

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Project Appraisal: A32/Wych Lane, Gosport Junction Improvement Scheme
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this paper is to seek approval and provide details for the junction improvements on the A32 Fareham Road/Wych Lane, Gosport. A general arrangement scheme plan and land dedication plan are included in the appendices to the report.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for A32/Wych Lane, Gosport, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to A32/Wych Lane, Gosport, as set out in this report, at an estimated cost of £1,581,000 to be funded with an allocation from the Department for Transport's "Safer Roads Fund" .
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.

Executive Summary

5. The existing carriageway of the A32 Fareham Road will be widened near its junction with Wych Lane in order to construct a new dedicated right turn lane from the A32 into Wych Lane.
6. Both existing uncontrolled crossing points at the junction (one going across Wych Lane and the other across the A32 Fareham Road) will be re-aligned

and improved with a tactile paved surface to improve the safety for pedestrians crossing at this junction.

Contextual Information

7. The A32 is the main route that links the Gosport peninsula to Fareham and the A27 with links to the M27 motorway and wider destinations of Southampton and Portsmouth.
8. The A32/Wych Lane junction is a signalised junction situated on the A32 Fareham Road approximately 4km north of Gosport town centre, just within the Gosport Borough boundary. The section identified runs along the A32 from the A32/M27 junction 10, in Fareham, to Gosport town centre, a length of 10.8km. Hampshire County Council, as local highway authority, was invited by the Department for Transport (DfT) to submit proposals to address the safety issues along this section of the A32.
9. A bid application was submitted to the DfT's 'Safer Roads Fund' in April 2017 for funding (£1.581million) towards safety improvement measures along the A32 corridor. The objective of the funding allocation is to improve the A32 corridor's Road Safety Foundation rating (currently classed as 'high risk'). The Hampshire County Council bid was successful, and the funding has been received.
10. A review of the accident data along the A32 corridor identified the Wych Lane junction as being in need of specific safety measures due to its high levels of recorded accidents, in particular traffic movements associated with the southbound right turn lane, from the A32 into Wych Lane. Within the last 5 years (up to 31st May 2017) 16 accidents have occurred with 10 of these being associated with the right turn lane movement into Wych Lane. These accident statistics have highlighted the need for safety measures to help improve safety for those using the junction.

Finance

11.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	149	9	"Safer Roads Fund" DfT	1,581
	Client Fee	40	3		
	Supervision	52	3		
	Construction & Land	1,340	85		
	Total	<u>1,581</u>	<u>100</u>	Total	<u>1,581</u>

12.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0	0.000%
	Capital Charge	152	0.095%

Programme

13.

Gateway Stage				
	3 - Project Appraisal	Start on Site	End on Site	Review
Date (mm/yy)	10/20	01/21	05/21	05/22

Scheme Details

14. A dedicated right turn filter lane approximately 50 metres in length will be constructed by widening the existing southbound A32 carriageway by approximately three metres in width and 80 metres in length.
15. The existing uncontrolled pedestrian crossings at the A32/Wych Lane junction will be re-aligned and improved using tactile paving.
16. As a result of the required carriageway widening on the eastern side of the A32, three existing trees confirmed to be of low amenity, will require removal, and this has been agreed with Hampshire County Council's

Arboriculture Team. To mitigate the loss of the three trees, six new trees will be planted in the eastern verge alongside the A32 Carriageway.

17. New traffic signals will be installed, and the existing traffic signal controller will be upgraded to improve overall efficiency of the junction.
18. The southbound and northbound carriageway of the A32 will be resurfaced and new line markings will be installed. A new footway will be constructed on the eastern side of the A32 where the existing footway will form part of the new carriageway construction.
19. A scheme proposal plan is attached in Appendix 1 of this report.

Departures from Standards

20. None.

Consultation and Equalities

21. The local County Member Councillor Stephen Philpot has been consulted on the proposals and has expressed his support for the scheme.
22. The emergency services have also been consulted on the proposals as a requirement in the Road Traffic Regulation Act 1982 s23(3) and no response was received.

Statutory Procedures

23. The ITS group has undertaken the necessary consultation with the emergency services under the Road Traffic Regulation Act 1982 s23(3) and no response was received.

Land Requirements

24. Due to the widening required on the eastern side of the A32 Fareham Road, there will be a requirement to secure a deed of dedication with the landowner of the industrial/commercial units.
25. The land dedication has been agreed with the landowner and the estates team at Hampshire County Council and is currently being finalised with the Legal Team. A plan is included in Appendix 2.

Maintenance Implications

26. The improvements will have a negligible impact on future years maintenance budgets as there will only be approximately 240sqm additional carriageway surface added to the highway asset.

27. The Asset Management team has been consulted on the proposals and has approved the design and material specified.

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:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

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:

This decision has been assessed as having a neutral impact on groups with protected characteristics. The scheme is designed to improve safety at the A32/Wych Lane junction and provide better facilities for pedestrians and cyclists. The proposals will also provide better continuity in the existing cycle network including access to the Eclipse busway service.