

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 12th February 2015

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
15/01/15	Environment and Transport	Northam Bridge Works	1) That officers circulate to the Committee the key constraints imposed by the Government within the funding agreements for major works and provided details of when the funding was awarded.	Information on Local Pinch Point Funding circulated to OSMC - 04/02/15	Completed
			2) That officers provide the Committee with the information within the tender specification relating to working hours and timescales.	Information circulated to OSMC - 04/02/15	Completed
			3) That, to ease congestion the Cabinet Member considers, for peak hours, setting the traffic lights at the junction with Union Rd / Princes Street permanently on green and that officers provide details of their professional appraisal of this option, which might include mitigating measures for pedestrians such as a temporary pedestrian controlled crossing.	<p>Option 1 The lights could be set to show green on the main road permanently during the peak hours. This would involve the side roads becoming left turns away from Northam Road only. In this scenario, traffic within the surrounding residential and commercial areas would be forced to use a different route out of the area. This would cause congestion at other junctions including Britannia Road / Northam Road. In addition, the pedestrian crossing lights would need to be disabled at Union Road / Princes Street which would be detrimental to road safety.</p> <p>Option 2 As Option 1 above, but the pedestrian lights would not be disabled. In this option, every time the pedestrian lights operate, the side road would get a green light as these run together. As the pedestrians crossing determine the length of time that the junction</p>	Completed

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				<p>stays green, there would be no reason not to run the side roads. This is a busy area for pedestrians and the benefits of this option are negligible.</p> <p>Option 3 Use a temporary pedestrian crossing to provide a facility whilst the lights are set to permanent green (option 1 above). There are risks associated with the use of temporary pedestrian lights in the vicinity of a junction that is not turned off. If the temporary crossing is to be located close to the junction on the desire line, then conflicting signal aspects will be facing drivers. If the crossing is located away from the junction, it will be off the desire line and will have limited access for mobility impaired pedestrians who will have to negotiate the kerb. There are minimum intergreen (all red) times for temporary traffic lights which are less efficient than permanent signals.</p> <p>Conclusion Any change to the operation of this junction would disadvantage local residents and businesses, as well as creating road safety issues for pedestrians. The benefits of the all green to Northam Road (Option 1) would be limited to a small length of road as the traffic would simply be held at the next junction.</p>	
			4) That a contingency plan is put in place to mitigate the impact of a vehicle breaking down within the road works and that details of any existing contingency plan be circulated.	It is not a requirement of Chapter 8 Roadworks Guidance, to provide a breakdown vehicle for short lengths of contra-flow. The contractor has plans in place for his operatives to provide assistance to car drivers in this eventuality. Should a larger vehicle be incapacitated, arrangements exist with a local	Completed

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				breakdown company to attend. There is very little risk of this type of event happening.	
			5) That the estimated financial cost of the Northam Bridge works to the Southampton economy is circulated to the OSMC.	The Pinch point supplementary info circulated to the OSMC, which was submitted to DfT as part of the Bid, clearly shows that the WebTAG compliant Sub-Regional Transport Model for South Hampshire was used to carry out a full cost benefit analysis of the economic effect of the works taking into account the disruption during construction.	Completed
			6) That an assessment of the financial impact on the local economy is undertaken when planning for major works in the future and that this assessment is taken account of as part of the decision making process.	It is normal procedure for the DfT to request that the economic case for large schemes (over £20m) to be demonstrated as part of the scheme evaluation. Similar evidence is provided to the LEP and TfSH for projects of this size.	Completed
			7) That the Committee are provided with details of the anticipated impact that the Northam Bridge works will have on revenues generated by the Itchen Bridge Toll.	During the closure of Central Bridge, income was down 13%. Since Northam Bridge works have started, the income is up 10%. It should be noted that most of the increase is due to additional off peak trips over the Itchen. Vehicle trips are up 6 to 8% per day compared to January 2014, but an element of this this could be natural traffic growth.	Completed
			8) That additional promotion is undertaken of the discounts available for the Itchen Bridge Toll.	The Council is advertising the Smart Card discounts available for the Itchen Bridge via the web site. Arrangements are in hand to increase driver awareness of these discounts at the Toll Plaza.	Completed