
 - replacement tree planting to offset and mitigate the loss of vegetation.

Statutory Procedures

36. The scheme will not impact on any public rights of way, is not in or near a nature conservation area, and has no foreseeable impact on any areas of ecological, archaeological or environmental significance.

37. No planning consents are required for the delivery of the scheme, as all works are to be carried out as permitted development within the existing highway boundary.
38. Formal traffic regulation orders (TROs) are not required to implement the above improvements.
39. A Section 8 agreement is required for carrying out the works within Southampton City Council's highway boundary, and to allow future maintenance of the traffic signal equipment. This is currently being drafted by legal services, with ongoing discussion with Southampton City Council.
40. The footways designs will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980.
41. Under the New Roads and Street Works Act 1991 and road space bookings legislation all forward planning notices have been completed.

Land Requirements

42. No land requirements are needed in order to complete this scheme, because all works are within the existing highway boundary.

Maintenance Implications

43. There will be an increase in the long-term maintenance liability due to the new traffic lights, the carriageway widening and cycle/ pedestrian infrastructure. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, and with the improved drainage system, existing maintenance issues will be remedied. The net generated increased maintenance has been calculated at approximately £10,000 per annum and should be considered when setting future annual highway maintenance budgets.
44. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing to the site. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The Asset Management team has been consulted on the proposals and are content with the materials specified. Using robust materials and redesigning elements of the kerbing gully and pipework will reduce future maintenance liabilities.

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.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

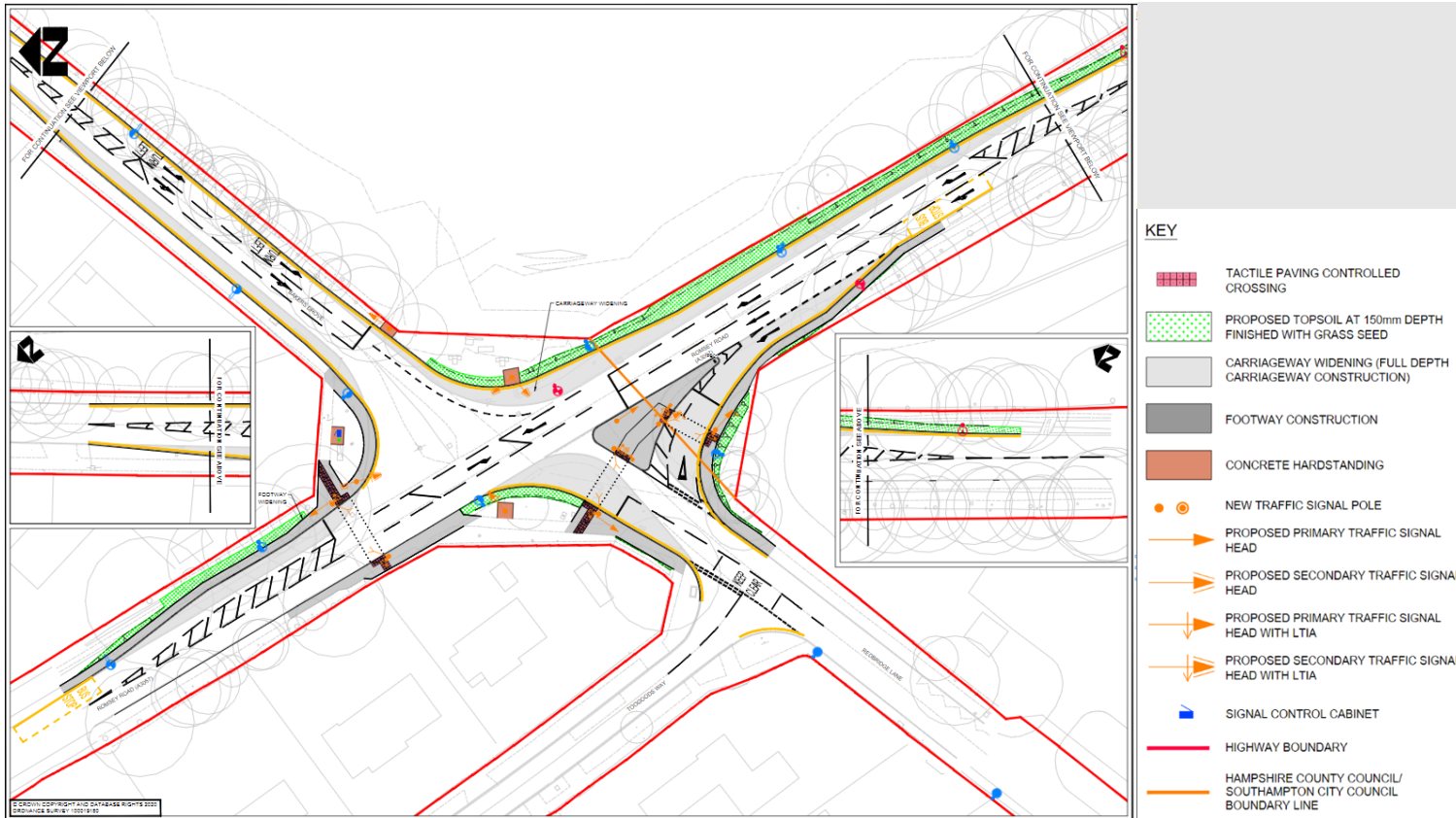
Due regard in this context involves having due regard in particular to:

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

2. Equalities Impact Assessment:

The scheme aims to encourage active travel in the forms of walking and cycling, improve access to and safety around schools, and to promote public transport. It will address road safety concerns by making improvements to walking and cycling routes, by installing pedestrian crossings and performing carriageway widening. The scheme is expected to have a positive effect on the following demographics: poverty, pregnancy and maternity, disability, and age. The scheme is expected to have a neutral effect on the following demographics: rurality, marriage and civil partnerships, sexual orientation, sex, religion, race, gender reassignment.

Appendices: Appendix 1 – Bakers Drove/ Redbridge Lane General Arrangement



Appendix 2 – Nursling Street/ Horns Drove General Arrangement

