

NOTICE OF MEETING

Meeting	Executive Member for Environment and Transport Decision Day
Date and Time	Tuesday 13th November, 2018 at 2.00 pm
Place	Chute Room, Ell Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

KEY DECISIONS

1. PROJECT APPRAISAL: ROMSEY FLOOD ALLEVIATION PROGRAMME (Pages 5 - 18)

To consider a report of the Director of Economy, Transport and Environment regarding the initial phase of the proposed flood alleviation programme in Romsey with an estimated cost of £4.5 million.

2. SHARED SPACE POLICY POSITION (Pages 19 - 30)

To consider a report of the Director of Economy, Transport and Environment regarding a response to a request from the Department for Transport to pause all shared space schemes which include a level surface, and setting out Hampshire County Council's position on shared space schemes to reflect this request, and recent updated Government policy.

3. PROJECT APPRAISAL: A340 THORNYCROFT ROUNDABOUT IMPROVEMENT SCHEME BASINGSTOKE (Pages 31 - 42)

To consider a report of the Director of Economy, Transport and Environment regarding approval for the implementation of the A340 Thornycroft Roundabout Improvement Scheme in Basingstoke.

4. PROJECT APPRAISAL: ECLIPSE BUSWAY - COMPLETION OF PHASE 1 (Pages 43 - 52)

To consider a report of the Director of Economy, Transport and Environment regarding a southern extension to the Fareham to Gosport Eclipse Busway from Hutfield Link/Tichborne Way to Rowner Road at an estimated cost of £9.530 million.

5. PUBLICATION OF THE CONCESSIONARY TRAVEL SCHEME 2019-2020 (Pages 53 - 60)

To consider a report of the Director of Economy, Transport and Environment regarding the concessionary travel scheme, which is updated and published annually.

NON KEY DECISIONS

6. ETE CAPITAL PROGRAMME MONITORING (Pages 61 - 70)

To consider a report of the Director of Economy, Transport and Environment regarding the progress made in the capital programme to date in 2018/19.

7. MINERALS AND WASTE PLAN REVIEW (Pages 71 - 80)

To consider a report of the Director of Economy, Transport and Environment regarding the reasons for not updating the Hampshire Minerals & Waste Plan.

8. HOUSEHOLD WASTE RECYCLING CENTRE (HWRC) ACCESSIBILITY REVIEW (Pages 81 - 90)

To consider a report of the Director of Economy, Transport and Environment regarding the accessibility of the Household Waste Recycling Centre network in Hampshire.

9. BASINGSTOKE SOUTH WEST CORRIDOR TO GROWTH – BRIGHTON HILL ROUNDABOUT (Pages 91 - 190)

To consider a report of the Director of Economy, Transport and Environment regarding progressing to Project Appraisal stage the proposed improvements to Brighton Hill Roundabout in Basingstoke, as part of the Enterprise M3 Local Enterprise Partnership's (EM3 LEP) Basingstoke South West Corridor to Growth.

10. BOTLEY BYPASS - AMENDMENT TO LAND ACQUISITION PLAN (Pages 191 - 206)

To consider a report of the Director of Economy, Transport and Environment regarding ensuring that all necessary land to construct Botley Bypass (the Scheme) is acquired in accordance with statutory and regulatory processes.

11. COMMUNITY TRANSPORT CONTRACTS (Pages 207 - 212)

To consider a report of the Director of Economy, Transport and Environment regarding varying a decision made on 25 September 2018 in relation to the report on Community Transport Contracts, to allow the approved procurement exercise to accept tenders from all Section 19 Permit operators.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Project Appraisal: Romsey Flood Alleviation Programme
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

Tel: 01962 832348

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1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the Flood Alleviation Programme in Romsey, as set out in this report.
- 1.2 That, subject to the Defra Flood Defence Grant in Aid funding being confirmed by the Environment Agency, approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed measures for the Mainstone area and Middlebridge Street as part of the overall flood alleviation programme in Romsey, as set out in this report, at an estimated cost of £1,427,000 to be funded from a £708,000 contribution from Hampshire County Council's Flood Risk and Coastal Defence Capital Programme, and investment from Defra Flood Defence Grant in Aid.
- 1.3 That, subject to the Defra Flood Defence Grant in Aid funding being confirmed by the Environment Agency, approval to spend is given to support the implementation of the proposed measures for the River Test by the Environment Agency as part of the overall proposed flood alleviation programme in Romsey, as set out in this report, at an estimated total cost of £5,257,000 to be funded from a £791,000 contribution from Hampshire County Council's Flood Risk and Coastal Defence Capital Programme, and investment from Defra Flood Defence Grant in Aid, Southern Regional Flood and Coastal Committee Local Levy, EU funding and Test Valley Borough Council.
- 1.4 That authority to make all the necessary arrangements to implement the programme, including Flood and Coastal Risk Management (FCRM) Partnership Funding Agreement, financial arrangements and minor variations to the design or contracts, be delegated to the Director of Economy, Transport and Environment.

2. Executive Summary

- 2.1 The purpose of this paper is to seek Executive Member approval to implement the proposed flood alleviation programme in Romsey with an estimated cost of £6,684,000.
- 2.2 The programme is to be funded from Hampshire County Council's Flood Risk and Coastal Defence Capital Programme, Defra Flood Defence Grant in Aid, Southern Regional Flood and Coastal Committee Local Levy, EU funding and Test Valley Borough Council investment.
- 2.3 It is anticipated that the work to reduce the risk of fluvial flooding from the River Test will be procured and implemented by the Environment Agency. Those elements of the programme to be implemented on the highway to reduce the risk of surface water will be procured and delivered by the County Council using its powers as the Highway Authority.

3. Background

- 3.1 In the winter of 2013/14, Romsey was significantly impacted by flooding, with up to 36 residential and 44 commercial properties reported as flooded from sources including groundwater, sewer, surface water and fluvial. The flood event damaged the local economy, led to the closure of parts of the highway network, and disrupted critical infrastructure and services.
- 3.2 Following a series of investigations and assessments, in partnership with the County Council acting as Lead Local Flood Authority, and Test Valley Borough Council, the Environment Agency commissioned consultants in 2016 to develop detailed proposals to manage flooding from all sources in Romsey.
- 3.3 A package of proposed measures for the River Test to reduce the risk of fluvial flooding, and for the Mainstone area and Middlebridge Street in Romsey to reduce the risk of surface water flooding, has now been developed.
- 3.4 In September 2017, approval was given by the Executive Member for Environment and Transport for the proposed procurement and delivery strategy for the flood alleviation measures for the River Test and Mainstone area, and Middlebridge Street in Romsey. The detail of these elements is set out in this Project Appraisal.
- 3.5 In September 2017, the Executive Member for Environment and Transport also agreed progression of further work with Southern Water and the Environment Agency to identify and agree a strategy to fund, procure and implement works in Winchester Road. The detail of this element is to be submitted for approval at a later decision day.

4. Alternative Options Considered and Rejected

- 4.1 A high level assessment of flood risk for Romsey looked at six options providing fluvial only flood risk mitigation measures, and a combination of fluvial and surface water risk mitigation measures, through increased degrees of standards of protection. The proposed measures for the River Test and Mainstone area and Middlebridge Street in Romsey offer the most favourable cost benefits while responding to a range of flood sources.
- 4.2 The do-nothing option was rejected on the basis that the existing flood risk in Romsey will remain and may worsen as a result of the impact of climate change. Long term costs to residents and local authorities may also prove much higher than the cost of a flood alleviation programme. A do-nothing option would not align with the County Council's Strategic Plan (2013-2017) to work with communities to identify local solutions that work best.

5. Measures of Success

- 5.1 Though not guaranteed as an outcome, it is expected that the completed programme will reduce the flood risk to 158 properties in Romsey, ensure that the highway network can remain open, minimise the impact on the local economy, and reduce the costs, distress and disruption associated with any future flood event. It is also expected that the programme will reduce the risk to several commercial properties including those at Budds Lane Industrial Estate.
- 5.2 The elements of the programme that reduces the risk from river flooding will provide a 1 in 100 year standard of protection (protection from events with a 1% chance of happening in any given year). The 2013/14 event was considered to be approximately a 1 in 75 year event. The surface water elements will provide a 1 in 20 year standard of protection (protection from events with a 5% chance of happening in any given year). There would be a residual risk from events larger than the 1 in 100 year designed standard of protection. Also during intense rainfall events there is potential for excess water to collect on the roads for short periods of time. The programme as set out in this Project Appraisal does not address the risk of flooding in Winchester Road, from the Tadburn Lake Stream or from groundwater emerging beneath individual properties.

6. Finance

- 6.1 The table below sets out the financial arrangements for the proposed measures for Mainstone area and Middlebridge Street, to be procured and delivered by Hampshire County Council, as part of the overall flood alleviation programme in Romsey.
- 6.2 A business case for the proposed works in Middlebridge Street was submitted to the Environment Agency in August 2018 and was successful in securing 100% funding, £500,000, from Defra Flood Defence Grant in Aid

(FDGiA) for this element of the overall Romsey Flood Alleviation Programme.

6.3	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Fees – Surveys, Design and Supervision	315	22	HCC Flood Risk and Coastal Defence programme	708
	Construction*	1112	78	Defra FDGiA	719
	Total	1427	100	Total	1427

* Including risk contingency

6.4	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	<u>Net increase in current expenditure</u>		
	Middlebridge and Mainstone	0	0.000%
	<u>Capital Charge</u>		
	Middlebridge and Mainstone	137	0.086%

6.5 The table below sets out the financial arrangements for the proposed measures for the River Test, to be procured and delivered by the Environment Agency, as part of the overall flood alleviation programme in Romsey.

6.6	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Fees – Surveys, Design and Supervision	913	18	HCC Flood Risk and Coastal Defence programme	791
	Construction*	4344	82	Defra FDGiA Southern Flood and Coastal Committee	2864
				Test Valley Borough Council	1157
				EU Funding	325
	Total	5257	100	Total	5257

* Including risk contingency

6.7 In order to secure the Defra Flood Defence Grant in Aid, the County Council, and Test Valley Borough Council, are required to complete a Partnership Funding Agreement. The principal objectives of the agreement are to agree the financial and non-financial contributions of each Party, and define the roles and responsibilities of the Parties. The agreement will need to be signed before the Full Business Case is submitted by the Environment Agency in November.

7. Programme

7.1 The current forecast programme as advised by the Environment Agency is set out below. The County Council is working with the Environment Agency to explore opportunities to accelerate the programme where possible.

Task – River Test (fluvial) elements	
Full Business Case submission (to release FDGiA)	November 2018
Appointment of contractor and mobilisation	February/March 2019
Commencement of works	Spring 2019
Completion of works	Autumn 2019
Task – Mainstone area Middlebridge Street (surface water) elements	
Full Business Case submission (to release FDGiA for the Mainstone element)	November 2018
Appointment of contractor	Spring 2019
Commencement of works (<i>subject to road space booking</i>)	Spring 2019
Completion of works	Autumn 2019

7.2 It is anticipated that programme construction will start in Spring next year following approval of the Full Business Case by the Environment Agency's National Project Assurance Service, which will confirm availability of the Flood Defence Grant in Aid (FDGiA) for the fluvial and Mainstone elements.

7.3 There is a high level of confidence attached to securing the national funding and the local levy contributions.

8. Programme Details

8.1 There are 4 parts to the Romsey Flood Alleviation Programme: River Test (Fluvial); Mainstone; Middlebridge Street; and Winchester Road. This Project Appraisal sets out the detailed proposals for the first three. The location of the elements described below is indicated on the plan at Appendix 1.

- a) River Test (Fluvial) – A number of measures are planned to improve the management of flood water from the River Test and optimise the use of the floodplain. It is intended that these elements, supported by the overall package including County Council funding will be procured and implemented by the Environment Agency utilising its permissive development rights where appropriate. The key components in and adjacent to the River Test include:
- North of Timsbury Bridge - The scheme will provide for the procurement of removable flood barriers and their siting during a flood event along Greatbridge Road. This will reduce the risk of flooding to the road and limit the need for future closures due to flooding. The barriers will be specifically reserved for use at Romsey. A sluice gate over the existing culvert outlet will also be installed immediately north of Timsbury Bridge. This gate will allow greater over flood water entering Ashley Meadows and Fishlake Meadows during future flood events;
 - South of Timsbury Bridge – The scheme will create a sequence of new embankments up to approximately 1.3m high on the eastern bank of the river to reduce the likelihood of water flowing out of the channel and into Ashley Meadows. The new structures will also help ensure water does not bypass the flow control structure;
 - North of Greatbridge – A new flow control structure constructed in the river will limit the volume of water able to flow into Fishlake Stream and therefore the amount flowing directly through the centre of Romsey. The structure will do the job that the temporary ‘cat flap’ did during the 2013/14 flood event. Managing the flow will help keep the water within the channel and reduce the risk of water flowing out onto Greatbridge Road. The additional flow will remain in the main River Test and will flow out to the floodplain;
 - East of Greatbridge Road – A new earth embankment and sluice gate will be constructed between the road and the railway line. The embankment, measuring 0.5m in height relative to ground levels, will manage the water flowing overland from the River Test. This embankment will connect with higher ground both on the east and west. An associated sluice gate will help maintain flows to the existing drainage ditches and provide control to limit flows if required in flood conditions;
 - The Causeway – A new earth embankment of approximately 1.3m height will be constructed around the south western edge of the properties at Sadlers Mill and on the Causeway. The embankment will reduce the risk of flooding to the residents at this location. Additional culverts will be provided through the Causeway itself to help drain overland flows back into the River Test;

- Riverside Gardens – The scheme will provide for the procurement of removable flood barriers and their siting during a flood event. This will reduce the risk to properties along this stretch of the watercourse. The barriers will be specifically reserved for use at Romsey; and
 - North of Mainstone – A new earth embankment will be constructed from the Causeway structure across the floodplain to the rear of the properties at Mainstone. The embankment will measure approximately 1m in height and help to reduce the flood risk to the properties on Mainstone. Two associated sluice gates will help control the flows in the existing ditches during flood events to ensure water does not come out of the bank.
- b) Measures to reduce the risk of surface water flooding are also proposed for the Mainstone area and Middlebridge Street as set out below. It is intended that these elements will be procured and implemented by the County Council using its powers as the Highway Authority.
- c) Mainstone (A27 and A3090) – A number of measures are proposed at this location to improve the management of surface water. The key components will be additional drainage assets and kerb raising to improve the highway drainage, providing for an overland flow route to direct water from a low point on the existing highway back towards the River Test, and a new overflow pipe under the A27 alongside the existing culvert to increase capacity.
- d) Middlebridge Street - The proposed works include improvements to the highway drainage network and additional points of discharge to the main River Test via Holbrook Stream to reduce the risk of surface water flooding.

8.2 In addition to the above, property level resilience, for example flood gates and air brick covers, will also be required on individual properties. These will be subject to agreement with the owners affected.

9. Departures from Standards

9.1 None.

10. Community Engagement

10.1 A Public Information Event was held over four sessions at Crosfield Hall in Romsey from 11 - 14 October 2017 to share information about the emerging Flood Alleviation Programme. The event was supported by the project partners and over 200 visitors attended. Feedback forms were received from 62 visitors with 91% strongly agreeing or agreeing with the proposals. None of the forms indicated any objection to the programme.

10.2 The County Councillors for Romsey and the surrounding areas are fully informed about the proposed programme and there are regular meetings with representatives of the Borough Council, the Town and Romsey Extra Parish Councils, and local flood action groups.

11. Statutory Procedures

- 11.1 Pre-application discussions have taken place with Test Valley Borough Council and a planning application has been submitted with an expectation that the works will be approved in November 2018. As the programme will include work in and adjacent to the River Test, which is designated as a Site of Special Scientific Interest, Natural England is among the consultees.
- 11.2 The majority of the work in and adjacent to the River Test will be undertaken within the Environment Agency's permitted development rights. However, Ordinary Watercourse Consent will be required for elements of the programme taking place on the floodplain.
- 11.3 Work at Mainstone and Middlebridge Street will be undertaken within the boundaries of the highway and will therefore be implemented by the County Council using its powers as the Highway Authority.
- 11.4 As the proposed works will restrict public access during the construction period, temporary closure of the Rights of Way at The Causeway will be sought.

12. Land Requirements

- 12.1 The implementation of the programme requires the agreement of the Highway Authority, various landowners including the Borough Council and the Broadlands Estate, and individual property owners. Negotiations to secure the necessary rights to access the land, and to construct and maintain the works are proceeding. Purchase of land is not expected to be required.

13. Maintenance Implications

- 13.1 Responsibility for flood defence assets built on or adjacent to the river will legally fall to the landowner. However, the Environment Agency will add all new defences created by the works to its asset register, and these will therefore be considered for inclusion within its asset inspection and maintenance programme.
- 13.2 Riparian owners with responsibility for ordinary watercourses will continue to be responsible for their maintenance upon completion of the programme.

13.3 The County Council will accept responsibility for those assets created on the highway or on land otherwise in its ownership and control. Similarly, Test Valley Borough Council will maintain and manage defences and mitigation work carried out on its land.

13.4 The material used on the highway will be standard highway materials and in accordance with the Highway Authority's requirements.

CORPORATE OR 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:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Flood Risk and Coastal Defence Programme - Priorities	<u>Date</u> September 2016
Buckskin and Romsey Flood Risk Management	November 2016
Romsey Flood Alleviation	September 2017
Direct links to specific legislation or Government Directives	
<u>Title</u> Flood and Water Management Act 2010	<u>Date</u> 2010

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>
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 development of the programme will have no impact on specific groups with protected characteristics. The programme when in place will offer all residents more protection from flooding, and reduce the cost, distress and disruption associated with recovery from flooding.

2. Impact on Crime and Disorder:

2.1. The development of the programme has no impact on Crime and Disorder. The programme when in place will reduce the chances of crime and disorder which could occur during flooding events.

3. Climate Change:

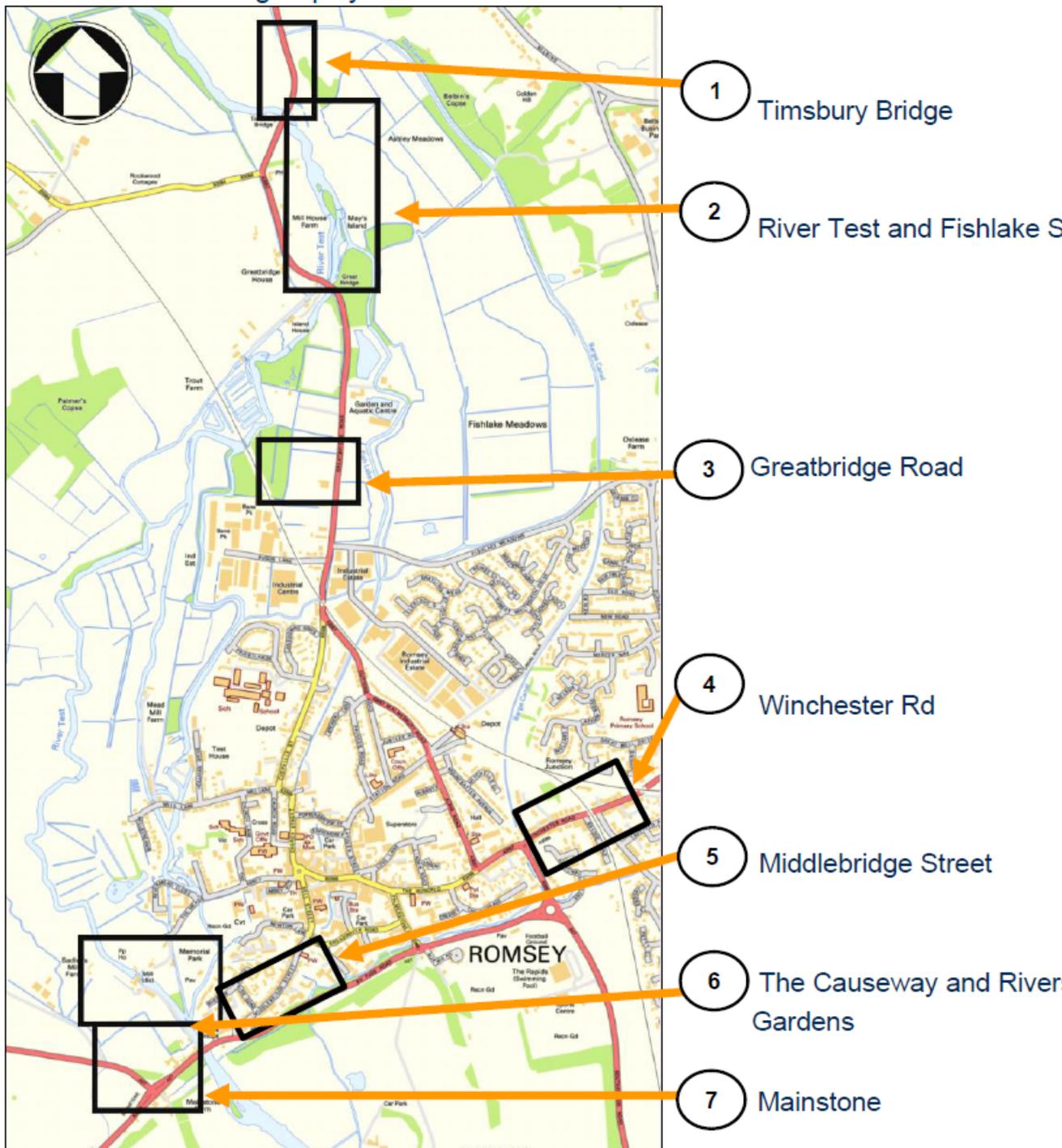
- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Putting an effective programme in place would reduce the amount of energy required to alleviate flooding emergencies through measures such as

pumping of water, and reduce the resources needed for recovery after an event.

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

The severity and frequency of extreme weather events that cause flooding is linked to the changing climate. The design and capacity of the measures being proposed will take into consideration climate change allowances so that they are fit for the future.



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Shared Space Policy Position
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp / Andrew Kettlewell

Tel: 01962 832348
01962 832276

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1. Recommendations

- 1.1. That in light of the new guidance from Government relating to Shared Space schemes, a review of such schemes in design phase is conducted to ensure that the County Council is fully meeting its obligations under the Equality Act.
- 1.2. That the County Council prepares and publishes local guidance to ensure that planning, design, and delivery of future schemes meets the requirements of legislation as clarified by Government guidance.
- 1.3. That the County Council establishes an advisory panel formed of members of key groups and organisations representing the needs of disabled people to support the preparation of the guidance and act as an advisory forum on shared space schemes.

2. Executive Summary

2.1. The purpose of this paper is to respond to a request from the Department for Transport and the Ministry of Housing, Communities and Local Government to pause “new shared space schemes which incorporate a level surface, and which are at the design stage”, and to set out Hampshire County Council’s position on shared space schemes following recent updated government policy.

2.2. This paper seeks to

- set out the background to these recommendations;
- highlight concerns about shared space and the provisions of the Equalities Act 2010;
- consider the County Council’s current approach to shared space; and
- make recommendations in relation to the County Council’s response to government’s current position on shared space, and updated policy.

3. Background

- 3.1. On 25 July 2018, the Department for Transport (DfT) launched the “Inclusive Transport Strategy: achieving equal access for disabled people” Policy Paper and withdrew existing guidance relating to Shared Space schemes (Local Transport Note 11). The new Inclusive Transport Strategy sets out “the government’s plans to make our transport system more inclusive and better for disabled people.”.
- 3.2. On the same day, Nusrat Ghani, Parliamentary Under Secretary for Transport, wrote to all local authorities outlining the key points of the new Inclusive Transport Strategy and requested that the local authorities pause “the introduction of new shared space schemes which incorporate a level surface, and which are at the design stage”.
- 3.3. The government’s approach to new shared space schemes was further clarified in a joint letter from the DfT and the Ministry of Housing, Communities and Local Government dated 28th September 2018. This letter sets out government’s intention that the pause would “not apply to development schemes that are currently at the planning application stage or beyond” and that “the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and culs-de-sac, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance”.
- 3.4. The now withdrawn Local Transport Note 11 (LTN/11) sets out that “Shared space is a design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians”, and that “there is no such thing as a definitive shared space design. Each site is different and the way a street performs will depend on its individual characteristics, the features included and how these features work in combination.” LTN11 defines a “shared surface” as “a street surface with no level difference to segregate pedestrians from vehicular traffic.” This is the characteristic referred to by the Parliamentary Under Secretary for Transport as “level surface” and defined in the joint letter from the DfT and the Ministry of Housing, Communities and Local Government dated 28th September 2018 as “a design feature in which the level difference between the footway and the carriageway is removed.”.
- 3.5. Within the guidance, shared space can refer to a range of treatments from removal of guard-railing, through to single surfaces with no delineation between road and pavement, with signal controls removed. However, in practice, the term shared space is often used to reflect the latter.

4. Concerns about shared space

4.1. Shared space has prompted campaigns, particularly from organisations representing the blind, as well as legal actions. The removal of kerbs and pedestrian crossings has proved to be among the most controversial elements of many shared space schemes with the implementation of flat, level and shared surfaces considered to have a significant negative impact on those who are blind, and their ability to navigate the environment. These concerns have led a number of other bodies to undertake research and produce guidance on shared space – these include: Accidents by Design: The Holmes Report into Shared Space, July 2015; Who put that there! – RNIB Campaign Report, February 2015; Building for Equality: Disability and the Built Environment, House of Commons Women and Equalities Committee (WEC) report, April 2017; and Creating better streets: Inclusive and accessible places - Reviewing shared space, Chartered Institute for Highways and Transportation (CIHT), January 2018.

4.2. The WEC report recommends that LTN/11 is replaced by guidance that should:

- be developed with disabled people;
- explicitly address the needs of all disabled people, including but not limited to people who are blind and partially sighted, people who have ambulant mobility difficulties, and people with a neuro-diverse condition or learning disability;
- lay down consistent national standards so that disabled people can navigate, learn and independently use such schemes anywhere in the country;
- be clear that safety and usability requirements, such as controlled crossings and kerbs, are not optional; and
- provide details on how the requirements of the public sector equality duty and the duty to make reasonable adjustments apply to the design and implementation of such schemes.

4.3. In its recent publication “Creating better streets: Inclusive and accessible places” the CIHT has reflected that the term shared space is too broad and unhelpful. CIHT proposes three new design approaches to replace shared space as follows (further detail is provided in Appendix C):

- Pedestrian prioritised streets;
- Informal streets; and
- Enhanced streets.

4.4 The report provides a series of recommendations to government and industry, calling for further evidence-gathering, and changes to developing public realm improvements and creating inclusive environments.

4.5 The CIHT’s guidance is currently being reviewed by the Department for Transport and the Disabled Person’s Transport Advisory Committee. The latter has already provided early feedback, accessible [here](#) , rejecting the

idea of new scheme categories, and stating that the report does not go far enough to address issues faced by people with disabilities.

- 4.6 The duties in relation to the Equality Act and the Public Sector Equality Duty are particularly relevant to the use of shared space schemes particularly by those with a visual impairment.

5. Equalities

- 5.1. The Equality Act 2010 makes it unlawful for public authorities, including highways authorities, to discriminate in the exercise of a public function. They also have a duty to make reasonable adjustments including changing practices, policies and procedures which have a discriminating effect and to take reasonable steps to enable disabled people to avoid substantial disadvantages caused by physical features.
- 5.2. There is a further requirement under the Equality Act Public Sector Equality Duty to have due regard to the need to eliminate discrimination and to achieve equality of opportunity between disabled and non-disabled people. Where negative impacts are identified, the local authority must consider changes to the scheme in order to eliminate discrimination and better promote equality of opportunity.

6. Hampshire County Council's Approach To Shared Space

- 6.1. In 2007, government published the 'Manual for Streets'. The Manual for Streets sets out an approach to highways design that recognises the role of streets in making a positive contribution to the quality of life and well-being of communities by placing greater emphasis on 'people and place' rather than on just traffic movement. Hampshire County Council is committed to the approach in the Manual for Streets, and in 2010 adopted its 'Companion Document to Manual for Streets'. The Manual for Streets refers specifically to the needs of people with disabilities. At paragraph 7.2.10, it states "shared surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way around. It is therefore important that shared surface schemes include an alternative means for visually-impaired people to navigate by." Although this is not expanded upon in Hampshire County Council's Companion Document, it is an important consideration in all Hampshire schemes.
- 6.2. Adopted in 2013, Policy Objective 9 of Hampshire's Local Transport Plan 3 is to: *"Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;"*

The guidance does not specify a definition of shared space, or outline any treatment requirements.

- 6.3. Within Hampshire, a number of public realm improvement projects have been implemented which share some of the characteristics of shared space schemes. These include highways works carried out in connection with new developments delivered under the provisions of Section 38 and Section 278 of the Highways Act, and improvement schemes undertaken by the County Council such as at The Square, Winchester, London Road in Andover, and Church Street and Bell Street in Romsey. These are schemes regularly used by general traffic where the footway and carriageway are at grade. However, in all cases there is clear delineation between the vehicular and pedestrian areas, and the schemes were developed in consultation with local interest groups representing those with a visual or mobility impairment. The schemes at Church Street and Bell Street in Romsey demonstrate the County Council's approach to providing an inclusive and accessible design.

7. Romsey Town Centre Improvements

- 7.1. The aim of the Romsey Town Centre Improvements is to enhance the appearance and economic vitality of this important market town.
- 7.2. The first phase of the improvements, Church Street, started in 2015. The scheme features a level surface incorporating widened pavement areas, high quality paving, and clear definition of the road and edges in order to improve accessibility for pedestrians and those with mobility impairments, and to reduce the dominance of vehicles. Additional pedestrian crossing points were also constructed along Church Street to assist all users. As part of the design process, consultation was undertaken with residents, businesses and various user groups, which included Romsey Forum, Romsey and District Society, Romsey Futures Group, Guide Dogs providing mobility for the blind and partially sighted, and other organisations. The same groups were also engaged in the development of Phase 2, Bell Street, which was implemented earlier this year and Phase 3, Market Place, which is expected to commence in early 2019.
- 7.3. The improvements to Church Street were completed in autumn of 2015, and were met with positive support from members of the public. Officers conducted a "walk through" with members from the Guide Dogs user group, and these service users commented on how the improvements would benefit them while navigating the town centre. Further positive feedback has been received for the work in Bell Street. Monitoring of both phases is currently being undertaken.
- 7.4. The final phase of the Romsey Town Centre Improvements, Market Place, will share many of the features delivered in both Church Street and Bell Street including the use of level surfaces.

8. Hampshire County Council's Proposed Position on Shared Space

8.1. In light of the publication of the "Inclusive Transport Strategy: achieving equal access for disabled people", withdrawal of existing guidance relating to Shared Space schemes (Local Transport Note 11), and government's request to pause "the introduction of new shared space schemes which incorporate a level surface, and which are at the design stage", it is proposed that the County Council takes the following actions:

8.2. **Review of schemes.** It is proposed that a review is undertaken of any new public realm improvement schemes that meet the criteria below and which are at the design stage:

- Incorporates a flat, level or shared surface where, as defined in the joint letter from the DfT and the Ministry of Housing, Communities and Local Government dated 28th September 2018, "the level difference between the footway and the carriageway is removed";
- There are relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones);
- The intention is for the pedestrian to feel that they can move freely anywhere;
- The design speed exceeds 20mph; and
- It is proposed that the Scheme be funded or adopted by the County Council.

8.3. The review would be undertaken by those responsible for commissioning the design.

8.4. In line with government's directions set out in the ministerial letter dated 28th September 2018, the review will not apply to:

- Development schemes that are currently at the planning application stage or beyond; and
- Streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and culs-de-sac, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.

8.5. The following measures are considered to be well established and conventional highway features and it is proposed that they are excluded from the definition of flat, level or shared surface within the context of the review process:

- Raised tables;
- Junction treatments;
- Pedestrianised areas; and
- Parking areas/mews/courts;

8.6. The purpose of the review would be to establish:

- That due regard has been given to requirements of the Equality Act 2010, and that the Equality Act Public Sector Equality Duty to eliminate

discrimination and to achieve equality of opportunity between disabled and non-disabled people, has been met;

- That any negative impacts that have been identified are identified and reviewed;
- That there is clear documented evidence that the design process has explicitly addressed the needs of all disabled people, including but not limited to people who are blind and partially sighted; and
- That the scheme has been developed with the active involvement of a recognised group or organisation representing disabled people including people who are blind and partially sighted.

8.7. New schemes which are at the design stage and can provide evidence that these criteria have been met would not be subject to the proposed review.

8.8. It is proposed that the County Council does not fund or adopt new schemes that fail to meet the criteria at 8.6.

8.9. The second proposed action is to prepare and publish **Guidance** to ensure that the planning, design and delivery of future schemes follows a clear process that meets the requirements set out in paragraph 8.6 above. This would include a review of current scheme auditing processes in line with the provisions of government's Inclusive Transport Strategy (July 2018).

8.10. The third proposed action is to **establish an Advisory Panel** formed of members of key groups and organisations representing the needs of all disabled people, and work with them on the preparation of the above guidance. This would include a review of current consultation processes in line with the provisions of government's Inclusive Transport Strategy.

8.11. It is proposed that the above actions are communicated to all those involved in the commissioning, planning, design and delivery of schemes funded or adopted by the County Council.

CORPORATE OR 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.)

<u>Document</u>	<u>Location</u>
Ministerial letter to local authorities about the Inclusive Transport Strategy	https://www.gov.uk/government/publications/inclusive-transport-strategy
Inclusive Transport Strategy	https://www.gov.uk/government/publications/inclusive-transport-strategy
Local Transport Note 1/11 (withdrawn)	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/732739/ltn-1-11.pdf
HCC Local Transport Plan 3	http://documents.hants.gov.uk/transport/HampshireLTPPartALongTermStrategy2011-2031RevisedApril2013.pdf
WEC's Disability and the built environment inquiry	https://www.parliament.uk/business/committees/committees-a-z/commons-select/women-and-equalities-committee/inquiries/parliament-2015/disability-and-the-built-environment-16-17/
CIHT's Creating Better Streets: Inclusive and Accessible Places	
DPTAC response to CIHT report	https://www.gov.uk/government/publications/dptacs-position-on-shared-space/dptac-position-on-shared-space

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

Specific schemes are subject to their own Equalities Impact Assessments. This report relates to an overall policy in the context of Government's recent move to improve outcomes for people with disabilities. It is recommended that representatives of people with disabilities are engaged in the development of new guidance to improve outcomes from shared space for these service users, and this should lead to positive impacts for people with this protected characteristic.

2. Impact on Crime and Disorder:

2.1. None.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

None.

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

None

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Extract from CIHT's "Creating better streets: Inclusive and accessible places"

a) Pedestrian prioritised streets

Streets where pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest (e.g., Leonard Circus). Under current legislation, this does not give formal priority to pedestrians.

b) Informal streets

Streets where formal traffic controls (signs, markings and signals) are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street. (e.g., Poynton)

c) Enhanced streets

Streets where the public realm has been improved and restrictions on pedestrian movement (e.g., guardrail) have been removed but conventional traffic controls largely remain (e.g., Walworth Road).

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Project Appraisal: A340 Thornycroft Roundabout Improvement Scheme, Basingstoke
Report From:	Director of Economy, Transport and Environment

Contact name: Damian Murray

Tel: 01962 648041

Email: damian.murray4@hants.gov.uk

1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for A340 Thornycroft Roundabout Improvement Scheme, Basingstoke, as outlined in this report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to A340 Thornycroft Roundabout, as set out in this report, at an estimated cost of £9,445,000 to be funded from Local Growth Fund from the LEP, and local resources from Hampshire County Council and Basingstoke and Deane Borough Council.
- 1.3 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.

2. Executive Summary

- 2.1 The purpose of this paper is to seek approval for the implementation of the A340 Thornycroft Roundabout Improvement Scheme in Basingstoke.
- 2.2 Improvements include widening and signalisation of the four approach arms and the circulatory carriageway, improved drainage and the addition of a new Toucan crossing on Churchill Way West.
- 2.3. The measures of success for the scheme will be improved journey times through the roundabout, improved access to areas of employment and development, and improved local and regional growth and investment.

3. Background

- 3.1 Thornycroft roundabout is an important local node on the Basingstoke strategic road network. The roundabout is situated on the western section of Basingstoke ring road, linking Ringway West to Churchill Way West. The Thornycroft scheme, which is planned for main works construction in 2019/20, aims to reduce congestion on the surrounding road network and provide increased capacity to accommodate and enable development within the surrounding area.
- 3.2 These improvements form a further phase in the A30 South West Corridor for growth and Hampshire County Council's strategy for improving access to Basingstoke. The improvements will build on and complement the recent improvements at the A30 Winchester Road roundabout and the planned improvements to A30 Brighton Hill, Kempshott, and Hatch Warren roundabouts.
- 3.3 Thornycroft Roundabout is adjacent to Basingstoke Leisure Park, which was identified for redevelopment in the Adopted Local Plan. The roundabout improvements have been held back to obtain a more definitive understanding of the proposals. A study of the impact of the redevelopment concluded that the roundabout would operate satisfactorily if a new access is provided to the redeveloped Leisure Park on the A340 Ringway West. The proposed Ringway West access would also operate satisfactorily from a capacity perspective and would not adversely impact the operation of Thornycroft Roundabout. However, should the redevelopment of the leisure park site give rise to a significant increase in traffic volumes, this would have to be mitigated, which might require significant future works to the roundabout, which the County Council would expect to be funded from developer contributions in the normal way.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1,125	11.9	LGF	7,382
	Client Fee	215	2.3	Developer	1,443
	Supervision	470	5.0	Contributions	
	Construction	7,635	80.8	BDBC	600
	Land	0	0	LTP	20
	Total	<u>9,445</u>	<u>100</u>	Total	<u>9,445</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	17	0.015
	Capital Charge	909	0.568

5. Programme

	Gateway Stages			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/18	04/19	10/20	04/21

6. Scheme Details

- 6.1 Improvements include widening and signalisation of the four approach arms and the circulatory carriageway, improved drainage and the addition of a new Toucan crossing on Churchill Way West.
- 6.2 An extension of the existing 50mph speed limit will also be implemented to mitigate risk of reduced visibility and accidents at the southbound on-slip from Brunel Road. The consultation period for these changes has now ended and no objections have been received.
- 6.3 Addition of a Toucan crossing to Churchill Way West to improve cycle and pedestrian links and better connect the existing infrastructure.
- 6.4 Additional cycle link connecting the new Toucan crossing with an existing shared use path from West Ham Roundabout to the town centre.

7. Departures from Standards

- 7.1 Visibility to the stop-line on the southbound approach on A340 Ringway West and visibility on exit from College Road are below standard due to the proximity of the existing railway bridge piers. The reduced speed limit (to 50mph) extents will be extended as a mitigating measure.

8. Community Engagement

- 8.1 A series of Public Exhibitions was held in July 2015 at various venues in Basingstoke regarding the proposed major highway improvement schemes, which included the improvements to the Thornycroft Roundabout. The public exhibitions were held at the Popley Community Centre on the 2nd July; at the Basingstoke Baptist Church on the 8th July; and at the Everest Community Academy on the 9th July. These exhibitions were well attended and the attendees were invited to complete a feedback form. From the 112 feedback responses that were received, there appears to be a considerable

level of support for the schemes and their objectives. 70% of those who completed the questionnaires believed that the proposed schemes would improve access to Basingstoke or had a neutral opinion of the schemes. 75% believed that the proposed schemes would increase junction capacity or had a neutral opinion of the effects on junction capacity. 64% considered that the proposed improvements would increase safety in the road network or had neutral opinion, and 63% considered that the schemes would encourage growth and investment in the area or had neutral opinion about this aspect.

- 8.2 Briefings for both Hampshire County Council and Basingstoke and Deane Borough Council members were provided by County Council officers in February 2016. No objections were received to the scheme.
- 8.3 Consultation with Cycle Basingstoke regarding amendments to cycling infrastructure was undertaken prior to detailed design stage.
- 8.4 As part of the Basingstoke Strategic Transport Infrastructure Plan, the Enterprise M3 Local Enterprise Partnership (EM3 LEP) has presented the proposals to local businesses and politicians through a number of presentations. These provided information on the improvements to Thornycroft and other junctions on strategic routes. The public have also been consulted on the Basingstoke Town Access Plan in 2011, where the concept of improvement to the roundabouts was included and endorsed.
- 8.5 Additionally awareness of the proposed improvements has been raised through the Basingstoke local press, both online and elsewhere.
- 8.6 An exhibition to communicate current progress on the scheme and outline the proposed programme of implementation was held locally to the junction at the Loddon Vale Bowling Club on 13th September 2018. The feedback received, albeit low in number, is in support of the scheme.

9. Statutory Procedures

- 9.1 This Scheme will not impact on any public rights of way, is not in a nature conservation area, and has no foreseeable impact on any areas of ecological, archaeological or environmental significance.

10. Land Requirements

- 10.1 A parcel of land adjacent to Churchill Way West currently owned by Basingstoke and Deane Borough Council is required to be dedicated as Highway to allow for the widening works.
- 10.2 Currently all parties are in agreement with the draft Head of Terms and formal instruction of solicitors is imminent.
- 10.3 An acceptable design option is available in the unlikely event that the land is not obtained.

11. Maintenance Implications

- 11.1 There will be an increase in the long term maintenance liability due to the new traffic lights and the carriageway widening. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, which has proven to be a maintenance issue in the past.
- 11.2 The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

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 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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
1. EMETE- Local Enterprise Partnership Funding Scheme Update (ref 6197)	04.11.2014
2. EMETE- Local Enterprise Partnership Funded Major Transport Scheme Update (ref 6870)	15.09.2015

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>
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 proposals will have little or no impact upon groups with protected characteristics. The proposals will offer upgraded facilities for all road users, including the maintained provision of pedestrian and cycle facilities. This will maintain the choices for local users and continue to offer connection to the existing pedestrian and cycle network.

2. Impact on Crime and Disorder:

2.1 These proposals are not expected to impact on crime and disorder.

3. Climate Change:

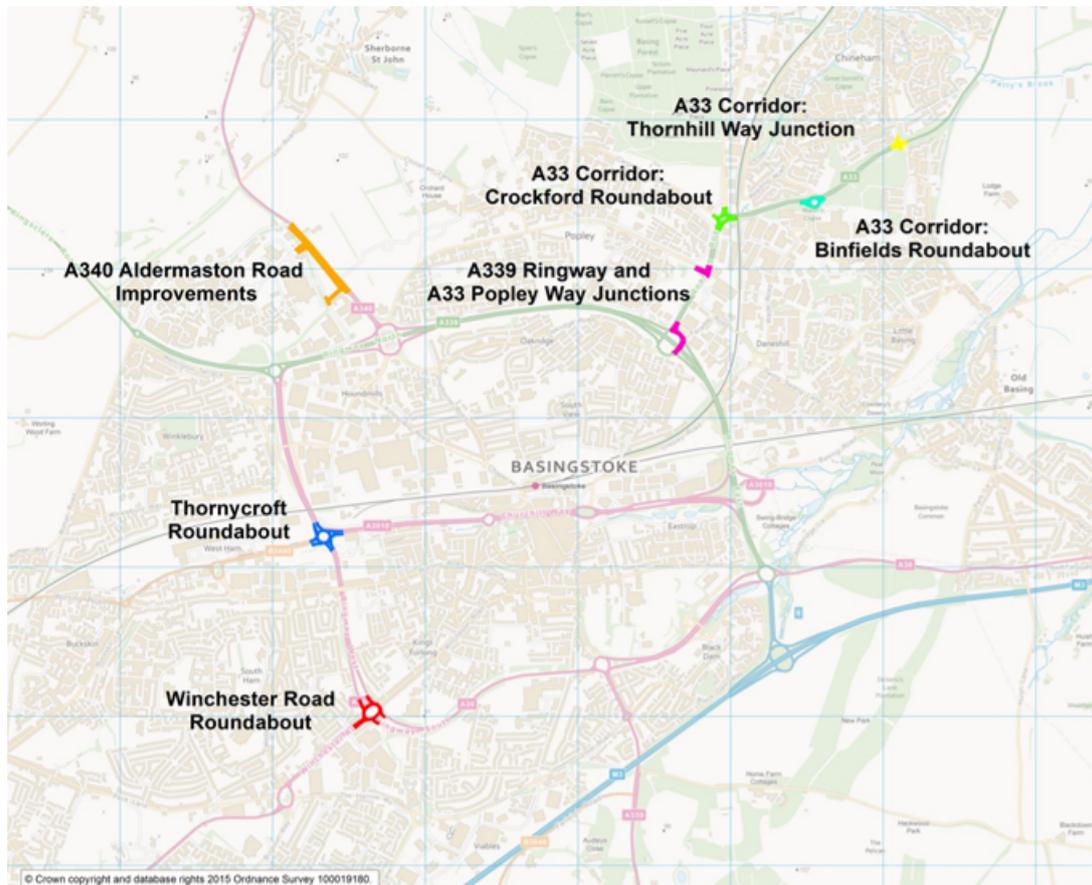
- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed junction improvement works may lower vehicle emissions by reducing/removing congestion and allowing vehicles to more efficiently navigate the junction, resulting in less polluting journeys.

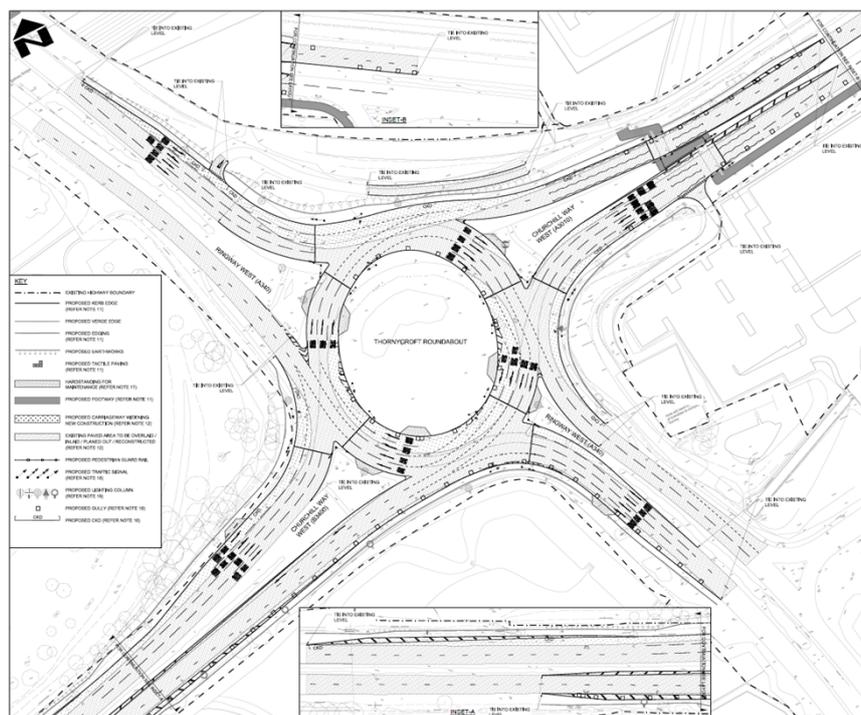
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Improving the existing cycle and pedestrian links along College Road and Thornycroft Lane may encourage modal shift to cycling or walking into Basingstoke town centre, leading to a reduction in greenhouse gas emissions and air pollution.

Location Plan



Proposed General Arrangement



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Project Appraisal Update: Eclipse Busway: Completion of Phase 1-Retention of Rowner Road Bridge
Report From:	Director of Economy, Transport and Environment

Contact name: Sarah Lister

Tel: 01962 845744

Email: sarah.lister@hants.gov.uk

1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal Update for the Eclipse Busway Completion of Phase 1 – Retention of Rowner Road Bridge, as outlined in the supporting report, and gives approval for the further development of this option.
- 1.2 That authority is given to develop the design, pursue funding, secure consents, and make all necessary arrangements, to include the submission of further planning applications as required, to develop this option for final Project Appraisal approval.

2. Executive Summary

- 2.1 A July 2018 Executive Member for Environment and Transport decision approved a 0.9km southern extension to the Eclipse Busway between Hutfield Link/Tichborne Way to Rowner Road.
- 2.2 The Scheme forms the final phase of the planned busway. Once complete, First Hampshire and Dorset will invest £3 million in a new fleet of seventeen low-emission buses as well as introducing a new Eclipse Extra service to the nearby Daedalus Enterprise Zone.
- 2.3 This report provides an update on the scheme design which has identified a potential alternative arrangement to the Rowner Road junction which retains the bridge and the existing grade-separated shared-use route for pedestrians and cycles. The shared-use route is well used and retaining the bridge would maintain this amenity for users.

- 2.4 The design for the majority of the approved busway extension would remain unchanged with only the ramped connection at the southern section of the route realigned to connect to Rowner Road immediately east of the bridge.
- 2.5 The retention of the bridge would remove the need for the extended road closure necessary for demolition.

3. Background

- 3.1 Planning permission was granted in July 2009 for the dedicated busway to operate between Redlands Lane in Fareham and Military Road in Gosport. Phase 1A of the Eclipse Busway, which opened in 2012, consists of a high quality two-way dedicated unguided busway between Redlands Lane in Fareham and Tichborne Way in Gosport. The A32 is highly congested at peak times resulting in service delays and poor journey time reliability. The busway uses the disused railway branch line corridor to provide a reliable alternative route for buses to avoid the A32.
- 3.2 The busway is one of a number of infrastructure improvements helping to generate investment to create much needed jobs for a growing population in Gosport, an area of economic underperformance, where employment has declined by a significant 11% between 2006 and 2016. This compares poorly to Hampshire as a whole where employment has increased by 3.6% on average over the same period.
- 3.3 First Hampshire and Dorset, working in partnership with Hampshire County Council, operates high specification, buses on a fully commercial basis that provide fast and high-frequency services on the busway.
- 3.4 The existing Eclipse Busway Phase 1A has delivered significant modal shift. Approximately 20% of passengers have transferred from the car, and traffic has reduced by up to 2% on the parallel A32. There has been a 64% growth in patronage on the two Eclipse routes compared with the services they replaced, delivering a 12% increase in public transport use generally on the peninsula. More people are using Eclipse for their daily commute, and more passengers are transferring to rail at Fareham railway station. A particular area of growth has been in the student market for journeys to Fareham College. Approximately 2.4 million journeys each year are now made on Eclipse, the busiest bus corridor wholly within Hampshire.
- 3.5 The busway has been very attractive to local cyclists as it provides a largely traffic-free, direct route.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design, land acquisition and planning application fees	532	100	HCC	532
	Total	532	100	Total	532

4.2 Revenue Implications £'000 % Variation to Committee's budget

Capital Charge None

5. Programme

- 5.1 The scheme to complete Phase 1 of the Eclipse Busway forms part of the County Council's Transport Capital Programme for 2018/19.
- 5.2 Site clearance operations and ducting for a utility diversion for the current scheme are currently being carried out under an Advance Works contract that is due to be completed on 23 November 2018. The works would remain valid for a revised proposal.
- 5.3 Should approval be given to this revised proposal, a planning application, land acquisition and detail design work will progress in parallel, along with the pursuit of additional funding. A subsequent update report to the Executive Member for Environment and Transport will follow the successful conclusion of these elements.

6 Scheme Details

Overview

- 6.1 An alternative junction option will be developed for the southern section of the busway extension. This option will allow the retention of the existing, segregated shared-use footway/cycleway that passes under Rowner Road Bridge. The new busway will cross the shared-use footway/cycleway at-grade and then continue along a new ramped embankment to meet Rowner Road immediately to the east of the bridge.

- 6.2 This proposal would remove the need for a three month road closure of Rowner Road, for the demolition of the bridge, and for the construction of the new junction, which were all required for the previously approved scheme. Road closure and single lane working will still be required on Rowner Road while elements of the construction work, utility diversions, traffic signal ducting and removal of the north east wing wall, take place although the traffic implications will be significantly reduced.
- 6.3 The retention of the bridge will require the height of the busway ramp to be increased relative to the approved scheme, to allow the connection to Rowner Road. In addition, a realignment of the southern section of the route to the east would move the busway closer to the rear of Huhtamaki and Woodcote Lodge.
- 6.4 The proposal would require the dedication of additional land currently owned by Gosport Borough Council and will have a generally neutral impact on Ecology and similar to the approved scheme.
- 6.5 The Eclipse services seek to reduce car trips and this revised option would help to support sustainable modes and is in keeping with the need for improvement of the two Air Quality Management Areas (AQMAs) in Fareham.

7 Departures from Standards

- 7.1 The details of the proposals are yet to be fully developed and should the proposal prove viable, any departures from standard will be reported at a later stage.

8. Community Engagement

- 8.1 Initial public consultation for the whole busway from Redlands Lane in Fareham to Military Road in Gosport took place in 2008 and 2009. Feedback was mainly positive, with 88% of respondents thinking there was a need to improve public transport on the Peninsular and 70% stating the busway would help improve access and address some of the areas raised as concerns.
- 8.2 Statutory consultation was carried out and the results considered when the planning application for Rowner Road junction was determined in 2013.
- 8.3 To make residents of Gosport and stakeholders aware of the current scheme, a Public Exhibition was held in Bridgemarky in May 2018. Key concerns raised were:
 - Closure of Rowner Road during construction;
 - The scheme cost; and
 - Pedestrian and cyclist safety (given the removal of the bridge and loss of the grade separated pedestrian/cycle route).

- 8.4 Should approval be granted to progress the revised design, an exhibition of the alternative scheme that retains Rowner Road Bridge will be held late in 2018 so that residents of Gosport and other stakeholders are made aware of the revised proposals.
- 8.5 The local member, Councillor Philpott, supports the completion of the Eclipse Busway and in particular a revised junction arrangement that allows the retention of Rowner Road Bridge.

9. Statutory Procedures

- 9.1 There are two planning permissions in place for the existing scheme:-
- For the whole route from Redlands Lane in Fareham south, via the disused railway corridor to Military Road in Gosport; and
 - For a new at-grade junction with Rowner Road.
- 9.2 A new planning application would be required for an alternative junction arrangement that retains Rowner Road Bridge.

10. Land Requirements

- 10.1 Hampshire County Council purchased the whole extent of the redundant railway corridor between Fareham and Gosport for the busway scheme and the land is currently held for highway purposes. While the current route can be constructed without the provision of additional land, the new proposal which retains Rowner Road Bridge will require additional land.
- 10.2 The additional land required is owned by Gosport Borough Council, and early indications are that it would be willing to dedicate the land for highway purposes. The County Council has requested the dedication of this land and awaits the outcome of Gosport Borough Council's deliberations on this matter.

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

CORPORATE OR 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:	yes

Other Significant Links

Links to previous Member decisions:	
Project Appraisal: South East Hampshire Bus Rapid Transit – Phase 1 Fareham –Gosport	29 January 2009
New Junction with Eclipse Busway and Removal of Existing Road Bridge at Rowner Road, Gosport (Application No: 13/00323/HCC3) (Site Ref: GPH002)	23 October 2013
Project Appraisal: Eclipse Busway: Completion of Phase 1	17 July 2018
Direct links to specific legislation or Government Directives	
None	

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:

Should they be realised, the new proposals will provide better access for cyclists and pedestrians, retaining the bridge and the existing grade separated shared use for pedestrians and cycles. A further equalities impact assessment would be carried out as part of final proposals for this option, but the recommendations of this report are procedural and will have a neutral impact on people with protected characteristics.

2. Impact on Crime and Disorder:

2.1 Neutral impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

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

Neutral impact.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Publication of the Concessionary Travel Scheme 2019-2020
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Shelley

Tel: 01962 847212

Email: peter.shelley@hants.gov.uk

1. Recommendations

- 1.1 That approval be given to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2019/2020 and that this forms the basis of the draft scheme published on 1 December 2018.
- 1.2 That non-automatic renewal of older person's concessionary bus passes which have not been used in the 12 months prior to their renewal shall continue, but on request an eligible older person will be issued with a pass.
- 1.3 That authority is delegated to the Director of Economy, Transport and Environment to make minor variations to the final scheme from April 2019 as required, in consultation with the Executive Member for Environment and Transport.

2. Executive Summary

- 2.1. The purpose of this paper is to seek approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2019/2020.
- 2.2. This paper seeks to set out the background to the scheme and proposes the scheme for 2018/2019.

2. Contextual information

- 2.1. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011.
- 2.2. The published scheme is updated annually and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2019/2020 by 1 December 2018. The final details of the scheme have to be published by 3 March 2019, 28 days prior to implementation on 1 April 2019. This report seeks approval from the Executive Member for Environment and Transport for the range of concessions as detailed.

- 2.3. The statutory scheme provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 0930 and 2300 on Monday to Friday, and at all times at weekends and on Bank Holidays. The County Council has not been notified of any changes. Reimbursement rates are calculated by specialist consultants based on Department for Transport (DfT) guidance.
- 2.4. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. It also extended the concession offered for all passholders on community transport and Taxishare schemes. These discretionary elements were included in the scheme which was approved by the Executive Member for Environment on 19 November 2010.
- 2.5. The enhancements to the statutory scheme are currently as follows:
- **Free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England;
 - **Companion Travel** – The Scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
 - **Half Fare Travel** on community transport services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
 - **Alternative Discretions** - Travel vouchers worth £32 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.

3. Passenger Transport Review

- 3.1. Public consultation was carried out to identify residents’ priorities for funding so that these could be reflected in the public transport budget savings of £1.1m required as part of the savings of £140 million that Hampshire County Council needs to make by April 2019 together with savings from the concessionary travel scheme.
- 3.2. The consultation ran from June to August 2018 and responses were received from 111 organisations and over 4,500 individuals.
- 3.3. Residents were asked to consider removing concessionary bus pass use from Dial-a-Ride and Call&Go community transport services. Since 2011, holders of older persons and disabled persons bus passes have received a 50% discount for travel on these services – this is a discretionary enhancement to the statutory scheme which is for local buses only.
- 3.4. Dial-a-Ride and Call&Go fares in many areas have not increased for a number of years and now can cover less than 20% of costs – the single most widely used fare is £1.50 single, £3 return for which passholders pay 75p and £1.50. Consultation did not support removing use of the bus pass on community

transport so instead the discount offered for holders of older persons and disabled persons passes be reduced from 50% to 25%. This will help make the services more sustainable in line with the Community Transport Operating Model approved by the Executive Member in March 2017 and give an annual saving of £60,000. This revision was approved by the Executive Member for Environment and Transport on 29 October 2018 as part of the Passenger Transport Review Decision Report.

- 3.5. Separately to asking for community priorities, residents' views were sought for the idea of a 50p per journey charge for the use of Older Person's Bus Pass on local bus services as this would help retain funding for supported services in the future. The question was asked for information purposes only as such a charge would require a change of the law.
- 3.6. Of current passholders who responded (2,104), 54% would be willing to pay a 50p charge and a further 20% might be persuaded if the funding helped to retain or improve services. Of respondents as whole (4,399), 47% favoured the charge compared to 44% who opposed the charge.

4. Concessionary Travel Vouchers

- 4.1. Travel vouchers worth £32 are offered as an alternative concession for those entitled to a disabled person's pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.
- 4.2. The initial value of vouchers was set for 2011 and it is proposed that the value of the vouchers offered be increased to £36 from April 2019 which would be in line with CPI since the start of the scheme. This will benefit an average of 3,500 residents at a maximum cost of £14,000 if all vouchers are redeemed.

5. Renewal Arrangements for the Older Persons Concessionary Bus Pass

- 5.1. In order to reduce the unnecessary cost of issuing passes to people who have moved away from the area, distress to relatives where a passholder has died and to avoid the risk of fraud if a pass is delivered to an address where the passholder no longer lives, it was agreed that from 2017 an older person's concessionary pass would not be issued automatically if it was not being used.
- 5.2. There is no impact upon a person's entitlement to a pass, and anyone who contacts the Council to say they have not received their new pass is issued with one. The change came into effect for renewals of Older Persons passes after 1 January 2017 and it is proposed to continue this arrangement.
- 5.3. Disabled Persons' passes continue to be renewed automatically subject to any appropriate review of eligibility.

6. Proposed new discretionary enhancements to the statutory scheme:

- **Free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England; (unchanged)

- **Companion Travel** – The Scheme will allow certain Hampshire disabled person’s bus passholders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance; (unchanged)
- **25% Discount** on Community Transport Services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
- **Alternative Discretions** - Travel vouchers worth £36 are offered as an alternative concession for those eligible for a disabled person’s bus pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services. (Increased value)

7. Finance

- 7.1. The overall size of the budget is £13.1 million. This covers the cost of issuing concessions and reimbursement costs to operators for concessionary travel. A number of budget efficiencies such as not automatically renewing unused passes have been approved in previous years. The revision to the discretionary discount offered to bus pass holders on community transport, which was approved by the Executive Member as part of the Passenger Transport Review Decision Report on 29 October 2018, will provide a saving of £60,000 per annum.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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:	yes

Other Significant Links

Links to previous Member decisions:	
Executive Member for Environment and Transport Passenger Transport Review 2018	<u>Date</u> 29 October 2018
Executive Member for Environment and Transport Revised Community Transport Operating Model 8131	23 March 2017
Direct links to specific legislation or Government Directives	
Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007	<u>Date</u> 2000,2007

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 proposals in this report, and in particular the current range of concessions which have been retained, have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives.

The decision assessed is to publicise a scheme, which includes the reduction in discretionary discount for bus pass holders on dial-a-ride and call-and-go services. The County Council has taken the decision to protect its support for an extensive community transport service. As part of the overall Passenger Transport review, where increased charges will take effect as a result of changes, the increase has been judged to be reasonable in terms of value for money and the sustainability of the services, thus ensuring that charges are as affordable as possible.

2. Impact on Crime and Disorder:

2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

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

The concessionary scheme enables eligible residents to use public transport as an alternative to the private car.

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

The concessionary scheme supports use of public transport which minimises carbon emissions.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	ETE Capital Programme Monitoring
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940

Email: amanda.beable@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £1.75 million from the 2018/19 Structural Maintenance programme to the 2019/20 Structural Maintenance programme, and the resulting adjustment of the 2018/19 Structural Maintenance programme from £69.72 million to £67.97 million, to reflect the re-profiling of two schemes into future programme years.
- 1.2. That the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the inclusion of £1.104million Community Infrastructure Levy from Winchester City Council into the capital programme.
- 1.3. That the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the inclusion of £2.361million Safer Roads Funding from the Department for Transport into the capital programme.

2. Executive Summary

- 2.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a diverse array of projects including, but not limited to: highways maintenance, transport improvements, flood alleviation, bridge strengthening, town centre improvements, and highway safety.
- 2.2. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced in this report, where relevant.
- 2.3. This paper also contains recommendations for the Executive Member to consider.

3. Expenditure and Finance

- 3.1. This section provides an update on the capital programme expenditure and finance since the beginning of 2018/19.
- 3.2. Gross spend across the capital programme from 1 April to 31 August 2018 is £34.587million. Appendix 1 shows where expenditure is being made across ETE's programme.

Planned expenditure for 2018/19 of £95.0million was forecast in January (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn. It is anticipated that this may result in a reduced planned expenditure figure as schemes are reviewed in detail during the third quarter.

- 3.3. The Executive Member for Environment and Transport approved the following Project Appraisals on 17 July 2018:
 - Barncroft Way/New Road, Havant Accessibility and Safety - £0.311million;
 - Eclipse Busway – Completion of Phase 1 - £9.53million; and
 - Romsey Town Centre Improvements Phase 3 – £1.597million.

Adjustments to the schemes' Capital Programme entries have been made accordingly.

- 3.4. In October 2018 the County Council submitted a bid for £1.0 million to Highways England for additional funding for cycle elements of the Junction 9 M27 Scheme. At the time of writing this report the outcome of this bid is unknown.

4. Delivery

- 4.1. This section provides an update on significant points concerning the delivery of the elements of the capital programme since the beginning of 2018/19.
- 4.2. Major transport improvement schemes across the county are progressing well, with the £9.5million Newgate Lane South – Fareham scheme completed on time and in budget in August 2018. A further four major schemes in the Integrated Transport Programme are expected to be completed across the county by the end of this financial year, bringing the expected total value of major schemes completed to in excess of £53million.
- 4.3. There have been a number of small amendments made to the programme of delivery of smaller schemes to date in 2018/19. These are listed in the record of delegated approvals set out in Appendix 2. It is expected that further changes, including the deferral of some schemes programmed to be delivered in 2018/19 to 2019/20, will be made in the second half of this financial year. This is in the context of an increase in focus on strategies and the delivery of larger schemes, and also reflects the pressure the team is under delivering a significantly larger capital programme with fewer resources than in the past.

- 4.4. Turning to the Planned Maintenance Programme, the Hampshire Highways Service Contract has now passed its first anniversary and has begun to find some stability following mobilisation. At the end of quarter one 35% of the schemes programmed for 2018/19 have been completed. Delivery of the remaining programme is currently on track. However, there are some issues with third-party statutory undertaker works, which is delaying the programming of work.
- 4.5. Within the Safety engineering programme, 30 of the 130 schemes programmed for 2018/19 had been completed by end of August 2018, with a number of other schemes in the process of being progressed.
- 4.6. Highways Structures schemes are progressing well, with Cheriton Bridge edge beam replacement and parapet works successfully completed over the summer, and temporary propping successfully installed under the Holmsley Bridge. A permanent replacement for Holmsley Bridge is programmed for 2020. Repairs to the supports of Redbridge Viaduct and Redbridge Road Bridge are planned to start in the summer of 2019. Collaboration is ongoing with Southampton City Council, Highways England and the Environment Agency in connection with network management programming issues and environmental mitigation measures on this scheme. The County Council is underwriting this second phase of the Redbridge works, valued at £8.4million, pending an announcement from Government on the outcome of the Major Road Network 'early entry' schemes bidding process, against which Hampshire has submitted a £25million proposal for a package of structural repair works on all four Redbridge structures.
- 4.7. Following detailed inspection and testing, strategic partner Atkins is undertaking a full assessment of Langstone Bridge and looking at options for repair/refurbishment of the bridge over the coming years. Further design work for Botley bypass and Stubbington structures is currently underway.
- 4.8. Work on the Council's main and pipeline programme of the Flood Risk and Coastal Defence programme has progressed significantly this year. Following further investigation, it has been established that at a number of locations, relatively small scale works will be brought forward in collaboration with Hampshire Highways to reduce flood risk.
- 4.9. Phase one of the Buckskin Flood Alleviation Scheme in Basingstoke commenced in September 2018. It is due to be completed early next year and will be followed by Phase two. Work is expected to commence on the Romsey Flood Alleviation Programme in spring 2019. A Project Appraisal for the proposed works is included as a separate item at the Executive Member for Environment and Transport's November Decision Day. The first phase of flood alleviation works at Lower Farringdon has been completed and a business case for investment from national Flood Defence Grant in Aid is currently being developed for the next phase. A preliminary design for the Outer Winchester Flood Alleviation in Littleton, Headbourne Worthy, and Kings Worthy has also been completed and a proposal is to be submitted for approval this autumn.

5. Programme Changes

- 5.1. This section details the amendments and additions recommended for approval.
- 5.2. A list of amendments (approved under delegated authority) is included in Appendix 2.
- 5.3. It has been agreed that going forwards, prior to approving any capital programme scheme deletion or deferral under delegated authority, that the relevant Local Member for the scheme will be consulted and the views expressed made clear to the Decision Maker.
- 5.4. Hampshire County Council has been allocated £1.104million Community Infrastructure Levy (CIL) Funding from Winchester City Council in 2018/19 to fund schemes in the Winchester area, through its process of automatically allocating 25% of all CIL receipts to the County Council. A Winchester CIL sub-programme within the ETE capital programme will be established to aid programme management of Winchester City Council area schemes funded through CIL. Due to Winchester City Council's recent decision to stop automatically allocating the County Council 25% of all CIL receipts, this sub-programme will be kept under review.
- 5.5. It is therefore recommended that the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the inclusion of £1.104million Community Infrastructure Levy from Winchester City Council into the capital programme to enable these schemes to progress.
- 5.6. In 2017/18 the County Council received funding from the Department for Transport (DfT) Safer Roads Fund, a fund established by the DfT to enable councils to improve 50 high risk routes in Britain. In June 2018 the County Council was awarded further funding for the three routes from the Safer Roads Fund, as detailed in the table below:

Road Section	Scheme	Further funding (£)	2017/2018 Allocation (£)	Total Funding (£)
A27 Fareham - Cosham	A27 Delme Roundabout to the Hampshire/Portsmouth	600,000	81,000	681,000
A32 Fareham - Gosport	A32 - M27 junction 10 to Gosport Town Centre	1,581,000	149,000	1,730,000
A36 Wigley - Totton	A36 from jct with the A35 at Redbridge and A36 at Ower	180,000	568,000	748,000

- 5.7. It is therefore recommended that the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the inclusion of a further £2.361million Safer Roads funding into the capital programme to enable further safety improvement works to be undertaken on these road sections.

- 5.8. At the time of writing this report, both Portsmouth 'City Region' and Southampton 'City Region' have been shortlisted as two of ten successful city regions for the Transforming Cities Fund. These ten regions will now work with the DfT to develop and deliver upgraded public transport links from a £840million budget. Hampshire County Council will be working closely with the two cities to develop schemes in order to draw down capital funding.
- 5.9. The £7.27million referenced in Additional Appendix 1 within the Waste programme relates to the purchase of an area of land in Eastleigh, for strategic waste management purposes. This acquisition was approved by the Executive Member for Policy and Resources on 9 March 2018.
- 5.10. The 2018/19 Structural Maintenance programme has been slightly re-profiled to enable further time to source the required funding required for two higher value schemes:
- A31 near Alton – This scheme currently has £1million of funding allocated to it, which includes £0.5million carry forward from 2017/18. In order to secure the remaining £1 million funding required for the scheme, it is proposed that this scheme is now completed in a future programme year, with current funding allocated carried forward to 2019/20. Interim repairs will be undertaken in the meantime as required; and
 - A33 North of Basingstoke - This scheme currently has £0.75million of funding allocated to it. In order to secure the remaining £1.65million funding required for the scheme, it is proposed that this scheme is now completed as part of the 2019/20 programme, with current funding allocated carried forward to 2019/20.
- 5.11. It is therefore recommended that the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £1.75 million from the 2018/19 Structural Maintenance programme to the 2019/20 Structural Maintenance programme, and the resulting adjustment of the 2018/19 Structural Maintenance programme from £69.72 million to £67.97 million, to reflect the re-profiling of two schemes into future programme years. This is to enable more time to secure the required funding for each scheme.

CORPORATE OR 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

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:

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation, and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts.

2. Impact on Crime and Disorder:

2.1 No specific proposals.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No specific proposals.

TABLE OF EXPENDITURE ACROSS ETE CAPITAL PROGRAMME IN 2018/19

Gross Expenditure	To 31 August 2018 Periods 1-5 £
Structural Maintenance	17,249,038
Integrated Transport Programme	9,732,562
Flood & Coastal Defence Management	276,904
Waste	7,269,485
Solent Enterprise Zone	18,885
Community Transport	24,272
PRIP	15,919
TOTAL	34,587,065

The following is a list of delegated decisions that have been made since the last update.

- 2018/19 BRT Additional Bus Stops – Addition to capital programme at £75,500
- 2018/19 Ped/Cycle and Accessibility Imps, Hayling Island (South Side) – Reduction in value of scheme as an element of this scheme is now being progressed as a separate scheme – new programme value £235,000
- 2019/20 Ped/Cycle and Accessibility Imps, Hayling Island (Phase 2) – Addition to capital programme at £235,000
- 2018/19 A27 Barnes Lane junction Improvements – deferral to 2019/20
- 2018/19 A325 Integration Gateways and Whitehill & Bordon Integration Works – These two schemes are being combined into one scheme (Whitehill & Bordon Integration Works) in the 2019/20 programme
- 2018/19 Hook to Dilly Lane Cycle Route – deferral to 2019/20
- 2018/19 Bishops Waltham Centre Access Improvements – deferral to 2019/20
- 2018/19 M27 Junction 10 – Entry into capital programme of initial work on this scheme at £1,500,000

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	2018 Review of the Hampshire Minerals & Waste Plan
Report From:	Director of Economy, Transport and Environment

Contact name: Melissa Spriggs

Tel: 01962 846330

Email: melissa.spriggs@hants.gov.uk

1. Recommendations

- 1.1. That it is recommended to the County Council that an update to the Hampshire Minerals & Waste Plan (2013) is not required at this time, but that a further Review takes place in 2020.
- 1.2. That it is recommended to the County Council that a summary of the review process and the decisions be consolidated and published as a publicly available report, to be entitled the '*2018 Review of the Hampshire Minerals & Waste Plan*'.
- 1.3. That it is recommended to the County Council that a programme of on-going engagement with interested parties commences following publication of the '*2018 Review*' and prior to the further Review in 2020.
- 1.4. That it is recommended to the County Council that authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Environment and Transport, to update the Minerals & Waste Development Scheme to reflect the decisions of the County Council.

2. Executive Summary

- 2.1. The purpose of this paper is to provide the reasons for not updating the Hampshire Minerals & Waste Plan (2013) following the completion of a Review as required by the National Planning Policy Framework (NPPF).
- 2.2. This paper seeks to
 - Provide the background to why a Review of the Hampshire Minerals & Waste Plan is required;
 - Highlight the findings of the Review;
 - Look at factors which influence the future of the Hampshire Minerals & Waste Plan;
 - Outline the financial status of the Hampshire Minerals & Waste Plan (2013) and budgeting implications of an update to the Plan; and

- Outline the timetable for a future Review of the Hampshire Minerals & Waste Plan (2013).

3. Background to the Review

- 3.1. The National Planning Policy Framework (2018) requires that Local Plans should be reviewed to assess whether they require updating at least once every five years¹. The Hampshire Minerals & Waste Plan (the 'Plan') was adopted in October 2013. Therefore, a Review has been undertaken of the Plan to determine whether it requires to be updated.
- 3.2. A recent update to the Planning Practice Guidance suggests that if a local planning authority decides not to update their policies, they should publish the reasons within 5 years of the adoption date of the plan².
- 3.3. The Plan was produced in partnership with Portsmouth and Southampton City Councils and the New Forest and South Downs National Park Authorities. Since adoption, there has been an on-going relationship between Hampshire County Council and these Authorities regarding the monitoring and implementation of the Plan. Therefore, a decision on the future of Hampshire Minerals and Waste Plan needs to be made by each authority.

4. Findings of the Review

- 4.1. The Review assesses each policy to determine its effectiveness based on the data contained within the relevant Monitoring Reports³ produced since the adoption of the Plan. Each policy was provided with a RAG (Red, Amber or Green) Monitoring Summary to determine how it has performed against the relevant monitoring indicator. The Hampshire Minerals & Waste Plan contains 34 policies. Of these, seven policies were initially categorised as 'Monitoring shows some issues to be reviewed' (Amber) and seven as 'Monitoring shows issues to be reviewed and may need to be addressed' (Red). The remaining 20 policies were categorised as 'Monitoring shows no issues' (Green).
- 4.2. The Development Management policies (Policies 1 – 14) which control the impacts of development are considered to be working effectively; with only one Amber and one Red rating amongst them. Policy 14 (Community benefits) was categorised as Red as implementation of this policy has highlighted that it does not relate directly to work done by the Minerals and Waste Planning Authority (MWPA), as it refers to bilateral agreements that do not include the MWPA. Should the Plan be updated, it is considered that this

¹ National Planning Policy Framework (2018) (Para. 33): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

² Planning Practice Guidance (Paragraph: 051 Reference ID: 61-051-20180913) (Revision date: 13 09 2018): <https://www.gov.uk/guidance/plan-making>

³ Hampshire Minerals & Waste Plan – Monitoring Reports (2013-2017): <https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/hampshire-minerals-waste-plan>

policy could be removed and support for community benefits provided in the supporting text of Policy 1.

- 4.3. The mineral development policies (Policies 15 - 24) have a number that were initially categorised as Red relating to the landbank or permitted reserves of several minerals.
- 4.4. The NPPF requires 25 years of permitted reserves of brick-making clay and 10 years of permitted reserves of individual silica sand sites⁴. Whilst it is recognised that these permitted reserves are not currently provided, the existing policy wording for these minerals (Policy 21: Silica sand development and Policy 22: Brick-making clay) seek to enable development in order to reach the necessary requirements. Indeed, a recent application has been submitted for an extension to Kingsley Quarry for the provision of silica sand.
- 4.5. The NPPF also requires a minimum landbank of seven years for sand and gravel to maintain a steady and adequate supply⁵. Again, monitoring data highlights that this landbank is not currently being achieved. However, more detailed investigation shows a number of large sand and gravel sites are either in the planning process pipeline or likely to be submitted in the next two years. Where the landbank falls short, the existing wording of Policy 20 (Local land-won aggregates) enables development to come forward subject to criteria. Therefore, it is considered that this policy does not require updating at this time.
- 4.6. An issue that is of regional, if not national, interest is that of soft sand supply. It is being considered regionally through a position statement being drafted by the South East Minerals Planning Authorities which will form the basis of Statements of Common Ground. Soft sand supply is also considered under Policy 20, and therefore development required to address a shortfall in the landbank can be enabled subject to criteria. The soft sand allocations contained within the Plan are coming forward on the timescales proposed by their developers with a significant resource (4 million tonnes) still due to come forward at Purple Haze, Ringwood Forest site allocation beyond 2018⁶.
- 4.7. The waste management development policies (Policies 25 – 34) have a number categorised as Amber relating to variations in the type of waste facilities that have come forward (with more recovery than recycling than expected) and to the usability of the waste criteria policy which has been shown to lack clarity in certain instances.
- 4.8. Policy 32 (Non-hazardous waste landfill) has been categorised as Red due to the very low level of capacity (permitted void space) caused by an existing site closing early and not taking up the option to develop an extension allocated in the Plan. A further reserve landfill site is allocated at Purple Haze.

⁴ National Planning Policy Framework (2018) (Para. 208c):
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

⁵ National Planning Policy Framework (2018) (207f)

⁶ Hampshire Minerals & Waste Plan (2013) (Para. 6.77):
<http://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

As the policy allocates landfill space which has not yet been taken up by commercial operators and contains criteria for the consideration of any unplanned opportunities, it is considered that the policy has the necessary flexibility to still enable the required landfill development to come forward. The issue of landfill provision and the changes in this waste management area are being considered regionally through a position statement.

- 4.9. Following further investigation into the policies that were initially highlighted through the Monitoring Status, each policy was categorised with a RAG Review Status. Seven policies were categorised as 'Green' (Review shows that the policy does not need to be updated), nine policies were categorised as 'Amber' (Review shows that the policy does not need to be updated but should be kept under review), none of the policies were categorised as 'Red' (Review shows that the policy triggers the need for the Plan to be updated).
- 4.10. The Review also sets out the relevant policy drivers such as government policy publications or announcements which are relevant to the Plan since it was adopted. There are also current government consultations on oil and gas development which may have implications for the Plan. It is recognised that these drivers would need to be taken into account should an update to the Plan be undertaken.
- 4.11. The 2018 Review of the Hampshire Minerals & Waste Plan concludes that the policies themselves enable the development Hampshire needs, while having a raft of well functioning development management policies that protect the environment and residents.
- 4.12. The reasons for not updating the Plan are summarised as follows:

Waste

- In general, the waste forecasts have been relatively accurate;
- Landfill capacity is identified as not meeting the forecasted need, however, Policy 32 allows for additional landfill capacity and there is also reserve capacity; and
- The implications of Britain's exit from the European Union ("Brexit") on the waste industry and waste management services are potentially nationally significant but cannot be assessed without more details of Brexit, and until any post-Brexit arrangements are known.

Minerals

- The landbank and permitted reserves of sand and gravel, silica and brick-making clay are not meeting their required levels. However, review of the mineral supply policies has highlighted that these do not exclude further development proposals to come forward and would be supported where a shortfall in supply is identified. The policies are considered to be flexible and enable development, where required;
- The allocations in the HWMP are coming forward (relatively to the timescales set out in the Plan) as well as unplanned opportunities; and

- The landbank is being affected by a delay in decision-making which is not the result of policy.

5. Financial Implications

- 5.1. Hampshire County Council has a Service Level Agreement with the partner authorities regarding the monitoring and implementation of the Plan. The services provided range from producing the monitoring report and Local Aggregate Assessment to preparing any new agreed documents. The partners pay 8% each of the yearly cost for these services, with Hampshire County Council covering the remaining 68%. Any new work is agreed in advance and previous projects have included the Oil and Gas and Safeguarding Supplementary Planning Documents, and this Review.
- 5.2. Estimates of the cost of an update to the Plan have not been drawn up as it would be highly dependant on the scope of the update, in particular, whether it includes both minerals and waste policies and whether new site allocations would be required. If an update was agreed with the partners, discussions on the continuation of the current financial arrangement would also need to be agreed.

6. Next Steps

- 6.1. The findings of the Review along with the decision on up-dating the Plan need to be published⁷ and it is proposed to do this by making the '2018 Review of the Hampshire Minerals & Waste Plan' public as soon as possible.
- 6.2. As some of the issues related particularly to Brexit uncertainty may resolve themselves, or the circumstances around them become clearer in the near future, it is proposed that a further Review is conducted in 2020. The shorter time frame will also allow for the close monitoring of issues and prevent any problems from escalating to unmanageable levels.
- 6.3. Because some of the issues are closely related to changes in industry and issues that industry faces, regionally and nationally, it is also proposed to have an on-going process of exploring these matters in a collaborative way, beginning with a workshop early in 2019.
- 6.4. As all the partners will need to agree to this approach, any proposals will wait for the approval by all partners before action is taken.

⁷ Planning Practice Guidance (Paragraph: 051 Reference ID: 61-051-20180913) (Revision date: 13 09 2018): <https://www.gov.uk/guidance/plan-making>

CORPORATE OR 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:	No
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	No

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Adoption of the Hampshire Minerals & Waste Plan (Full Council decision).	<u>Date</u> 15 October 2013
Direct links to specific legislation or Government Directives	
<u>Title</u> National Planning Policy Framework https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf	<u>Date</u> July 2018

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>
2018 Review of the Hampshire Minerals & Waste Plan (2013)	

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:

As the plan is not to be updated at this time, the impact has been assessed as neutral.

2. Impact on Crime and Disorder:

2.1. No direct impact

3. Climate Change:

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

The Hampshire Minerals & Waste Plan (2013) contains Policy 13 (High-quality design of minerals and waste development) which requires minerals and waste development to demonstrate, amongst others, opportunities for recycling heat, energy and water consumed as part of the operation. Policy 28 (Energy recovery development) states that relevant development should, where practicable, provide combined heat and power. It is not proposed that these policies are updated at this time.

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

The Hampshire Minerals & Waste Plan (2013) contains Policy 2 (Climate change – mitigation and adaption) which seeks to reduce the vulnerability and provide resilience of minerals and waste development, where applicable. It is not proposed that this policy is updated at this time.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Household Waste Recycling Centres Accessibility Review
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

1. Recommendations

- 1.1. That Hampshire County Council adopts a formal accessibility policy regarding parking and admittance to HWRCs to be consistently applied across all sites in Hampshire.
- 1.2. That the current policy exempting Blue Badge holders from requiring a permit to use the HWRC in a commercial-type vehicle or large trailer is removed unless the vehicle has been specifically adapted for their purposes.

2. Executive Summary

2.1. The purpose of this paper is to report and make recommendations regarding the accessibility of the Household Waste Recycling Centre (HWRC) network in Hampshire.

2.2. This paper seeks to:

- set out the background to the review;
- consider the legal and equality implications of existing and proposed accessibility arrangements at HWRCs;
- summarise the outcomes of an informal consultation with local accessibility groups and similar councils; and
- make recommendations for a formal HWRC accessibility policy to cover all HWRCs in Hampshire.

3. Contextual Information

3.1. The HWRC service in Hampshire is used by over four million service users each year. In order to make the network accessible to all, a number of initiatives have been introduced over the years. However, a formal standardised approach to accessibility has not been achieved to date, meaning that application of this approach has invariably been a local decision. Following the raising of some queries regarding accessibility and a challenge to the existing informal policy, a countywide review was undertaken.

- 3.2. Most HWRCs provide at least one parking space available to Blue Badge holders. These are usually located close to the site office so that assistance can be provided more quickly if requested. At some sites these spaces are not kept free for the sole use of Blue Badge customers as in busy periods site staff may direct any user to the space to maintain throughput. However, this has been known to cause disquiet to some Blue Badge holders. There is also inconsistency between the layout of the spaces – some are the same width as a regular space while others are wider with yellow hatching alongside to facilitate easier access – and there is no standard use of signage for these spaces.
- 3.3. The HWRC Householder Permit Scheme was introduced in 2008, and from that time Blue Badge holders have been given special dispensation to access sites in a commercial-type vehicle without the need for a permit. Following a complaint from a member of the public in 2016 that this in effect amounted to positive discrimination, the reason the decision was taken and its applicability in the present day was considered as part of the review.

4. Accessibility procedures at HWRCs

- 4.1. The majority of HWRCs in Hampshire have at least one parking bay set aside as an accessible space. The location of these bays is very much a local decision, and the layout varies from site to site.
- 4.2. As the HWRC is a private facility, there is no mandatory guidance on if or how accessible parking spaces should be provided. Public car parks, however, have to meet certain standards (ref. Traffic Advisory Leaflet 5/95 (1995)) regarding quantity and layout, so it is pertinent to review this advice to determine what could be applied to the HWRC environment:
- Accessible parking bays should be located within 150m from waste receptacles for wheelchair users/visually impaired, 100m for those ambulatory without walking aid, or 50m for walking stick/frame users;
 - Off-street car parks for recreational places should have a minimum of 3 accessible parking bays or 6% of total parking capacity if the total number of parking bays is less than 200; and
 - Accessible parking bays should be a minimum of 4,200mm wide (including hatched areas to allow for loading) and 4,800mm long. Additional space should be provided where:
 - bays are parallel to access aisles – an extra length of 1800mm should be allowed;
 - bays and access aisles are perpendicular to one another – an additional width of 1,200mm should be allowed along each side; and
 - a zone is required at the end of the parking bay to allow for extra room for boot access – an additional 1,200mm should be allowed.
- 4.3 Whilst there is no legal requirement to provide accessible parking bays in private car parks, providers should demonstrate that they are taking steps to enable people with disabilities to use the service in the same way as those without disabilities. This guidance could be met by making every parking space

large and long enough for them to be suitable for Blue Badge holders to use or by designating accessible parking bays.

- 4.4 When considering the HWRC environment, there is no stipulated minimum distance from which the parking bays are placed from the waste receptacles, but the County Council has a duty to ensure that site users do not find it impossible or unreasonably difficult to use the HWRC. It is advised that accessible spaces should be ideally located close to the most commonly used bins. However, this is likely to be a subjective judgement as sites accept a wide range of materials, and bin location may vary depending on local conditions.
- 4.5 No specific guidance was found regarding whether designated accessible parking spaces should be kept free at all times. However, it could be suggested that by not keeping it free at all times and obliging a Blue Badge holder to have to wait for it to become available, that this could make it unreasonably difficult to use the HWRC. Clearly this would depend on how busy the HWRC is at a given time, and whether a wait for the designated space would cause unreasonable difficulty compared to the potential wait for other site users. This issue is lessened at sites where a 'meeter and greeter' is employed at the site entrance as that staff member can quickly arrange for assistance to be provided regardless of the space that a Blue Badge holder parks in, while maintaining an efficient throughput during busy periods.

5. HWRC Permit Scheme

- 5.1. At present, individuals with blue-badges are exempt from the Household Waste Recycling Centre (HWRC) permit scheme in Hampshire. Accordingly, they do not need to apply for a permit to dispose of their household waste at a HWRC, even if they have a commercial-type vehicle which meets the usual requirements for a permit.
- 5.2. Following a complaint by a member of the public in 2016 that this, in effect, could amount to positive discrimination, an internal review was undertaken. Observations at HWRCs suggests that the number of Blue Badge holders using commercial-type vehicles, and therefore currently subject to the existing exemption, is very low. Given that the permits may be issued to all Hampshire households, the County Council could arguably be at risk of indirect positive discrimination as it could be seen to be taking action on something that is already minimal.
- 5.3. To maintain the exemption, Hampshire County Council would need to be satisfied that the exemption is positive action as opposed to positive discrimination, in line with the Equality Act, 2010. The Public Sector Equality Duty (2011) states that local authorities must have due regard when making policies to eliminate unlawful discrimination, advance equality of opportunity between those with a protected characteristic and those without, and likewise foster good relations between those with a protected characteristic and those without. Accordingly, the exemption would need to prove that the policy takes a positive action to ensure advanced equality of opportunity between blue badge holders and those who are not.
- 5.4. It is additionally considered that the basis of the current exemption is no longer justifiable, given changes to HWRC access rules, which now allow small traders to use sites, albeit on a charged for basis. The County Council policy change is

not intended to apply to vehicles adapted for domestic use by people with disabilities.

- 5.5. Anecdotal evidence from HWRC site staff suggests that occasional abuse of the Blue Badge scheme occurs whereby unscrupulous traders use the exemption to get around the requirement for them to pay for delivering non-household waste. A review of the scheme would close this loophole.

6. Consultation and Equalities

- 6.1. The Council must be mindful of its Public Sector Equality Duty as established under the Equality Act 2010. This duty requires it to have due regard to eliminate unlawful discrimination, advance equal opportunity, and foster good relations between persons with protected characteristics and those without. The proposal to implement a consistent policy across all Hampshire residents would assist the County Council in meeting this obligation.
- 6.2. In order to better understand usage of the sites by less able-bodied users, a short online survey was sent to known accessibility action groups across Hampshire. Six responses were received and the following key findings were identified.
- HWRCs can be regarded as generally accessible for users with disabilities. An inability to physically travel to the HWRC accounted for why two respondents were not able to use a HWRC;
 - All HWRC users found it easy to park, but there were reports of non-Blue Badge holders using what they considered to be designated spaces;
 - Site staff were considered helpful if asked for assistance, but they did not always offer assistance proactively; and
 - Overall user experience was rated as positive.
- 6.3. Importantly, no major issues were found with accessibility at HWRCs. Therefore this suggests that a formalisation of on-site accessibility procedures is required, rather than a major overhaul of the informal policies.
- 6.4. The formalisation of accessibility procedures at HWRCs will have a positive impact on users with disabilities by facilitating greater consistency between sites across Hampshire, including standardising the layout of accessible parking spaces and reaffirming the level of service disabled users can expect.
- 6.5. The small number of Blue Badge holders using a commercial type vehicle will be eligible for a Permit, and there is no restriction on the number of times they can use the site. They will henceforth be subject to the same guidelines as all other service users using commercial-type vehicles, thereby ensuring consistency of approach. While it is true that this very small number of service users were not obliged to seek a permit before, this new requirement arises from the removal of a blanket exemption benefiting these service users, which will in turn ensure they are treated equitably with other Hampshire residents. The vast majority of Blue Badge holders visit the HWRCs in a domestic vehicle and would not be subject to the Permit Scheme. Adapted commercial vehicles will not require a permit, and where it can be shown that a commercial vehicle is necessitated by the nature of the disability, an exemption can be made in consultation with the County Council.

7. Best Practice Elsewhere

7.1. A number of similar county councils/waste disposal authorities were approached for information on accessibility policies in place at their HWRCs. Eleven responses were received leading to the following headline results:

- Four authorities provide parking bays for blue badge holders, of which two specify that these spaces must be kept free at all times for the use of blue badge holders;
- Three of those councils have adapted their blue badge holder parking areas to make them more accessible; and
- Three councils have the blue badge holder parking spaces located in the main operational/customer area, while another located theirs next to the resale shop area.

7.2. Three of the authorities surveyed apply an exemption to their permit scheme for customers possessing a Blue Badge. However, only one of those councils employs a flat 'all-in' exemption similar to Hampshire's current position, whereas the other two only apply an exemption to Blue Badge holders that can demonstrate the vehicle has been adapted for their personal use.

8. Future Direction

8.1. In order to promote consistency across the HWRC network, it is proposed that a formal accessibility policy is developed and implemented at Hampshire's HWRCs. This should cover the following areas:

- a standard width for all accessible parking spaces at every HWRC, in line with recommended best practice for public car parks (approx. 2,400mm wide by 4,800mm long, with a 1,200mm hatched area either side). All regular parking spaces to be widened slightly by 0.4m to enable all customers additional room to extract themselves and/or their waste from their vehicle;
- all accessible parking spaces to be designated as 'priority' for Blue Badge holders and/or customers with a need for assistance, with a recognition that during busy periods these spaces should not be left empty in order to facilitate swifter throughput of customers;
- consistent signage at all HWRCs to reflect the above designation;
- a minimum of one accessible parking space with the above dimensions to be provided at every site, or equivalent to 6% of the total parking capacity, whichever is the higher;
- the precise positioning of accessible parking spaces to be reviewed on a site-by-site basis to ascertain the optimum location(s). In most cases this is anticipated to be adjacent or near to the site office, but it is recognised that this may not be appropriate at every HWRC;
- removal of the procedure exempting Blue Badge holders from requiring a Householder Permit to enter the site in a commercial-type vehicle or large trailer, unless the user can demonstrate that the vehicle has been

specifically adapted for their purposes. As all Hampshire households are entitled to apply for a permit which allows the holder at least 12 visits in a 12 month period, this is not anticipated to cause any undue inconvenience and applies a consistent policy to all HWRC customers; and

- site staff to be reminded to proactively provide assistance to all Blue Badge holders whenever appropriate to do so.

8.2. It is recommended that the actions above are implemented incrementally from 1 April 2019 onwards, in line with planned maintenance programmes, with a view to full completion during 2020.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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

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 formalisation of accessibility procedures at HWRCs will have a positive impact on users with disabilities by facilitating greater consistency between sites across Hampshire, including standardising the layout of accessible parking spaces and reaffirming the level of service disabled users can expect.

The small number of Blue Badge holders using a commercial type vehicle will be eligible for a Permit, and there is no restriction on the number of times they can use the site. They will henceforth be subject to the same guidelines as all other service users using commercial-type vehicles, thereby ensuring consistency of approach. While it is true that this very small number of service users were not obliged to seek a permit before, this new requirement arises from the removal of a blanket exemption benefiting these service users, which will in turn ensure they are treated equitably with other Hampshire residents. The vast majority of Blue Badge holders visit the HWRCs in a domestic vehicle and would not be subject to the Permit Scheme. Adapted commercial vehicles will not require a permit, and where it can be shown that a commercial vehicle is necessitated by the nature of the disability, an exemption can be made in consultation with the County Council.

2. Impact on Crime and Disorder:

2.1. Not applicable.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

No impact.

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

No impact.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Basingstoke South West Corridor to Growth – Brighton Hill Roundabout
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Marshall

Tel: 01962 847122

Email: Philip.Marshall@hants.gov.uk

1. Recommendations

- 1.1. That the preferred scheme (as detailed in Appendix 1) be approved, following the public consultation and that the responses to the consultation be noted.
- 1.2. That the preferred alignment of the scheme be approved and that Basingstoke and Deane Borough Council is advised to include a formal safeguarding of the scheme in its Local Plan.
- 1.3. That authority be delegated to the Director of Economy, Transport and Environment to progress all design, development and business case work necessary to enable the completion of detailed design, including engagement with Basingstoke and Deane Borough Council and make minor amendments to accommodate responses made in the public consultation.
- 1.4. That authority is given to enter into a Funding Agreement with the Enterprise M3 Local Enterprise Partnership in consultation with the Head of Legal Services.

2. Executive Summary

- 2.1. The purpose of this paper is to further progress proposed improvements to Brighton Hill Roundabout in Basingstoke, as part of the Enterprise M3 Local Enterprise Partnership's (EM3 LEP) Basingstoke South West Corridor to Growth.
- 2.2. The proposed improvements to Brighton Hill Roundabout aim to deliver capacity improvements to address existing congestion issues and accommodate future growth in travel demand along this corridor. The proposals also aim to deliver improved public transport journey times and reliability and improvements to pedestrian and cycle crossing facilities. The recent public and stakeholder consultation for the improvement proposals for Brighton Hill Roundabout consultation also outlined some initial proposals for Kempshott Roundabout, which would be subject to further design work.

2.3. The EM3 LEP has provisionally allocated £13.0 million towards this round of improvements to the Basingstoke South West Corridor to Growth, matched by £5.6 million of local contributions. This funding is being prioritised to deliver improvements to Brighton Hill Roundabout, as this is the focus of existing congestion problems on the corridor. However, the overall budget should also allow for improvements elsewhere on the corridor and the consultation has also presented some initial improvement options for Kempshott Roundabout.

2.4. This paper seeks to:

- summarise the outcomes from the recent public and stakeholder consultation for the improvement proposals for Brighton Hill Roundabout;
- approve the preferred scheme layout;
- give the authority to progress further design, development and business case work to take the scheme through to detail design, taking account of detailed comments made during the consultation;
- provide necessary land safeguardings for the scheme with the Local Planning Authority; and
- Secure the necessary authority to enter into a Funding Agreement with the EM3 LEP, subject to a favourable outcome from a Business Case submission.

3. Contextual information

3.1. The EM3 LEP has identified Basingstoke as one of their four growth towns, which are a focus for economic and housing growth. The Basingstoke South West Corridor to Growth covers the A30 SW Corridor into Basingstoke from the M3 Junction 7 to the town centre, where significant further housing growth is planned. The Adopted Local Plan, which runs to 2029, has allocated sites for over 2,000 homes on the corridor and over half of these are either under construction or have planning consent. Combined with planned increases in employment in the town centre, particularly at Basing View, it is anticipated that travel demand on the corridor will increase.

3.2. As part of investment in this corridor, the LEP has already funded improvements to the Winchester Road Roundabout (completed in 2017) and improvements to Thornycroft Roundabout, which are due to commence on site in 2019.

3.3. The EM3 LEP has now provisionally allocated a further £13.0 million of Local Growth Deal funding (matched by £5.6 million of local contributions) towards further improvements on the corridor. It is proposed that this funding will be focussed on delivering improvements to Brighton Hill Roundabout, which is the next priority for improvements on the corridor.

3.4. Modelling work has been undertaken to identify a preferred scheme proposal for Brighton Hill Roundabout, which was presented in the public and stakeholder consultation. This is illustrated in Appendix 1 and the key aspects of the preferred scheme proposal are as follows:

- Traffic signal control would be introduced on all arms of the roundabout, with widening of the circulatory carriageway and approach arms;
- In order to increase capacity, the southbound Western Way entry to the roundabout would be closed with traffic diverted via a new link road through the redeveloped Camrose Football Ground site to a new junction on the A30

Winchester Road. This will require dedication of land to allow this link road to be constructed and the new link road will require planning consent;

- Retention of existing subways for pedestrian and cycle movements, supplemented by at grade traffic signal controlled crossings, which would be suitable for access by mobility impaired people; and
- The scheme has been designed to accommodate aspirations for a strategic cycle route along the A30 SW Corridor.

3.5. Other options were tested through the modelling work, but rejected as a preferred scheme. These are illustrated in Appendix 1.

3.6. Option 2 would be similar to the preferred scheme, but with the addition of a through “hamburger” style link¹ between the two A30 arms. However, the modelling work did show that this scheme did not provide any significant traffic capacity benefits over the preferred scheme and would be more costly and complex to build. It would also make it much more complicated to provide cycle and pedestrian facilities.

3.7. Option 3 was the scheme layout proposed by Tesco in support of their unsuccessful proposal for a superstore on the St Michael’s Retail Park site. This was similar to Option 2 and included a fully signalised roundabout with a through “hamburger” link between the A30 arms. However, this scheme did not close the Western Way entry arm, which was provided with traffic signal control. However, due to the close proximity of the Western Way and A30 Winchester Road arms, the traffic signal operation of these nodes is less efficient and consequently the capacity benefits of this option are much less than the preferred scheme.

3.8. It is anticipated that sufficient funding will be available to deliver improvements at Kempshott Roundabout. Further design work will be undertaken to identify a preferred design and this will be subject to further consultation in due course.

4. Finance

4.1. The total provisional budget available for further improvement to the Basingstoke South West Corridor to Growth is £18.6million. The £13 million of LEP funding is subject to approval of a Business Case submission by the County Council. It is currently programmed that this Business Case will be submitted in December 2018, with a decision in March 2019.

4.2. This report provides the necessary authority to enter into a Funding Agreement with the LEP.

5. Consultation and Equalities

5.1. A detailed public and stakeholder consultation has been undertaken on the proposals for Brighton Hill Roundabout between 3 September 2018 and 1 October 2018. Four drop-in exhibitions were held at three different venues and the consultation material was also available online. An online and paper

¹ A hamburger junction is a style of roundabout where the main road passes through the centre of the roundabout.

questionnaire was available for people to comment on the proposals. Appendix 1 provides an illustration of the consultation material used on the project.

5.2. A total of 329 responses were received and a comprehensive Consultation Report is included as Appendix 2. Appendix 3 provides responses to the key issues raised through the public consultation.

5.3. A summary of the key findings of the consultation are as follows:

- A high proportion of the respondent base was made up from local residents in the area, with 86% of the participant profile coming from this group;
- The main mode of transport in the area was by car, and over half of respondents indicated they use the roundabout very frequently (5 days or more during an average week) suggesting that understanding of the current traffic issues in the area would be well known by the majority of respondents;
- The potential improvements to Brighton Hill Roundabout was, for the most part, well received by respondents, with over half of respondents (55%) identifying that they agree with 'some aspects' of the proposal and over a quarter (26%) more agreeing with 'all aspects'. The possible closure of Western Way was the most common reason that respondents gave as to why they did not agree with all aspects of the proposal;
- Despite some concern over the potential closure of Western Way by a small proportion of respondents, the majority (51%) of respondents were supportive of its closure, provided that an alternative route could be made to the A30 via the football ground site. However, only 34% would be in favour of the closure, if this alternative route could not be provided;
- In addition, the overall consensus for the potential improvements to pedestrian and cycle access on Brighton Hill was, again, positively received by the majority (64% agree or strongly agree), despite the concern by a small proportion of respondents that the improvements may impede traffic flow.

5.4. An Equalities Impact Assessment has been completed and the resulting Equality Statement has identified that the junction is currently inaccessible to some mobility impaired people, due to the steep ramp gradients on the approach to the subways. Whilst it may be possible to improve gradients on some ramps, on-site constraints mean this is not possible everywhere. In addition, as the circulatory carriageway of the roundabout is being widened, the ramp gradients inside the middle of the roundabout will need to be further increased. In order to address this issue, the proposed scheme includes traffic signal controlled, at grade crossings, which will be fully accessible to mobility impaired people. At grade crossings also provide an alternative crossing facility for people who may not wish to use subways due to personal safety reasons.

5.5. The consultation also considered people's views on initial improvement ideas for Kempshott Roundabout. These were well received by respondents, with many agreeing with an option presented. The most favourable option mentioned by respondents was option 2 (to widen the roundabout and approaches as well as add in full traffic signal control). This scheme will be subject to further design work and consultation, before approval is sought to approve a scheme.

6. Other Key Issues

- 6.1. In order to implement the scheme, there is a requirement to dedicate third party land as highway.
- 6.2. The most important requirement is to deliver a new link road through the redeveloped Camrose Football Ground site to allow the southbound Western Way entry onto Brighton Hill Roundabout to be closed. Preliminary discussions have started with the two landowners. Consent to dedicate this land as highway will be sought at an appropriate time.
- 6.3. The new link road would require planning consent and this report includes a recommendation to apply for planning consent when appropriate.
- 6.4. It is recognised that there are a number of risks associated with the delivery of this link road, which could delay its implementation and are out of the direct control of the County Council. On this basis, the design work will also consider a variation to the preferred scheme that allows Western Way to remain open in the interim, if any delays occur to the delivery of the link road.
- 6.5. Other third party land is required on both A30 approach arms. Again preliminary discussions are being held with the land owners. As this land is contiguous with the existing highway, planning permission would not be required for the highway improvements here.

7. Future direction

- 7.1. This paper provides the necessary authority to progress the Brighton Hill Roundabout Improvement scheme to detailed design.

CORPORATE OR 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:	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.)

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 provision of at grade pedestrian crossings will provide pedestrian routes through the junction that are fully accessible, and on this basis would provide positive impacts for people with disabilities. However, the proposed scheme will be further assessed at Project Appraisal stage, when impacts can be considered in more detail against the final proposals.

2. Impact on Crime and Disorder:

2.1. No significant impacts identified.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Traffic growth associated with new development on the A30 SW Corridor has the potential to increase carbon emissions until the advance of new technology reducing direct carbon emissions from vehicles. The scheme aims to improve accessibility for low carbon modes - public transport, walking and cycling.

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

A30 SW Corridor – Brighton Hill Roundabout

1. Welcome

Hampshire County Council is developing a scheme for transport improvements to Brighton Hill Roundabout and the A30 SW Corridor

This exhibition aims to:

Provide information on the existing issues

Present initial highway improvement options

Seek local views to inform the design process

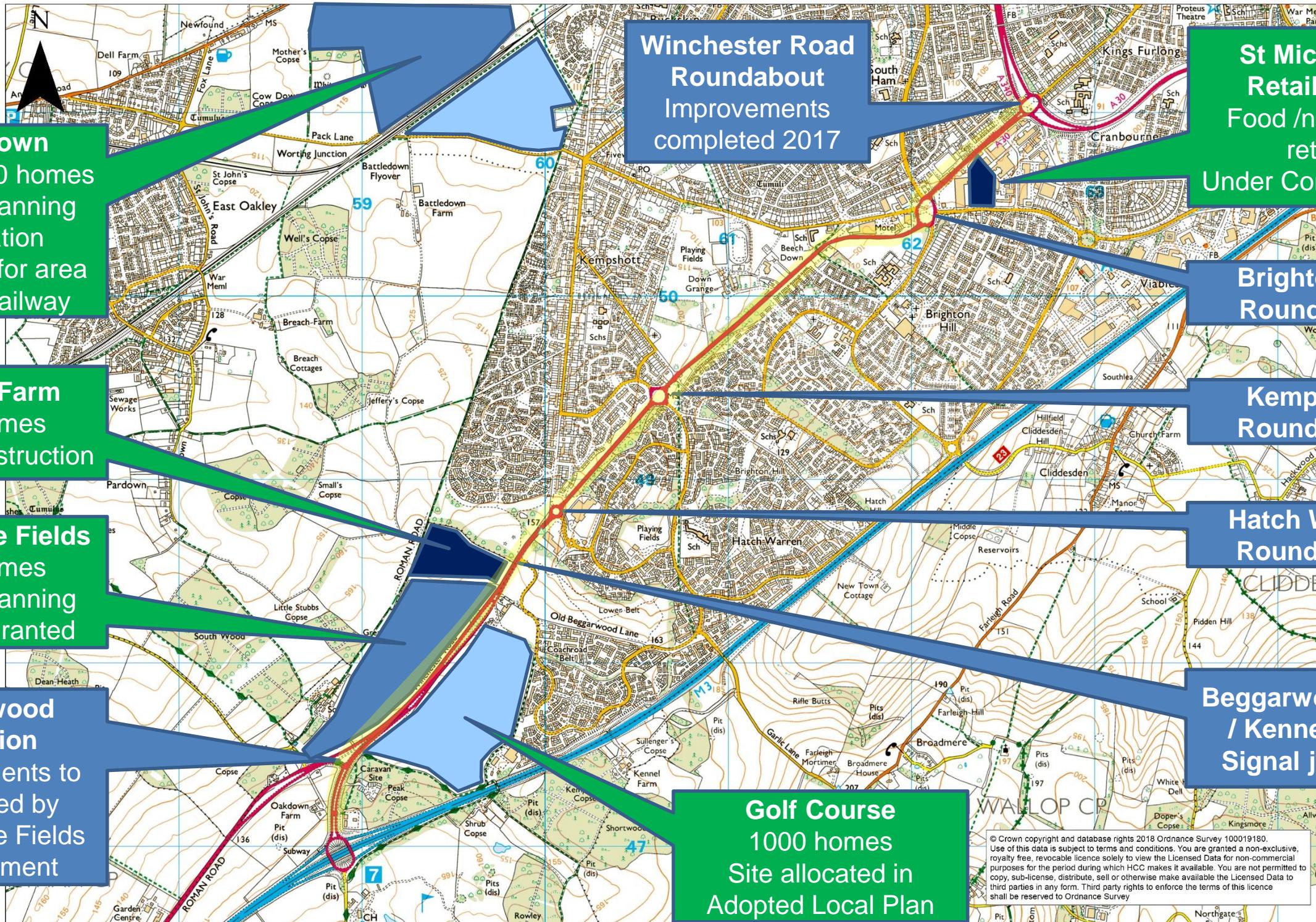
Outline the next steps for the scheme



This consultation is an opportunity for local residents and businesses to provide their views on the existing issues, the proposed improvements in the local area.

A30 SW Corridor – Brighton Hill Roundabout

2. The A30 SW Corridor



A30 SW Corridor – Brighton Hill Roundabout

3. Background and Introduction

The Need for Improvements

- There are existing congestion problems on the A30 SW Corridor, particularly at Brighton Hill Roundabout;
- A number of housing developments are under construction or proposed on the A30 SW Corridor. These will increase travel demand along the A30, exacerbating existing congestion problems; and
- Basing View has been recently designated as an Enterprise Zone, with the aim of creating 5,000 additional jobs over the next 15 years. This will increase commuter travel demand to / from the town centre.

Proposed Transport Improvements on the A30 SW Corridor

- The County Council has provisionally secured £13.0 million of Local Growth Deal funding from the Enterprise M3 LEP for transport improvements along the A30 SW Corridor;
- The County Council is also providing £5.6 million of match funding contributions, using a combination of developer contributions and Integrated Transport funding from Central Government. This provides a total budget of £18.6 million.
- Feasibility work has been undertaken to identify preferred improvements at Brighton Hill Roundabout, which would use most of the currently available funding and is the focus of this consultation; and
- Some initial ideas are also presented for Kempshott Roundabout that could be also delivered through the currently available funding.

About the consultation

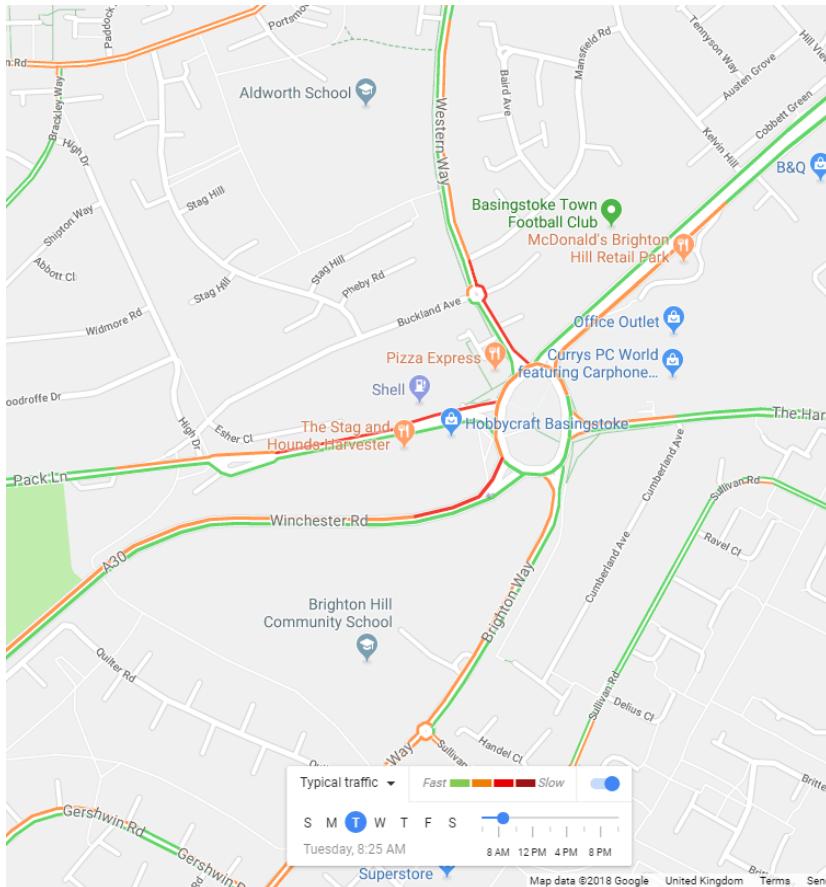
- We want to hear your views on the suggested improvements to Brighton Hill Roundabout, together with initial ideas for other improvements at Kempshott Roundabout; and
- These will be used to further refine the design of the proposals.



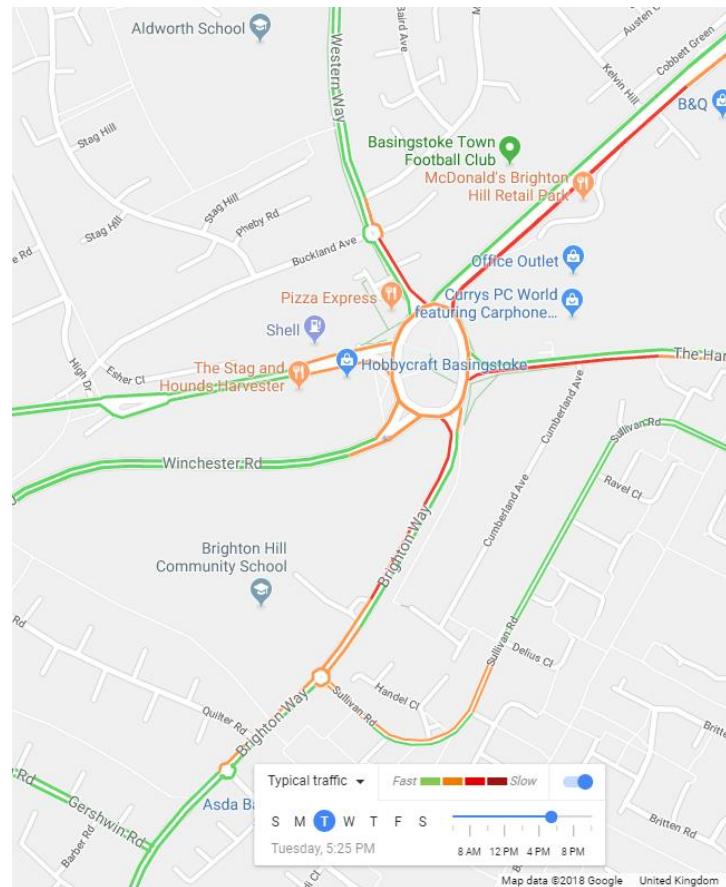
A30 SW Corridor – Brighton Hill Roundabout

4. Existing Traffic Conditions

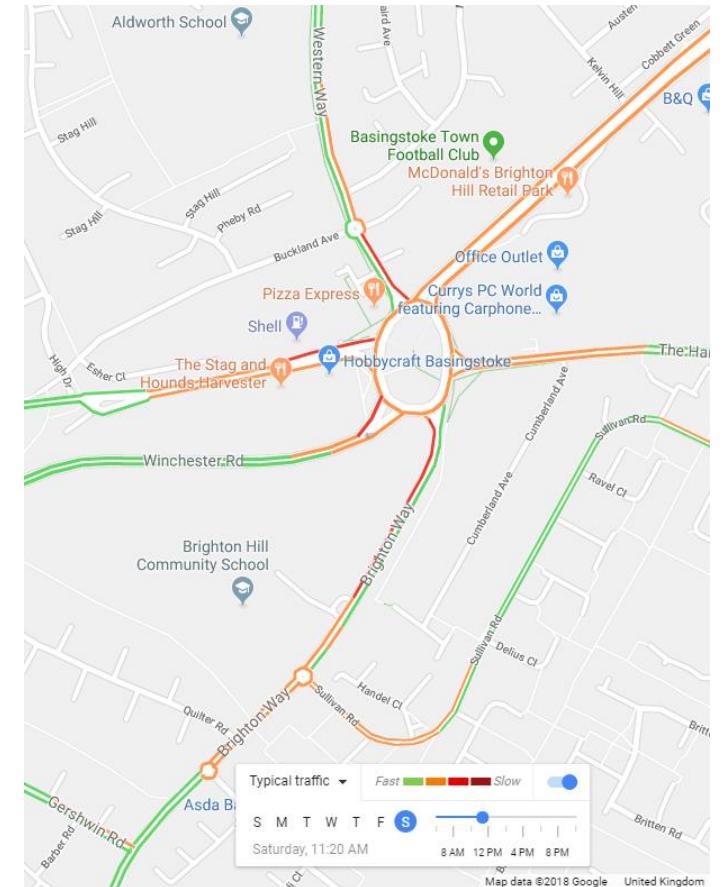
AM Peak Hour



PM Peak Hour



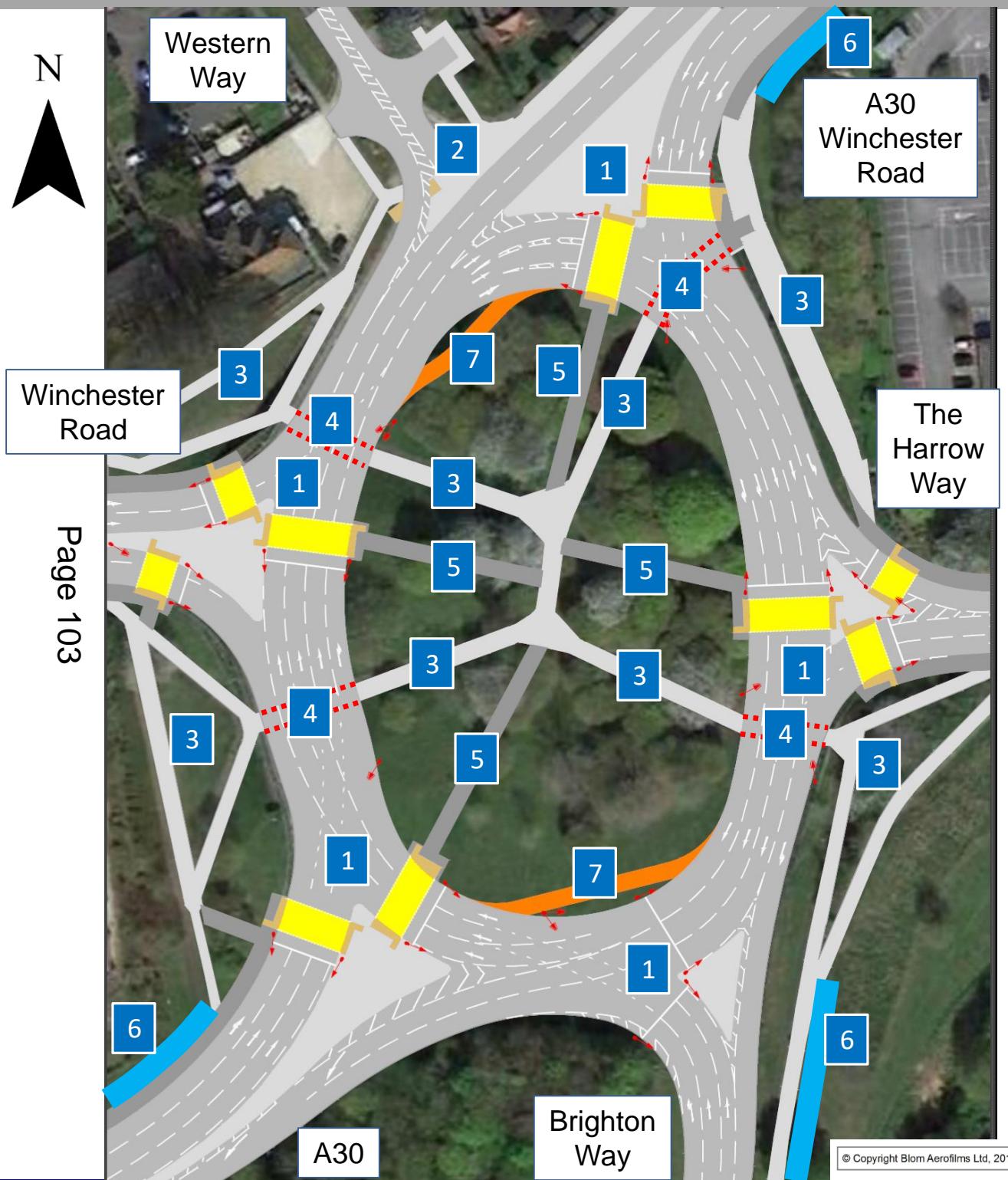
Saturday Lunchtime Peak



The plans from Google Maps show current “typical traffic” conditions around Brighton Hill Roundabout during peak traffic periods. Future increases in travel demand will exacerbate these existing congestion levels.

A30 SW Corridor – Brighton Hill Roundabout

5. Brighton Hill Roundabout - Proposed Scheme Layout



Summary of Proposed Layout

- Full traffic signal control of the junction
- The roundabout and some approaches will be widened to provide more lanes
- The existing subways will be retained and supplemented by new at grade pedestrian / cycle crossings, which will be fully accessible for disabled people
- Western Way entry to roundabout closed to significantly improve junction capacity.

Key

1. New traffic signals incorporating at grade pedestrian / cycle crossings (in yellow).
2. Western Way southbound entry to roundabout closed. Proposed alternative route via redeveloped Camrose site (See Board 6 for further details)
3. Existing paths and ramps retained. Converted for shared use cycling and widened where possible.
4. Existing subways retained and extended under wider carriageway.
5. New shared use paths linking to new at grade pedestrian / cycle crossings.
6. Suggested segregated cycle routes.
7. Parking area for maintenance vehicles.

A30 SW Corridor – Brighton Hill Roundabout

6. Brighton Hill Roundabout - Proposed Scheme Layout



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Proposed link road through redeveloped Camrose site to provide alternative route for southbound traffic on Western Way (indicative alignment)

Proposal for Western Way southbound entry onto Brighton Hill Roundabout to be closed. Northbound exit from roundabout remains open.

Suggested segregated strategic A30 Corridor cycle route

New traffic signal junction. Traffic can turn left and right from new link road onto A30 Winchester Road. No right turn from A30 Winchester Road into link road. Junction would include crossing for strategic cycle route

Suggested segregated strategic A30 Corridor cycle route

Proposed shared use pedestrian / cycle routes

Potential segregated cycle route

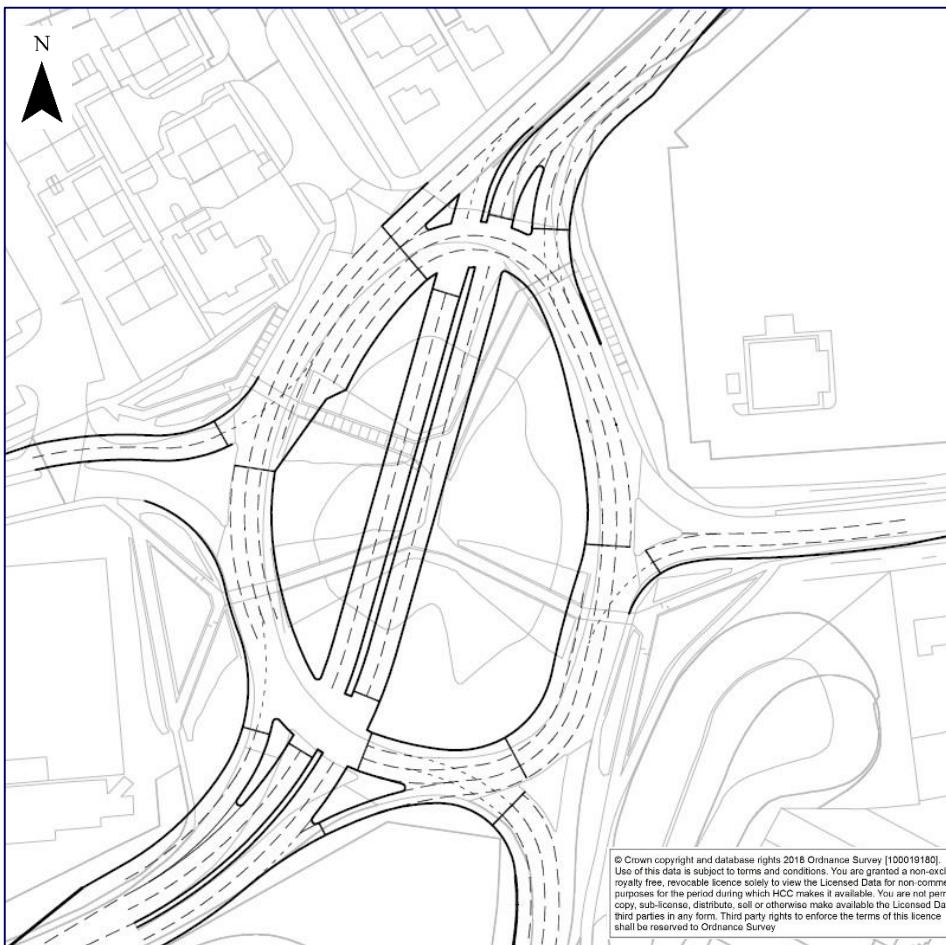


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A30 SW Corridor – Brighton Hill Roundabout

7. Brighton Hill Roundabout – Alternative Schemes Considered

Option 2 - Potential “Hamburger” option



Page 105

Not proposed because

- Does not provide any traffic capacity benefits over preferred scheme layout
- Would be more costly to build
- More difficult to provide pedestrian and cycle facilities

Option 3 - Tesco “Hamburger” option

- Similar design to Option 2 but Western Way southbound entry to roundabout would have remained open;
- Proposed in support of proposal to build Tesco store on St Michael’s Retail Park site
- Tesco store was refused planning permission after a planning appeal

Not proposed because

- Does not deliver sufficient capacity benefits to accommodate future growth in travel demand
- Would be more costly to build
- More difficult to provide pedestrian and cycle facilities

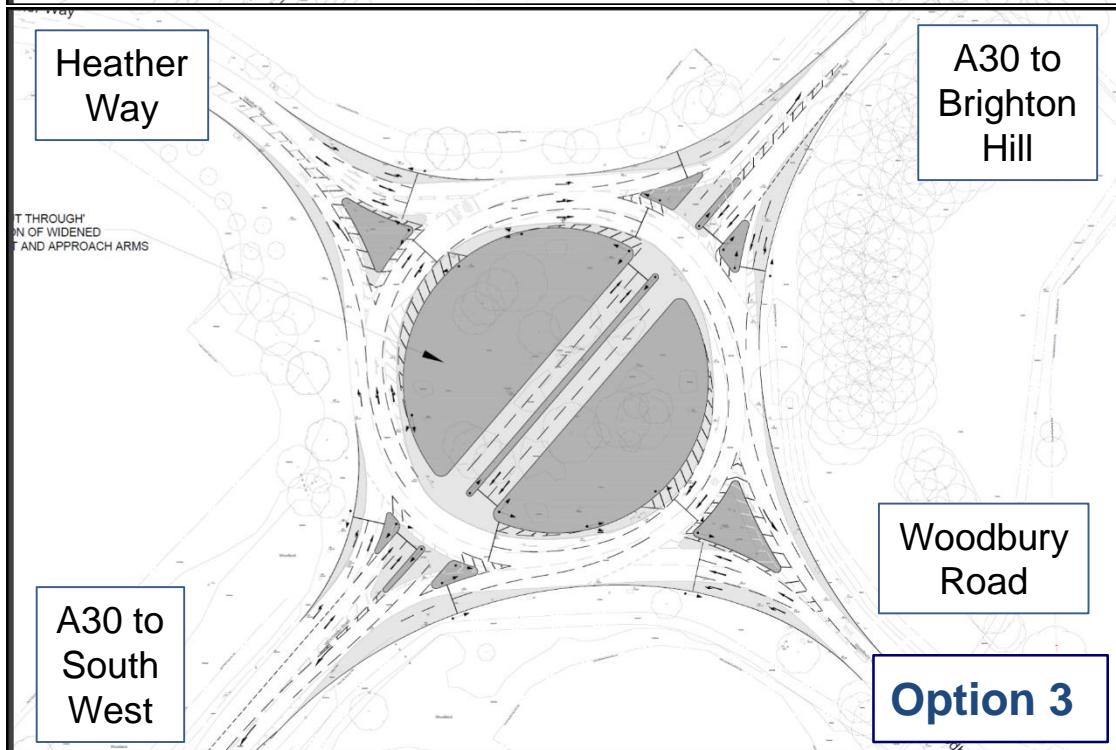
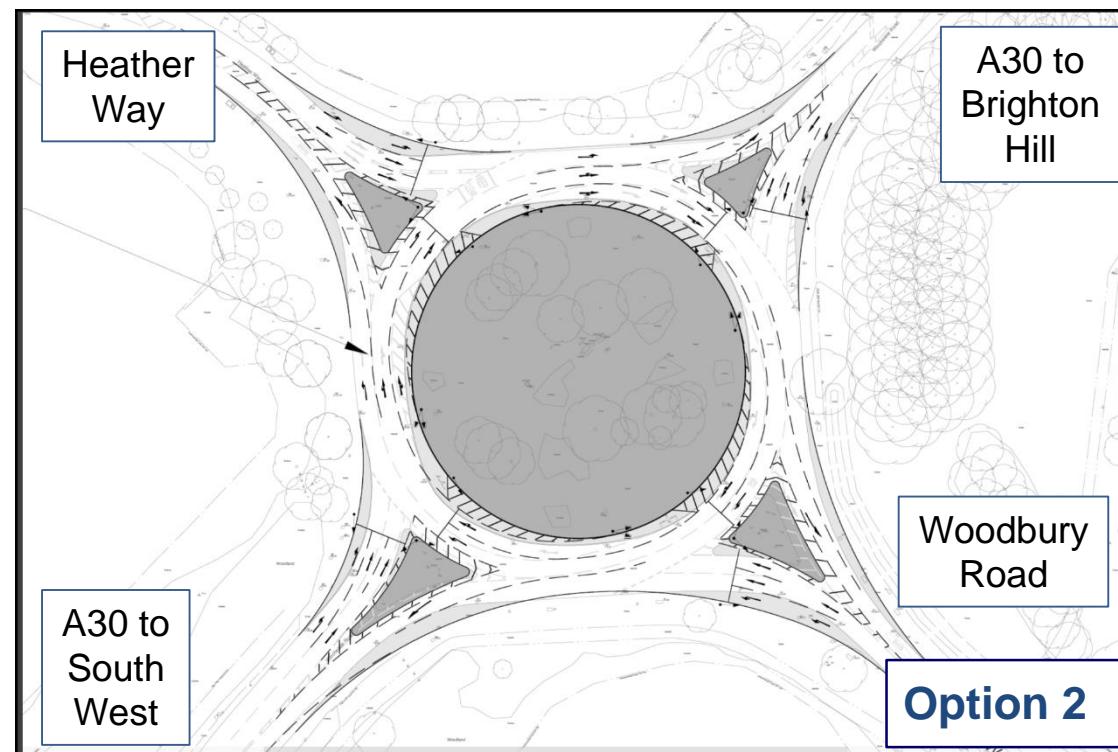
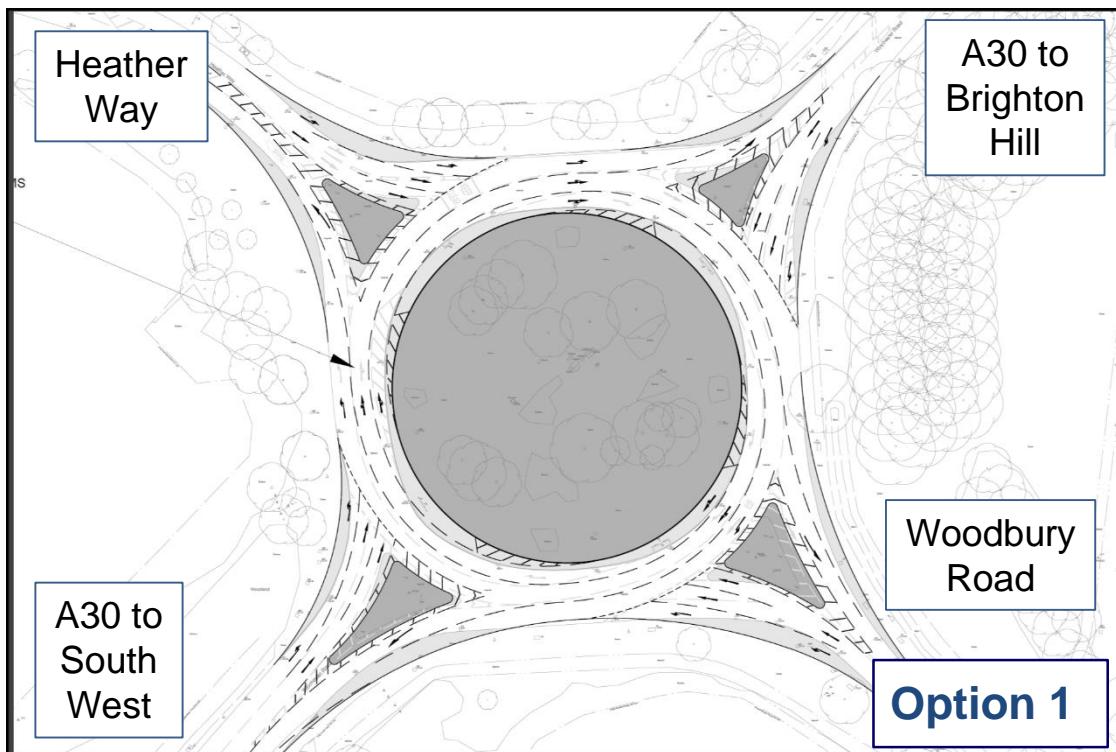
Variation to Preferred Option to leave Western Way entry to Brighton Hill Roundabout open

Not proposed because

- Would not provide sufficient capacity benefits to accommodate future growth in travel demand.

A30 SW Corridor – Brighton Hill Roundabout

8. Kempshott Roundabout – Potential Improvement Options



Three potential improvement options are shown for Kempshott Roundabout. These will be subject to further feasibility work to identify a preferred option, which will be taken forward to a future public consultation

Option 1 – Widen existing roundabout and approaches
Option 2 – Widen roundabout and approaches with full traffic signal control
Option 3 – As per Option 2 with “hamburger” arrangement for A30 traffic through middle of junction

A30 SW Corridor – Brighton Hill Roundabout

9. Planning for the Longer Term

This consultation is focused on the short term improvements that Hampshire County Council is proposing to implement at Brighton Hill and Kempshott Roundabout with currently available funding over the next four years

Looking further forwards, Hampshire County Council and Basingstoke and Deane Borough Council are currently developing the **Basingstoke Transport Strategy**. This aims to establish the vision, objectives, challenges and policy interventions which will shape the approach to the planning and delivery of transport in Basingstoke. The strategy focuses on the period up to 2029, to align with the current Adopted Local Plan. It also includes a longer-term visioning component to 2050 and beyond, consistent with the **Horizon 2050** initiative.

The strategy will be accompanied by an **Implementation Plan**, to be continuously updated on a regular basis. This will identify any further transport improvements that are required in Basingstoke, including the A30 SW Corridor. A public consultation on the Transport Strategy will be held in Autumn 2018 and further details on this will be published in due course.

The County Council will seek opportunities to secure funding to deliver measures identified in the Implementation Plan.



A30 SW Corridor – Brighton Hill Roundabout

10. Where Next?

September 2018
Public Consultation

November 2018
Report to Executive
Member for Environment
& Transport to agree
preferred scheme

December 2018
Submit Business Case to
Enterprise M3 Local
Enterprise Partnership

2019 onwards
Secure funding and
continue design work

2020 onwards
Implement scheme

Contact us:

Strategic Transport
Hampshire County Council
The Castle
Winchester
Hampshire
SO23 8UJ

Email address:

major.schemes@hants.gov.uk
(please type 'Basingstoke
Consultation' in the subject
line)

Phone:
0300 555 1388

What do you think?

Your views are important

Your feedback will help identify the preferred way forward and will inform the design process for the scheme. It is intended that a report will be taken to Hampshire County Council's Executive Member for Environment and Transport in November 2018 which will summarise the feedback from this consultation and seeks approval to adopt the preferred scheme proposal for Brighton Hill Roundabout.

Please fill out a paper questionnaire to let us know what you think. Alternatively visit our website www.hants.gov.uk/transportschemes and search for 'Brighton Hill Roundabout' to leave your comments via the on-line survey.

This exhibition material is also available to download on this website, along with a Background Paper providing more detailed information and a Frequently Asked Questions document.

Thank you for visiting the exhibition. The consultation is open for a four week period from 3 September 2018 to 1 October 2018. The closing date for all responses is 1 October 2018.

A30 SW Corridor – Brighton Hill Roundabout Improvements Consultation

Findings Report

October 2018

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Introduction

Context

The A30 South West (SW) Corridor provides an important link between the M3 Junction 7 and Basingstoke Town Centre, serving existing communities in South Ham, Brighton Hill, Kempshott and Hatch Warren. A number of new housing developments are proposed or being implemented along the corridor, at locations identified in Basingstoke's Adopted Local Plan. These will increase travel demand in future years.

The County Council has provisionally secured £13 million of Local Growth Deal funding from the Enterprise M3 Local Enterprise Partnership for improvements to the A30 South West Corridor. This is matched by £5.6 million of funding from the County Council (primarily financial contributions from new developments) giving a total budget of £18.6 million. This funding will be used to implement proposals that address existing and future congestion problems along the corridor.

Consultation aims

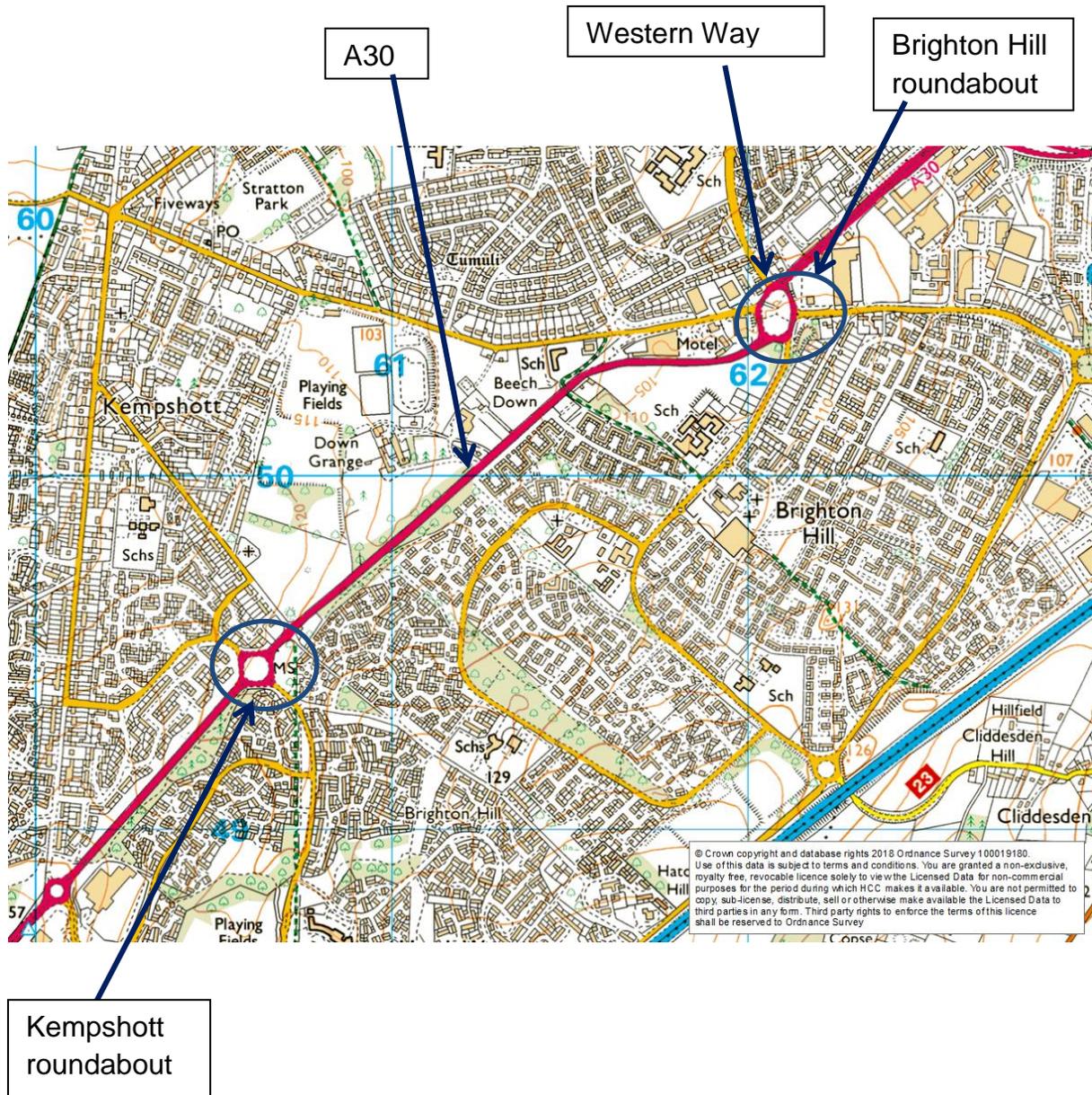
This report summarises key findings from the public consultation which took place from 3 September 2018 to 1 October 2018. The consultation was an opportunity for local residents and businesses to provide their views on the proposed improvement scheme to Brighton Hill roundabout, as well as an opportunity for respondents to give their views on the initial ideas to improve the Kempshott Roundabout and the A30 South West Corridor more generally.

The consultation sought to understand:

- the extent to which residents and the public support the County Council's proposed scheme as well as understanding any alternative suggestions respondents might have;
- what the public's views are on the initial ideas for improvement to the Kempshott roundabout; and
- initial feedback on the A30 South West Corridor and what the public think could be done to improve traffic flow.

Geographical scope of consultation

The below map shows the location of the proposed improvements:



Summary of Key Findings

- The potential improvements to Brighton Hill Roundabout were, for the most part, well received by respondents, with over half identifying that they agree with 'some aspects' of the proposal and over a quarter more agreeing with 'all aspects'.
- The possible closure of Western Way was the main reason that respondents did not agree with all aspects of the proposal. The majority of respondents were, however, supportive of its closure, provided that an alternative route could be made to the A30 via the football ground site.
- The potential improvements to pedestrian and cycle access on Brighton Hill were positively received by the majority, despite concerns by a small proportion of respondents that the improvements may impede traffic flow.
- Respondents were given the opportunity to express any alternative suggestions for improvement to Brighton Hill Roundabout and the A30 South West Corridor. The most frequently mentioned alternatives were to introduce traffic calming measures on the Brighton Hill roundabout, such as enforcing a strict speed limit, adding in the proposed traffic light system and improving road markings. The most frequently mentioned improvement for the A30 South West Corridor was to create a dual carriageway to cope with increased traffic from new development.
- Impacts given by respondents were varied. Some mentioned how there could be a negative impact on traffic flow due to the proposed changes, such as increased journey times due to the introduction of traffic lights. However, the same proportion of comments were attributed to the potentially positive impact of the proposals, such as improved movement and access through the area by cars, cyclists and pedestrians.
- The initial improvement ideas for Kempshott Roundabout were well received by respondents, with just under a third agreeing with at least one of the options presented. However, there was no clear preference of the options presented, at this stage.
- Respondents also gave a number of alternative suggestions for Kempshott Roundabout, such as adding traffic lights to the roundabout without widening the road, creating alternative routes through the area and adding in dual carriageways on approach to the roundabout to alleviate congestion.

Responses to the consultation

Who responded?

There were 329 responses to the consultation questionnaire, which breaks down as follows:

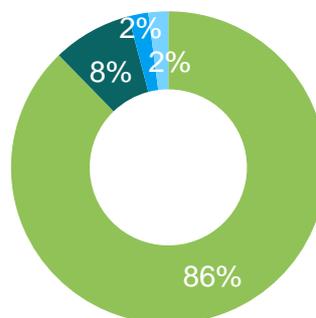
- 118 responses were submitted through the online response form
- 211 were submitted via the paper response form.

Of these responses, 321 were from individuals and 8 were from organisations or groups.

There were also five separate unstructured responses that were received within the consultation period; these responses are also included in this report.

The majority (86%) of responses were from respondents who indicated that they were a local resident.

Who are you? (Base: 329)



■ Local resident ■ Member of the public ■ Organisation or group ■ Other

The majority of respondents were aged over 55 (65%) with only 8% under the age of 25 (base: 317).

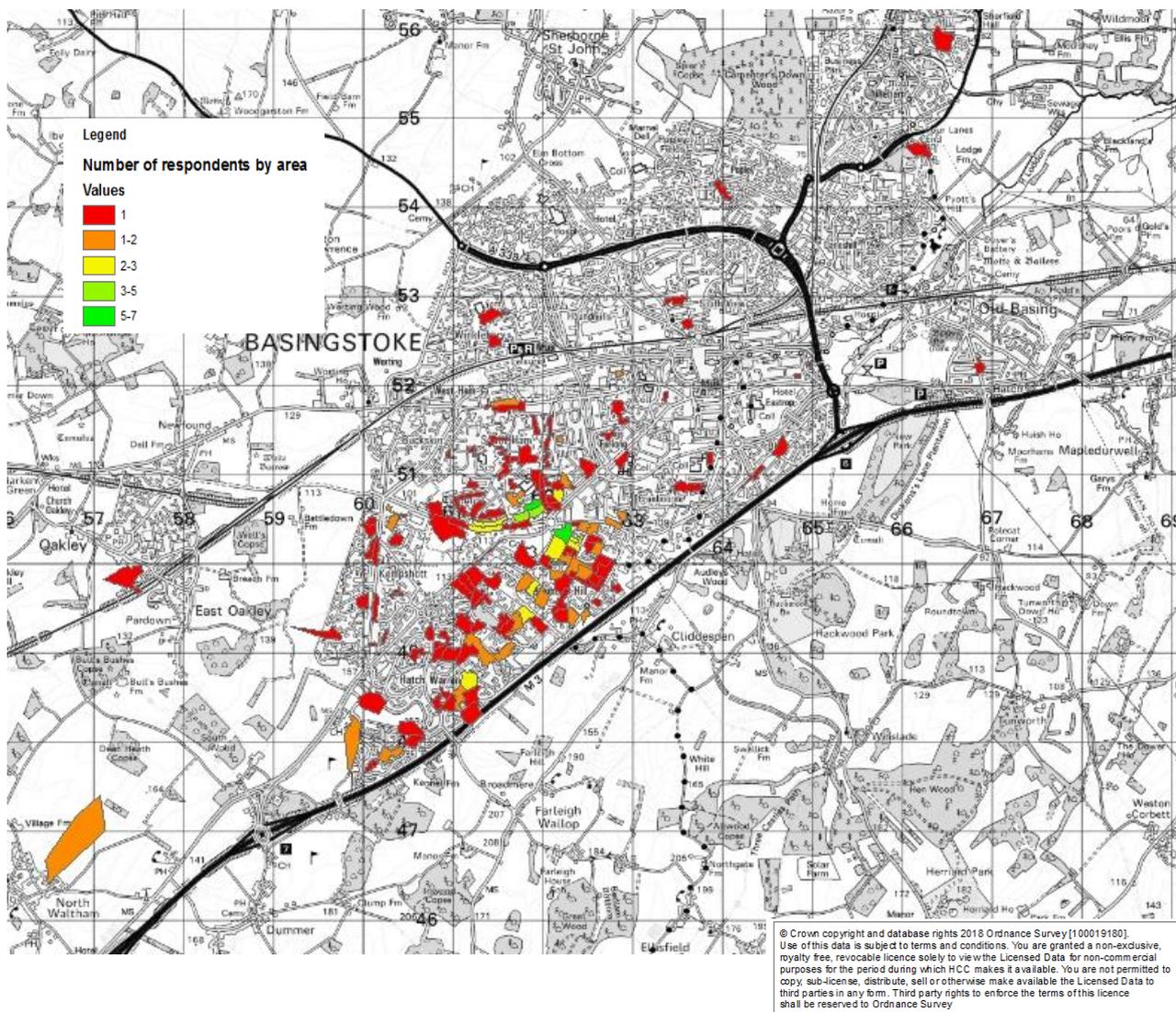
16% of respondents indicated that their ability to move around Basingstoke in general was either limited 'a lot' or 'a little' because of a health problem or disability (base 311).

A detailed participant profile is provided in Appendix 5.

Location of respondents

Respondents were asked to provide their postcode. A high proportion of the respondent base was made up from residents in the area, with 86% of the participant profile coming from this group.

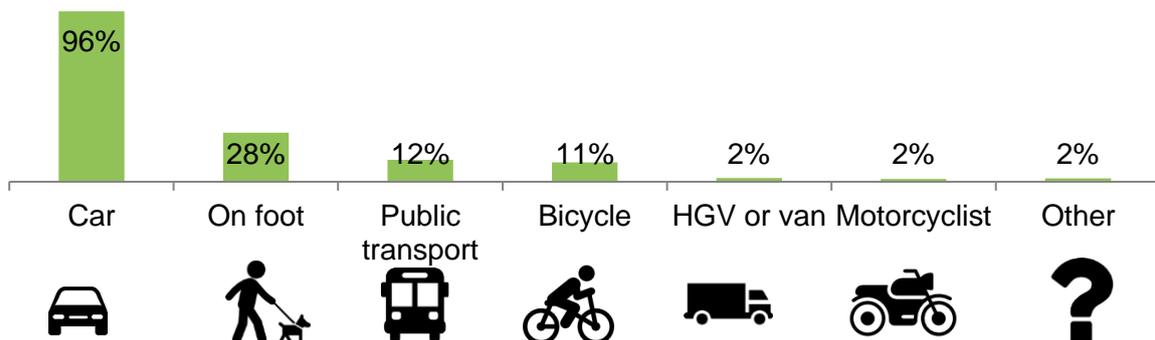
The map (below) shows the distribution of respondents by postcode. The highest concentration of respondents were from the Brighton Hill area, however responses were received across Basingstoke.



Modes of transport used to travel around Brighton Hill

Respondents predominantly use motorised vehicles to travel along and around Brighton Hill Roundabout (96%). 28% of respondents also indicated that they walk along or around Brighton Hill Roundabout, 12% use public transport to make their journey and 11% cycle around Brighton Hill.

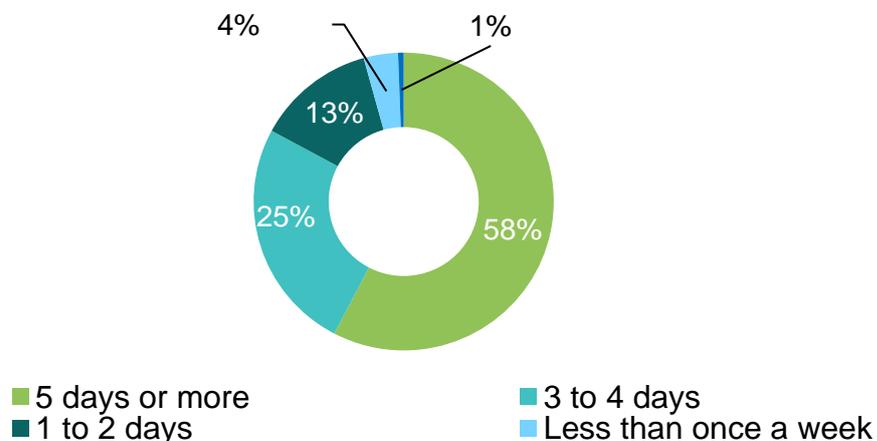
Mode of transport by respondents at Brighton Hill Roundabout
(Base: 318, multi-choice)



Frequency of travel through or around Brighton Hill

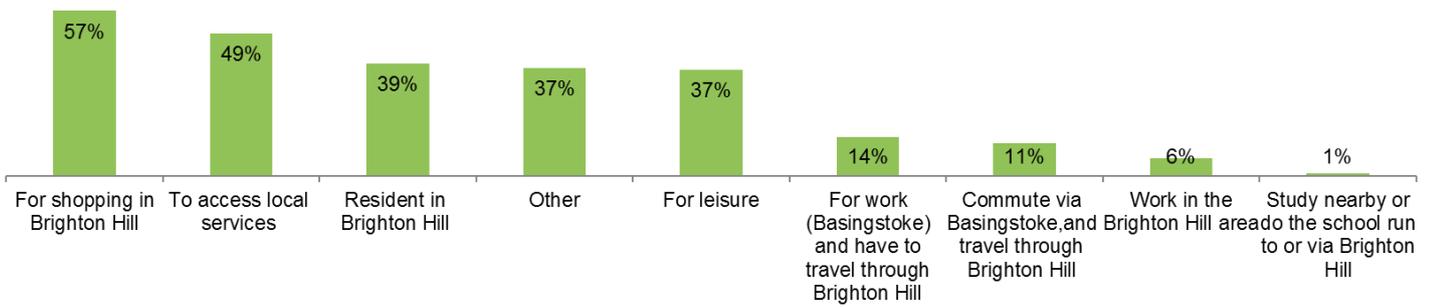
Traffic issues, particularly those experienced by car users, are likely to be well known by the majority of respondents, with over half of respondents travelling through Brighton Hill five or more days during an average week. A further 25% indicated they used the roundabout three to four days per week.

How many days in an average week do you use Brighton Hill Roundabout? (Base: 321)



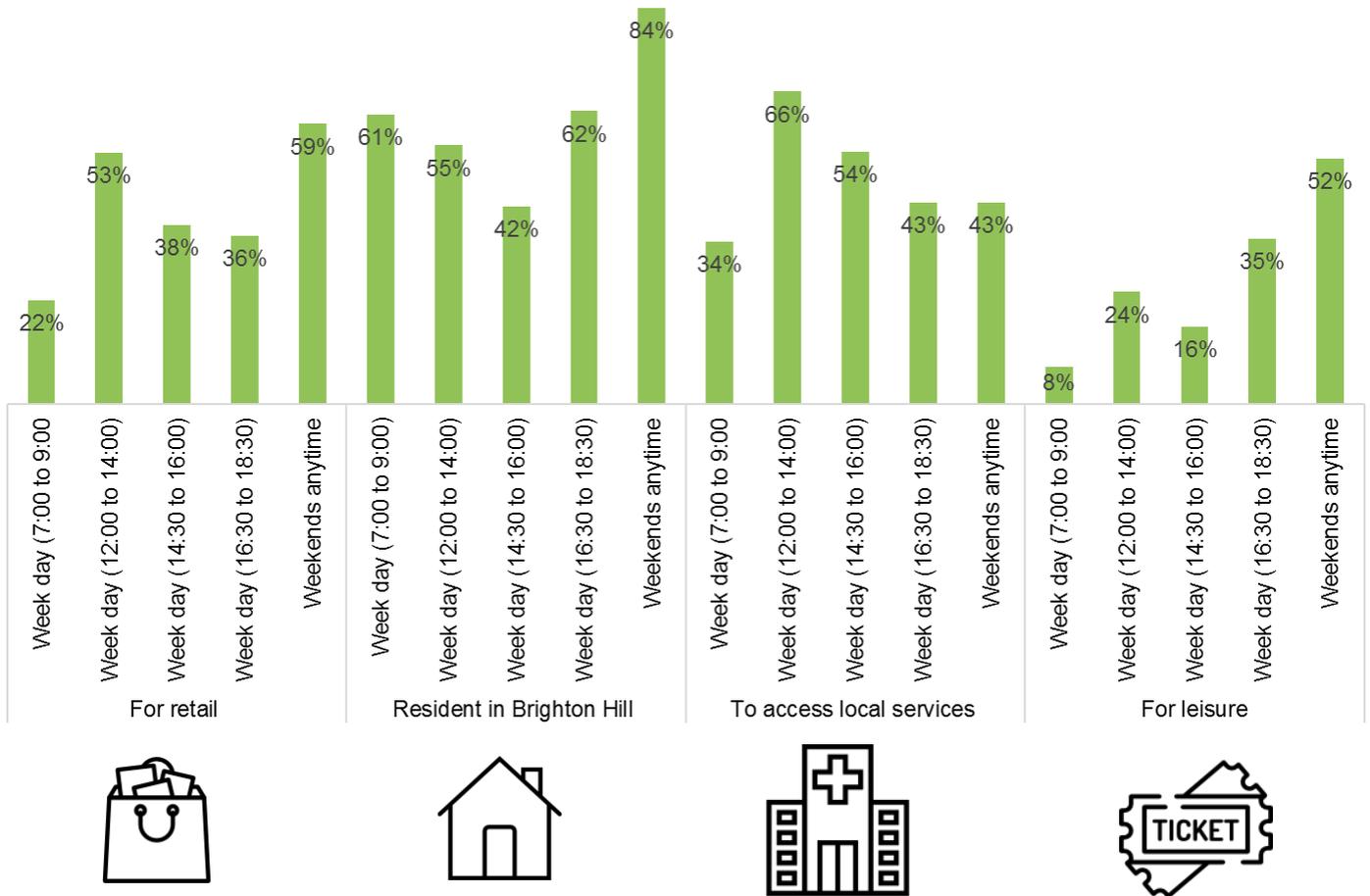
Respondents were also asked for what reason(s) they come into or travel around the Brighton Hill area. The majority of respondents said that they travel to Brighton Hill to access shopping facilities (57%) with many also accessing local services in the area (49%). 39% of respondents said that they were residents of Brighton Hill, whilst a further 37% travelled to Brighton Hill to access leisure facilities such as bars and restaurants.

For what reason(s) do you come into, or travel around the Brighton Hill area? (Base:319, multi-choice)



37% of respondents said that they travel to Brighton Hill for other reasons such as travelling through the area to access the M3 motorway or to visit family or friends that live in the area.

Times of the day that respondents make their journey.
(Base: 182, 124, 157, 177 multi-choice)



Not surprisingly, respondents that said that they travel through Brighton Hill to access leisure facilities, made those journeys predominantly over the weekend (52%). The preferred journey time for accessing leisure facilities during the week was between 16:30 and 18:30, presumably after work, school or other commitments.

Similarly, respondents that made journeys to access retail areas were also more likely to make those journeys over the weekend, as well as during the week between 12 midday and 14:00.

Respondents that travel through Brighton Hill to access local services such as health care, day centres or council services were more likely to make those journeys during the weekday, particularly between the hours of 12:00 – 16:00.

Respondents that travel around Brighton Hill because they live in the area were more likely to make those journeys during the weekends, with 84% of respondents choosing this category. During weekdays, the least popular times of travel for residents were between 12:00 to 14:00 and 14:30 to 16:00.

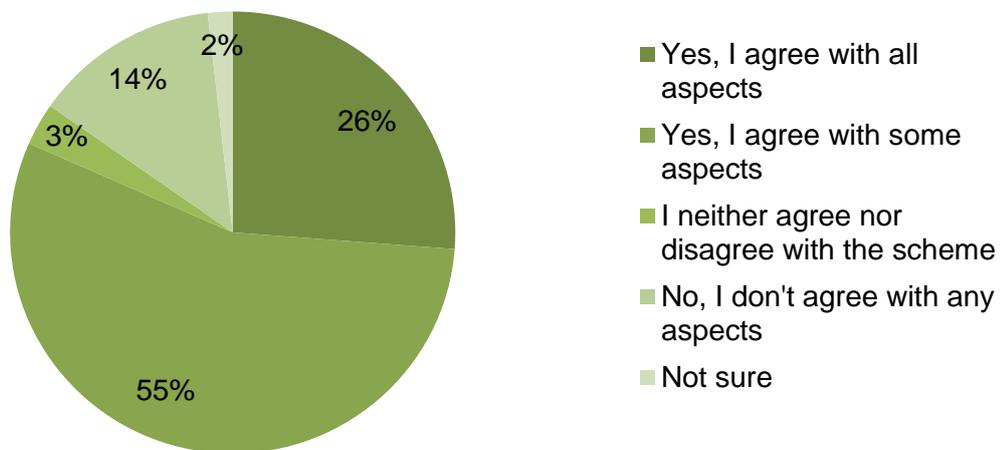
Respondents' feedback on the proposed Brighton Hill Roundabout improvements

Overall agreement with the proposed Improvements to Brighton Hill Roundabout

Respondents were asked to what extent they agreed or disagreed with the proposed improvement scheme for Brighton Hill Roundabout. Over 8/10 responded positively with 26% agreeing with all aspects of the proposed scheme and a further 55% agreeing with at least some aspects.

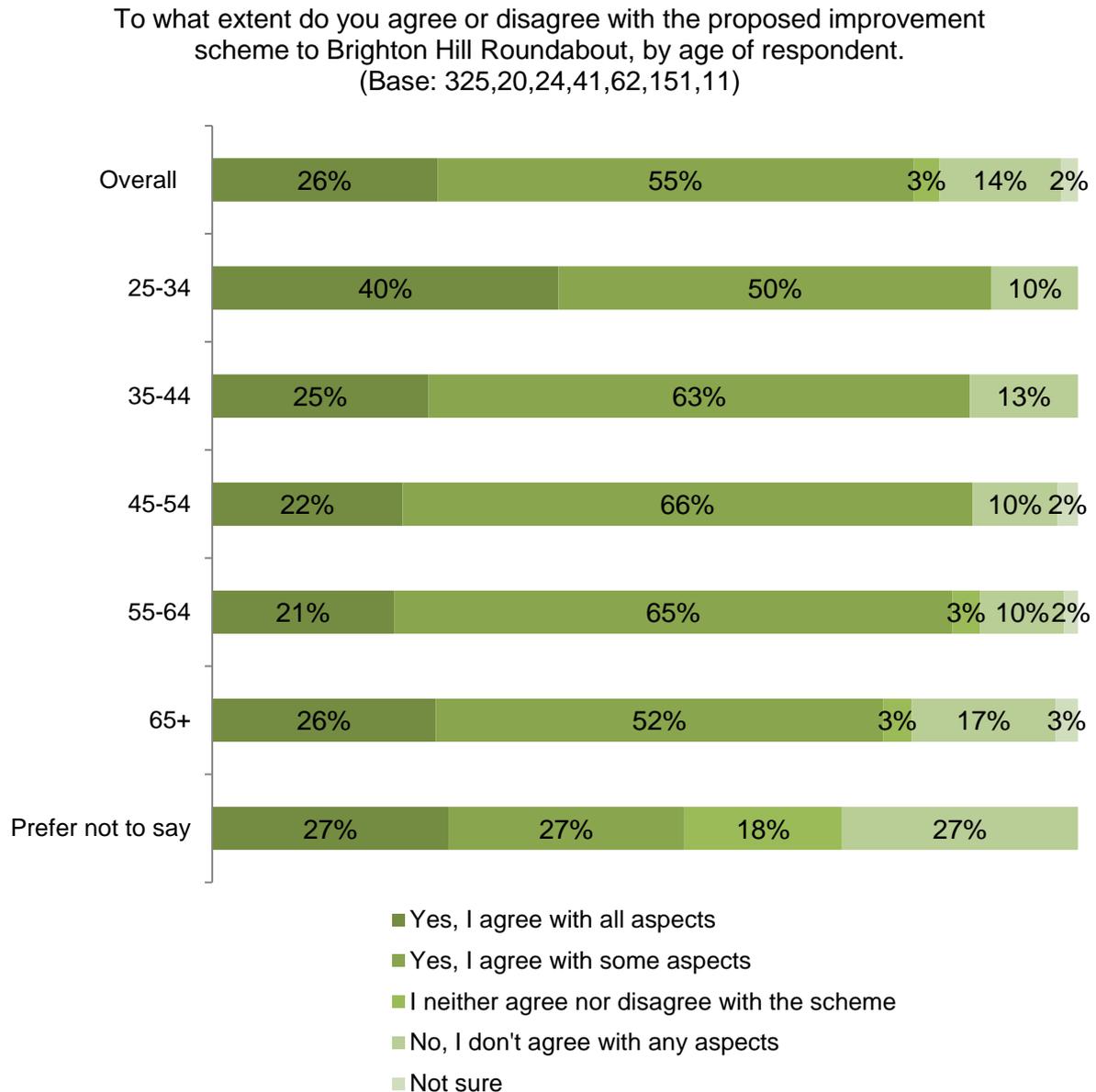
Only 14% of respondents said that they did not agree with 'any aspects' of the scheme.

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? (Base:325)



Differences in responses

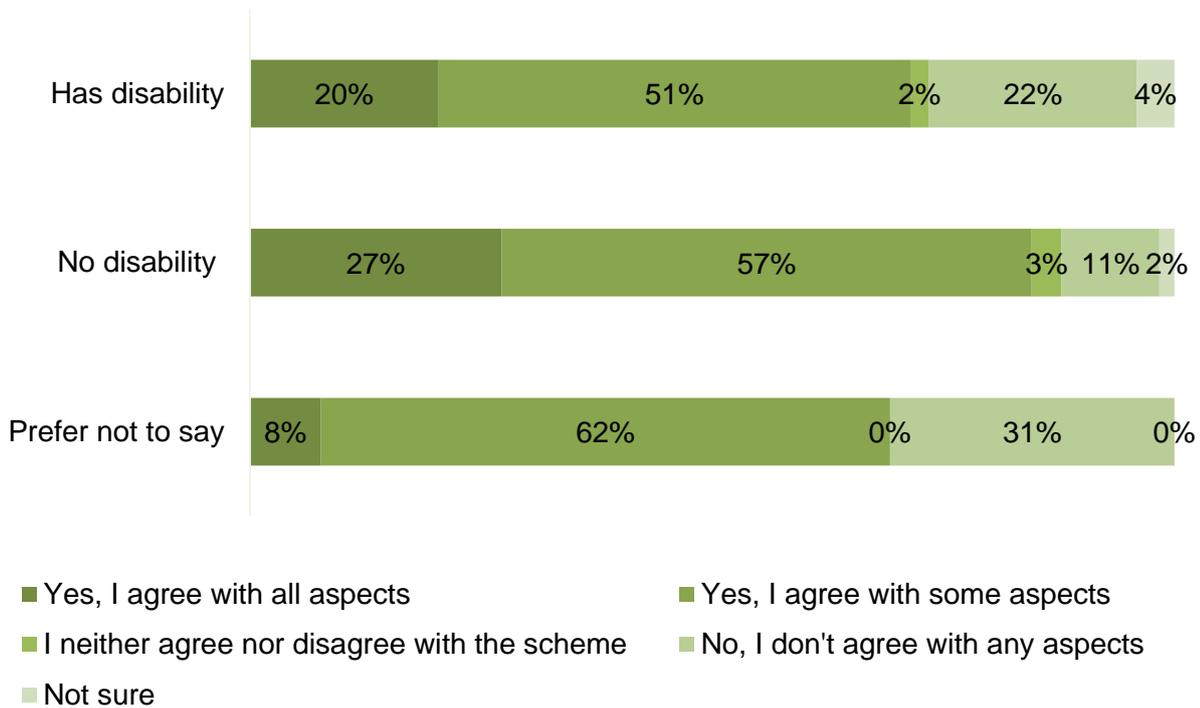
Some groups were more likely to agree with all aspects of the proposal than other groups. Those that mentioned they were between the ages of 25 and 34 were more likely to agree with all aspects of the proposal (40%) when compared to the average respondent (26%).¹ The below graph shows a breakdown of responses by age:



¹ Please note, as there were fewer than 10 responses from those under 18 and those within the age bracket of 18-24, these have not been included due to levels of data accuracy, and to ensure the anonymity of respondents.

Although base sizes were low, respondents who said that they had a disability (that either affected them by ‘a lot’ or ‘a little’) were more likely to disagree with the proposal (22%) when compared to the respondent average (14%). Despite this, a large proportion of this group were positive about the proposal with 71% either agreeing with all or some aspects of the proposal:²

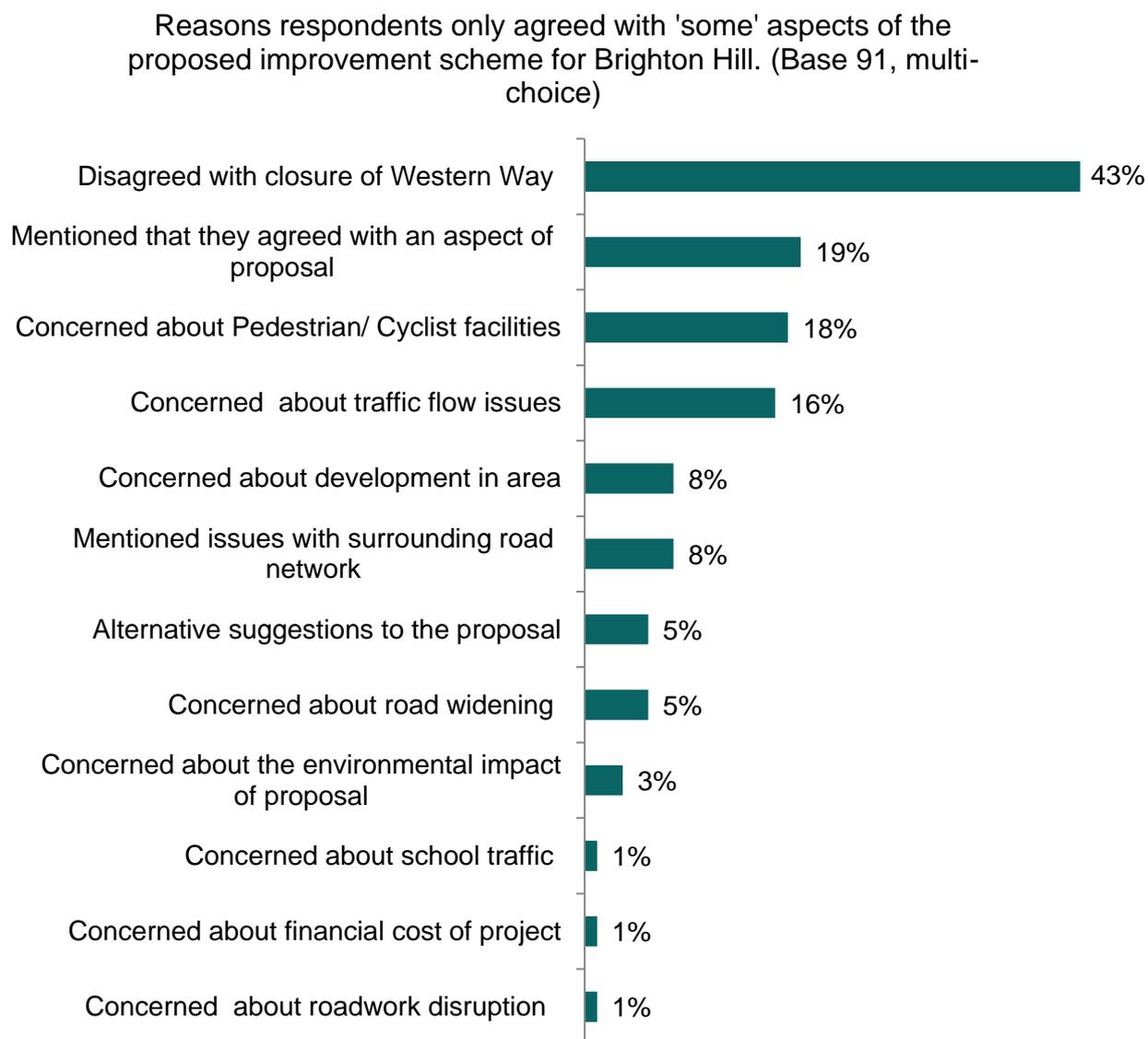
To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? By disability. (Base,49,246,13)



² Please note that, due to small sample sizes, the two categories that describe disability in the consultation questionnaire were combined to analyse a larger base number and to avoid data misrepresentation.

Reasons that respondents only agree with 'some' aspects of the proposed improvement scheme for Brighton Hill

Respondents were asked to provide a comment as to why they agreed with 'some' aspects of the proposal. The chart (below) quantifies the verbatim comments for this question:



43% of respondents who indicated that they agreed with 'some' aspects of the proposal, stated that this was because they disagreed with the closure of Western Way. Respondents were concerned that the closure could impact on adjacent residential streets such as Buckland Avenue, Mansfield Road and Pack Lane.

Buckland Avenue was mentioned frequently with 19% of comments attributed to this specific road alone. Those that mentioned Buckland Avenue were concerned that the closure could increase congestion and increase the number of road users using the road as an alternative to the Western Way entrance/ exit. Other respondent comments were worried that the surrounding roads could be used as alternative routes or 'rat runs' through residential areas:



Proposed closure of southbound western way will pose problems. the alternative will be to turn down Buckland avenue then enter the roundabout via Winchester road by pied piper, or if wanting to access A30 to south west go through side streets via pack lane to get to Kempshott roundabout.

Providing Mansfield road, Buckland Avenue do not suffer from increased traffic cutting through and becoming " rat runs" I agree with this proposal.

Traffic will use Buckland Avenue as a rat run if western way is blocked off.

Living at south ham, stopping at Asda would mean either going to Winchester road R/A and back or cutting down Buckland avenue which probably would increase traffic on that road.

Buckland Avenue & the area by the shopping parade will become congested. People will use Buckland Avenue as a rat run... At 2.45pm to 3.15pm parents picking up children from Aldworth School along the road causing further congestion.

18% commented how the potential introduction of pedestrian and cycle crossings were the reason that they could only agree partially with the proposal. Respondents felt that the crossings could be unnecessary due to the existing subway provision for both cyclists and pedestrians:



New pedestrian/ cycle crossings not necessary because existing paths and underpass are sufficient. new crossings across busy roundabout are potentially dangerous to pedestrians and cyclists: particularly school children.

I note the proposed installation of above ground pedestrian crossings at two points on the roundabout. They are close to the exit from the roundabout and will cause congestion- particularly at peak times for addition any tail backs to the lights on the roundabout would be dangerous.

I do not agree with introducing cyclists onto the carriageways. Currently, virtually all cyclists use the underpass & are totally safe, To move cyclists onto the road would introduce much more risk to the cyclists...

I do not agree with introducing pedestrian crossings. The roundabout will be busier so why introduce a further factor to delay traffic flow. Pedestrians now use the subways - you will very rarely see people crossing the roads now.

Following this, some respondents (16%) were concerned about traffic flow and argued that traffic lights could potentially create a ‘stop start’ nature to traffic, which may result in more traffic issues and increasing journey times:



I agree with the proposal to widen the approach roads and roadway around the roundabout. This will increase traffic flow and reduce delays. I think that the proposal to include traffic lights is bad. These break up the traffic flow causing it to stop and start

Concerned about breaking flow with too many sets of traffic lights due to pedestrians crossing only use subways for pedestrians keep people and vehicles separated as much as possible



I have concerns about the introduction of traffic lights on the roundabouts and another set of traffic lights on Winchester Road. Unless the traffic lights are "intelligent" and link together at peak times, with other roundabouts (i.e Winchester Road Roundabouts) the introduction of traffic light could cause more traffic problems.



19% commented on the potential positives the proposal could bring, such as the introduction of traffic lights on the roundabout and the potential the traffic lights could have on easing traffic flow:



Traffic lights have eased flow/ congestion on Winchester road roundabout so hopefully this will ease here too.

I would have traffic lights that only operate at peak times.

Brighton Hill roundabout has needed traffic lights for many years.

I think that traffic lights will help traffic flow at busy times but would prefer them to be part time lights as I have experienced Birmingham city centre. Traffic lights increase pollution (cars have to stop uncertainty), increase councils electricity bill and impede the traffic flow which may drive traffic onto other residential routes e.g. Kempshott Lane.

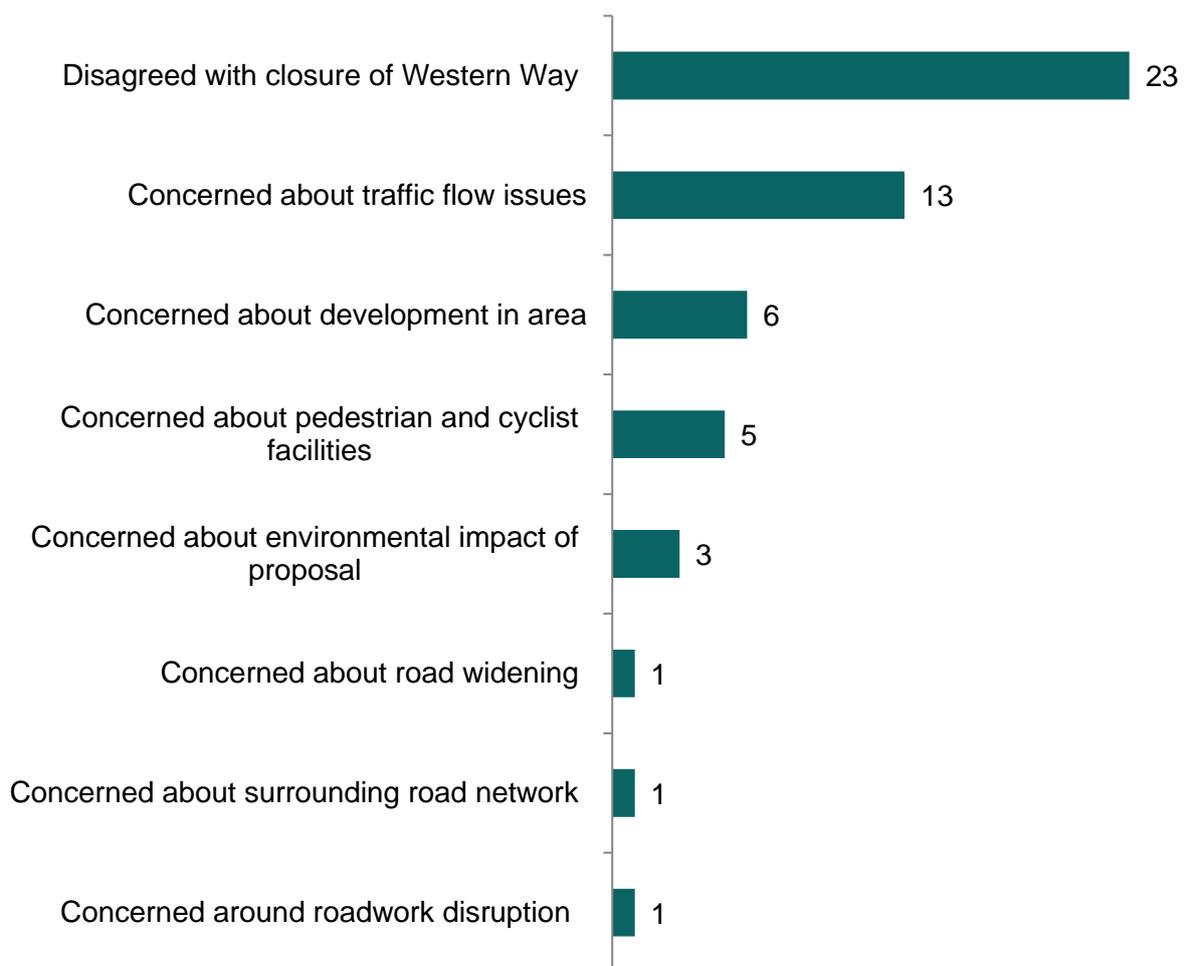


Reasons respondents disagree with all aspects of the proposed improvement scheme for Brighton Hill

Respondents who indicated that they did not agree with any aspect of the proposal were also asked to provide a comment. Of the 44 respondents who said that they did not agree with any aspects of the proposal, 39 provided a comment. As the sample size is particularly low for this question, results are shown by count rather than percentage and should be taken as anecdotal. The results, however, do provide an overview of some of the potential issues respondents recognised with regards to the proposal.

This group mentioned similar reasons to those raised previously. They were also concerned with traffic flow and how the potential development in the area could affect traffic.

To what extent do you agree or disagree with the proposed improvement scheme for Brighton Hill Roundabout? : If 'No' please explain your reason . (Base: 39)



The most frequently mentioned concern was the closure of Western Way (23 comments). Again, respondents were concerned that the proposal to close Western Way might be felt the most in residential areas such as Buckland Avenue, in particular through increased traffic and increased risk to pedestrians.



“ I don't agree with closing the southbound access from western way. This will cause enormous problems with traffic being forced down Buckland that is already high and back onto Pack Lane that is already heavily congested onto Brighton Hill roundabout, Buckland Ave. is a narrow residential road ... struggle now to get through.

Closing access via Western Way on to the roundabout will create a series of rat-runs through Buckland Ave, Mansfield Rd, Kelvin Hill & Hill View Road. Any closure of the M3 will cause absolute chaos - as it is, tailbacks have been huge. School runs - has anyone considered these in South Ham & Brighton Hill Schools?

There is no entry into the roundabout from western way. Without this entrance fire trucks which use Western Way every day will get delayed. The new diversion through the old football club will NOT be suitable. All traffic trying to get to the M3 south bound will be forced to use local roads increasing the risk to pedestrians.



The potential impact that the proposal could have on traffic flow was also a point of contention (13 comments). Respondents mentioned how the introduction of traffic lighting on the roundabout could increase congestion in the area, rather than solve it:

“ Adding traffic lights doesn't actually solve the problem of increasing capacity at the junction - it just increases the already lengthy queues to the junction. The only viable solutions that actually remediate the problem instead of dancing around it are either a doughnut or a flyover.

The scheme will slow traffic in all directions, create tidal traffic patterns that will affect local movements and generally not solve the main problem which is to separate strategic traffic from local traffic.



Too many traffic light stops, traffic will stack up between traffic lights, stop/start, take too long to navigate the roundabouts.

Traffic lights will cause extra delays, roundabouts are quicker without them.



Six respondent comments revealed a concern around the potential development planned for the Brighton Hill area and how this may impact on the road network itself:

“The planning doesn't take into account the extra housing being built around this side of Basingstoke or the new shopping complex. Computer modelling could be used but there is no real data available.



Another six respondent comments suggested that the proposed pedestrian and cycle crossings could negatively impact traffic flow. Respondents felt that the addition of crossings would not be required since there is a sufficient and safe way to cross the roundabout via the existing subway:

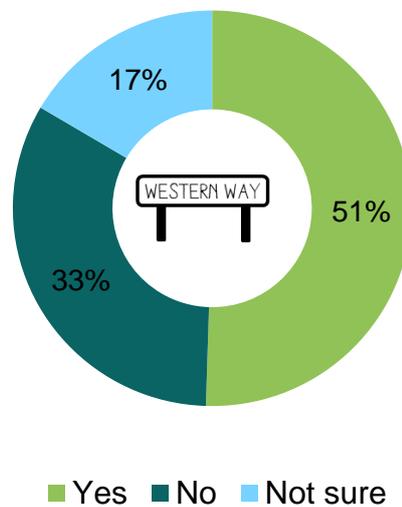
“...Pedestrian crossings on the Brighton Hill roundabout are not needed due to the underpass, (which I do use recreationally) and they will cause a big traffic disruption.



The proposed closure of Western Way

As previously noted, open text comments highlighted dissatisfaction with the possible closure of Western Way, and for some respondents, this was the reason they did not agree either fully or partially to the proposed improvement scheme for Brighton Hill. This dissatisfaction, however, was not felt by all respondents, as shown in the graph below:

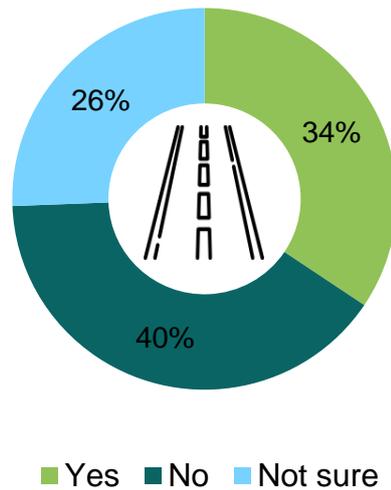
Do you support the proposed closure of Western Way onto the Roundabout, providing an alternative route can be provided to the A30 via the football ground site? (Base: 326)



Just over half (51%) of respondents said that they would agree with the closure of Western Way, provided that an alternative route could be provided to the A30 via the football ground site. 33% said that they did not agree with the closure and a further 17% of respondents were not sure.

Respondents who said that they agreed with the proposed closure were also asked if they would support the closure of Western Way if the link road through the football ground site was not possible:

If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way? (Base: 214)

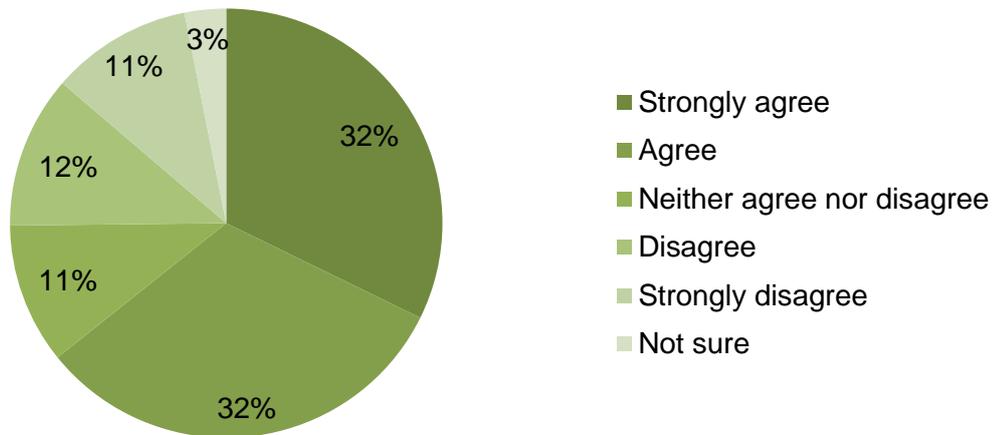


A mixed response was received for this question with 40% of respondents indicating that they opposed this idea, and 34% of respondents indicating that they would still support the closure even if the alternative route through the football ground site was not possible.

Pedestrian and cyclist access on Brighton Hill

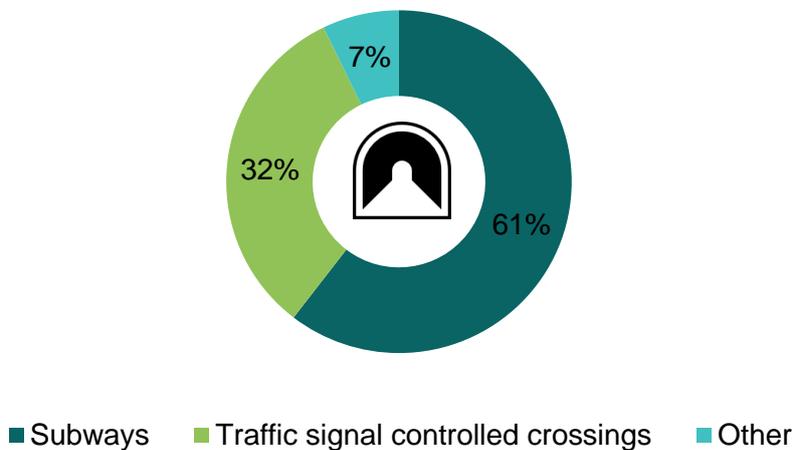
Respondents were largely positive about the proposed changes to the pedestrian and cyclist access on Brighton Hill, with 64% of respondents either agreeing or strongly agreeing that new traffic signal-controlled crossings should be provided:

To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings? (Base: 322)



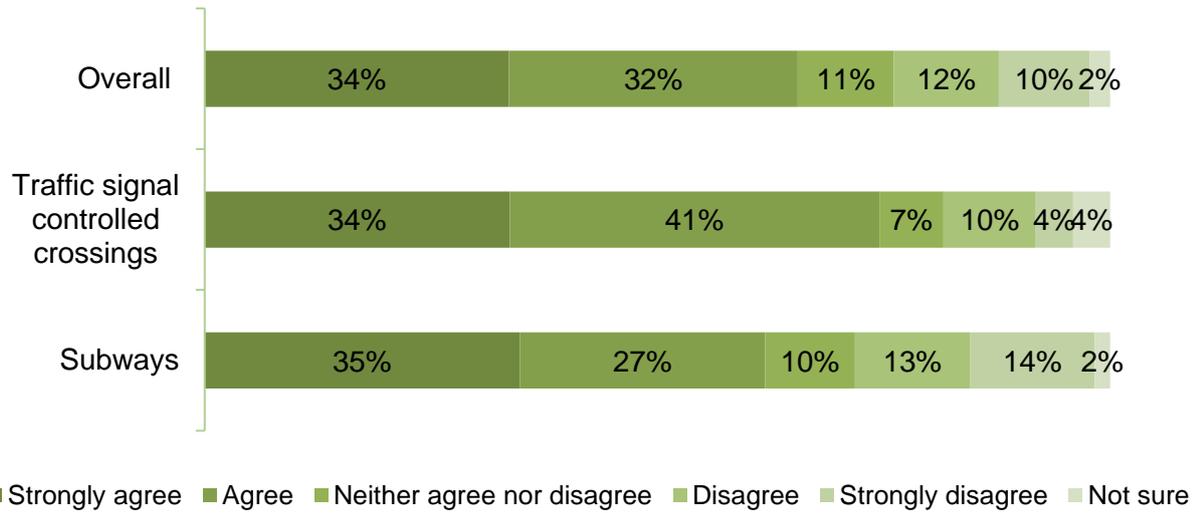
When asked which pedestrian and cycle crossing facilities they would prefer to use, 60% of respondents indicated that they prefer to use subways:

Which pedestrian/ cycle crossing facilities would you prefer to use? (Base: 305)

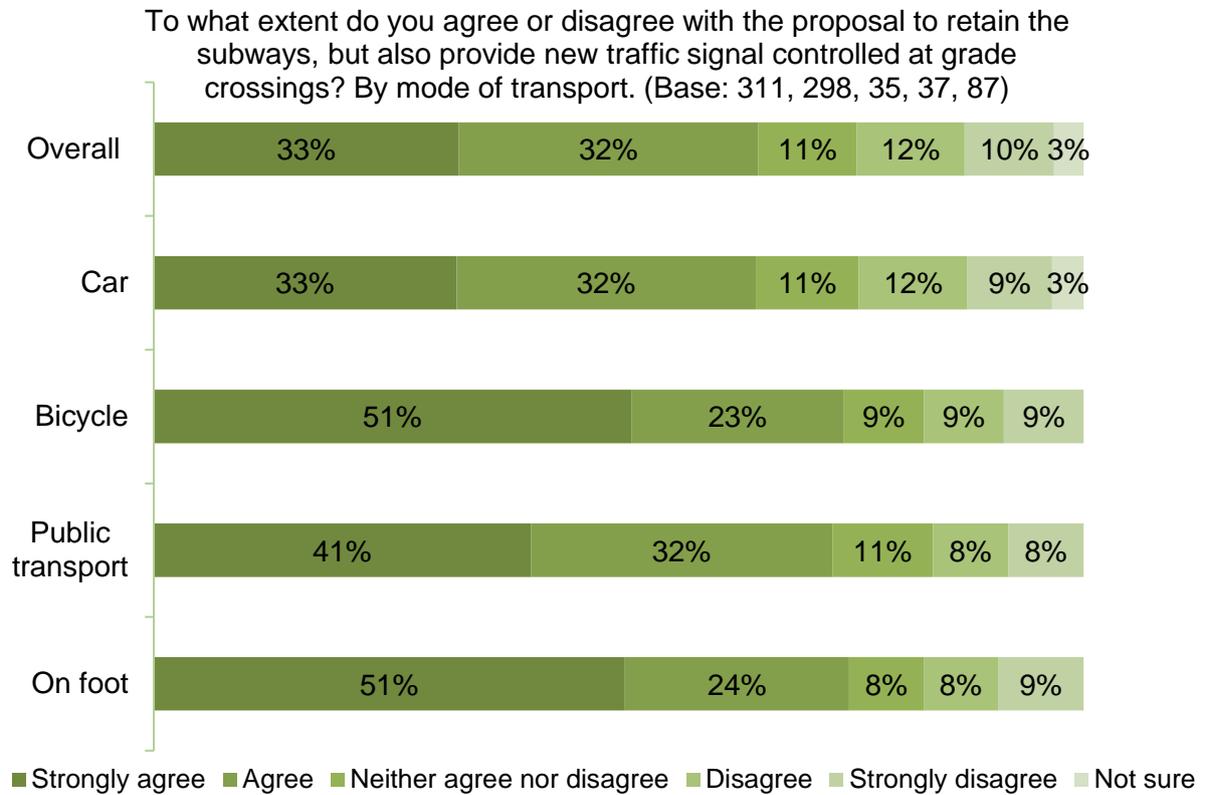


Even though subways were the preferred way of crossing the road by foot or by bike, those that said that they prefer subways, would also support the proposed introduction of traffic signal-controlled crossings, broadly in line with the respondent average:

To what extent do you agree or disagree with the proposal to retain subways, but also provide new traffic signal controlled at grade crossings?
By preferred facility (Base: 301, 98,181)



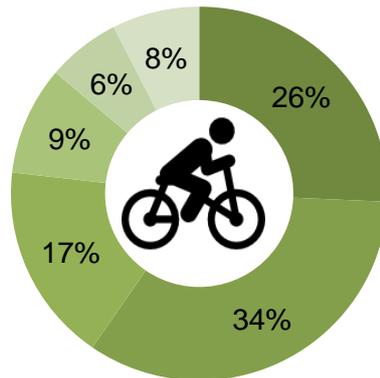
Respondents that indicated they either walk or cycle through or around Brighton Hill agreed more strongly with the proposal to add traffic signal-controlled crossings than those travelling by any other mode of transport:³



³ Please note that as there were fewer than 10 responses, the category 'HGV or van' and 'motorcyclist' have been excluded to avoid misrepresentation of the data.

Respondents were also asked to what extent they agreed or disagreed with the proposal to create cycle routes at Brighton Hill roundabout. Respondents were, overall, very positive about the proposed scheme, with 60% either agreeing or strongly agreeing with the proposal:

To what extent do you agree or disagree with the proposal for cycle routes?
(Base: 319)

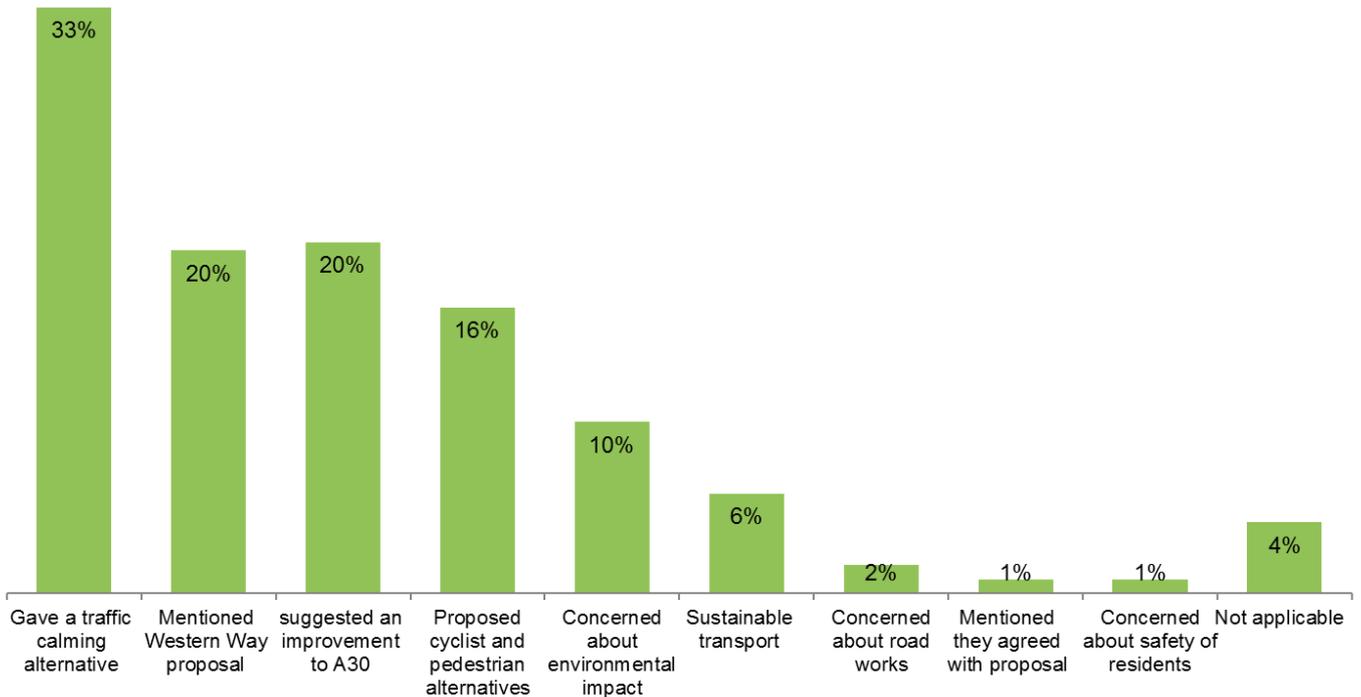


■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree ■ Not sure

Alternative suggestions by respondents

Respondents were asked if they had any alternative suggestions to the proposed changes to Brighton Hill Roundabout, or the A30 South West Corridor. The below graph shows the quantification of the verbatim comments:

Alternative suggestions proposed by respondents. (Base: 123, multi-choice)



The highest number of comments (33%) focused on alternative traffic calming measures for Brighton Hill Roundabout. Suggestions included adding a speed limit, using traffic lights to control traffic flow, creating a flyover for A30 traffic to alleviate congestion and improving road markings to ensure drivers use the correct lane:



...Reduce the speed on approach and around the junction to 20mph to allow traffic to filter in and keep moving...



Make sure that painted lanes are followed all the way around the roundabout - it's so frustrating when you think you're in the correct lane for a junction only for it suddenly to appear in the lane next to you and your lane is now going somewhere else.



A better solution would be to construct a flyover for the A30 and leave the roundabout intact underneath.

Traffic lights have been needed on this roundabout for a long time.



20% of respondent alternatives focused on the closure of Western Way. A key theme mentioned was that the Western Way road should remain open, but with the addition of a traffic light to ensure good traffic flow onto the roundabout:



With traffic lights going in by Halfords, I don't see a problem with traffic joining from western way. As lights change this will give time for traffic to join as traffic from Western Way is slight not heavy.

No need to close Western Way entry point. The existing roundabout is in good condition and only really needs traffic lights to slow down the traffic on it so that it is easier for other traffic to joint it.

Why cant western way remain fully open with traffic signal?



A further 20% of respondents suggested alternatives for improving the A30 South West Corridor, with many focused on the perceived need for a dual carriageway along the road to cope with future population pressures, because of the potential development in the area:



The A30 will not be able to handle the extra traffic even with these changes. A new dual carriageway between M3 J7 and the A339 at the top of Roman Road is required and must be put in place before Manydown is built. This will ensure that long distance traffic and commuters can continue to flow around the link roads in Basingstoke for the longer term future.



An extra lane on the road between Kempshott roundabout and Brighton Hill (both sides maybe) would ease the flow of traffic to and from. maybe also put extra lanes from Kempshott roundabout past hatch warren and Sainsbury's.



16% of respondents provided some alternative options for cyclists and pedestrians that use the roundabout such as creating segregated areas:



...I think cycles should have segregated areas on both these roundabouts to keep both the cycles and road users safe...



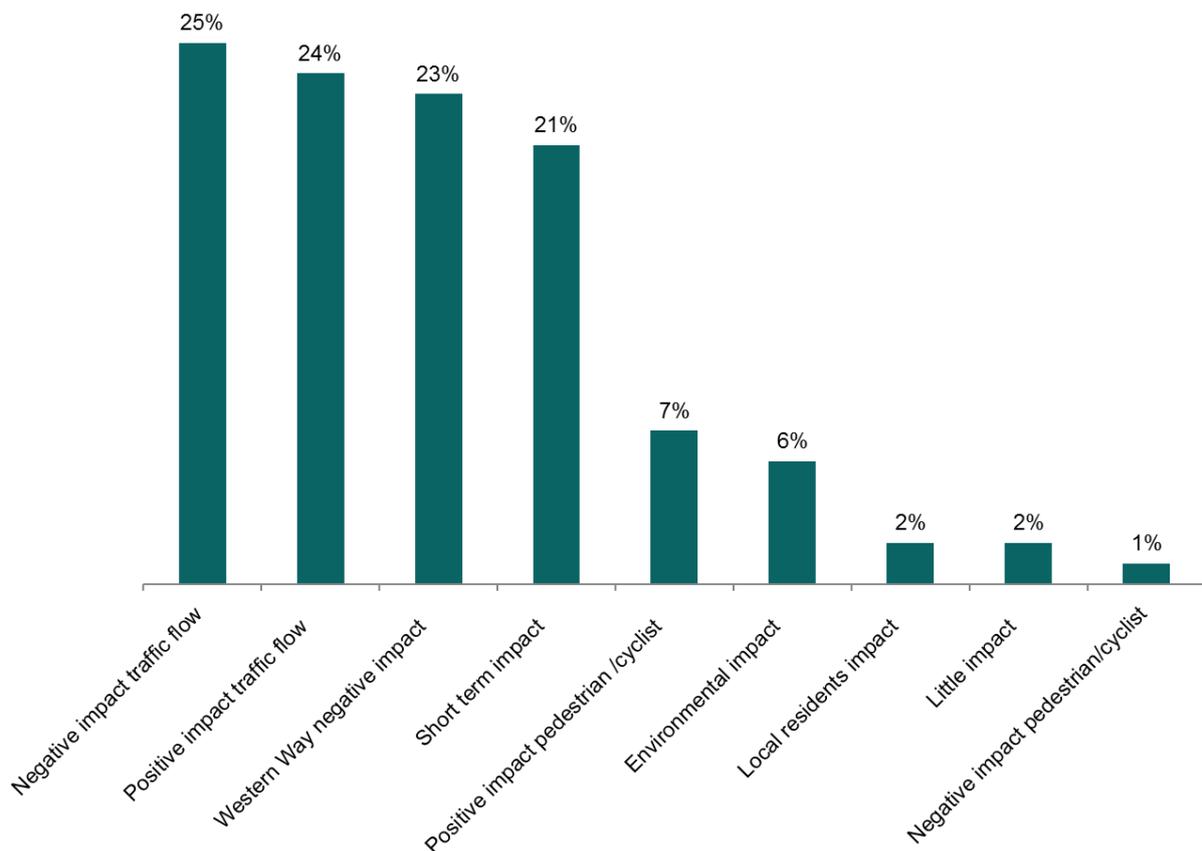
Built in cycle lanes where cycles have priority like in major cities. And on both sides of the road! One footpath with a line of paint on it is not a cycle path.



Potential impacts of the proposal

Respondents were also asked to consider any possible impacts that could occur because of the proposed scheme at Brighton Hill. The below graph shows the quantification of the verbatim comments:

Potential impacts of the proposals mentioned by respondents. (Base: 208, multi-choice)



25% of respondent comments suggested that there would be a negative impact on traffic flow as a result of the proposal, such as the possible increase in journey times due to the introduction of traffic lights, and alternative routes through residential areas being used as a way to avoid the roundabout. Some felt that the changes should only be made once local housing developments were complete:



The journey times will increase, with more wait times at red lights.

It will just cause delay and force me to use less economic diversions to access my family.



Failure to get this right means my commute will be delayed. Therefore I will have to find alternative routes via residential roads instead.

...Don't do anything until all the houses are built so that you know what the new traffic flows are going to be. It is likely to be different from your expectation.



The perceived issues with Western Way were mentioned again, with 23% of all comments attributed to the possible negative implications of the closure of Western Way. As previously seen in other open questions, respondents mentioned the possible negative impact on Buckland Avenue with fears that this road could become more widely used as an alternative route and therefore more congested. Others focused on the possibility of other roads in the area becoming an alternative route and some reflected that there would be an impact on journey times to and from local amenities in the area:



<p>“ Buckland Avenue could have increased traffic flow on already busy road. Queues of cars now happen at AM and PM rush hours and cars waiting for children to be picked up and dropped off at Aldworth school add to the flow problems.</p>	<p>A longer journey to work or the supermarket. Traffic volume will increase on Buckland Avenue may be detrimental to some businesses.</p>
<p>As a delivery driver its going to add fuel and time on to my jobs as it is. Also having to use Buckland Avenue as a detour is detrimental to the mainly elderly people that live there.</p>	<p>Difficulty getting to Asda from South Ham.</p>
<p>I believe we will experience significant inconvenience during the work period but perhaps the end result will lead to smoother traffic flow.</p>	<p>The closure of the western way junction to the brighten hill roundabout will turn South Ham into a rat run.</p>

21% of respondent comments raised concerns about the possible short-term impact of roadworks in the area. The impact might be felt by those that use Brighton Hill roundabout and the surrounding road network regularly, which included residents in the immediate area:

<p>“ I agree that something needs to be done regarding the Brighton Hill roundabout, but I will not look forward to the work being done, as any road works that take place nowadays seem to involve miles of cones being put out in the road along way from the works taking place, creating such tail backs unnecessarily.</p>	<p>I feel that the finished results will be of benefit; especially as there is to be additional traffic created by the new shopping & leisure park (St. Michael's) but I am concerned about the length of time and the impact/delays caused whilst the work takes place.</p>
<p>“ I believe we will experience significant inconvenience during the work period but perhaps the end result will lead to smoother traffic flow.</p>	<p>The time taken to do the changes will have a huge impact to traffic getting into Basingstoke and traffic trying to get on/off Brighton Hill.</p>

Respondents were clear that the potential for road works to disrupt normal daily life and commuting in the short term was inevitable should the proposal go ahead; however, many understood that in the long term the end result could mean better access to the roundabout and improved traffic flow in the future.

A smaller percentage of respondents (6%) were worried about the potential environmental impact the proposal could have as a result of the closure of Western Way and the introduction of traffic lights:



The Proposal would put a long travelling time and stationary time hence adding to fumes and costs. I live in Mansfield Road and that is a rat run so people will use to avoid going through the "new development" to drop out the bottom of Kevin Hill when travelling into town!

Air pollution will increase for local residents in South Ham and Berg Estate due to north to south traffic driving twice/three times as far along residential streets to get out of the estates as just driving across the roundabout will no longer be possible.

It'll take me longer to get to and from the Aquadrome and some shops. It'll also use up more petrol and might put me off driving along that route rather than heading elsewhere.

Do not like the idea of always on traffic lights - environmental impact of running engines for nothing, long waiting times for nothing, frustrating.



24% of respondents did, however, see some positives the proposal could have such as improved access to the roundabout, whilst others suggested that the proposal could reduce congestion, reduce current journey times, and make the roundabout safer for all road users:



I would expect that additional lanes combined with traffic signals would both improve traffic flow for all routes entering the roundabout, and, equally important, they would make journey times more predictable...

I think it would be much safer route to travel on for cars, bikes pedestrians if these proposals would go ahead.

These proposals will have a very positive effect as they should help relieve congestion at this roundabout.

We are hoping the impact will enable us to access the roundabout more easily and quickly.



In addition, 7% of comments raised the potentially positive impact for pedestrians and cyclists as a result of the proposal, such as safer passage across the roundabout and better provision for those that are disabled:



I think it would be much safer route to travel on for cars, bikes pedestrians if these proposals would go ahead.

Disabled people as well as other pedestrians would have additional opportunities to cross roads safely.

Could encourage more use of cycling facilities and feel safer when using the at grade crossing points instead of the subways at night.

Retaining and improving the subways and cycle routes would make people feel safer using these routes, and be a safer option for cycle user and ensure the safety of younger bike riders.

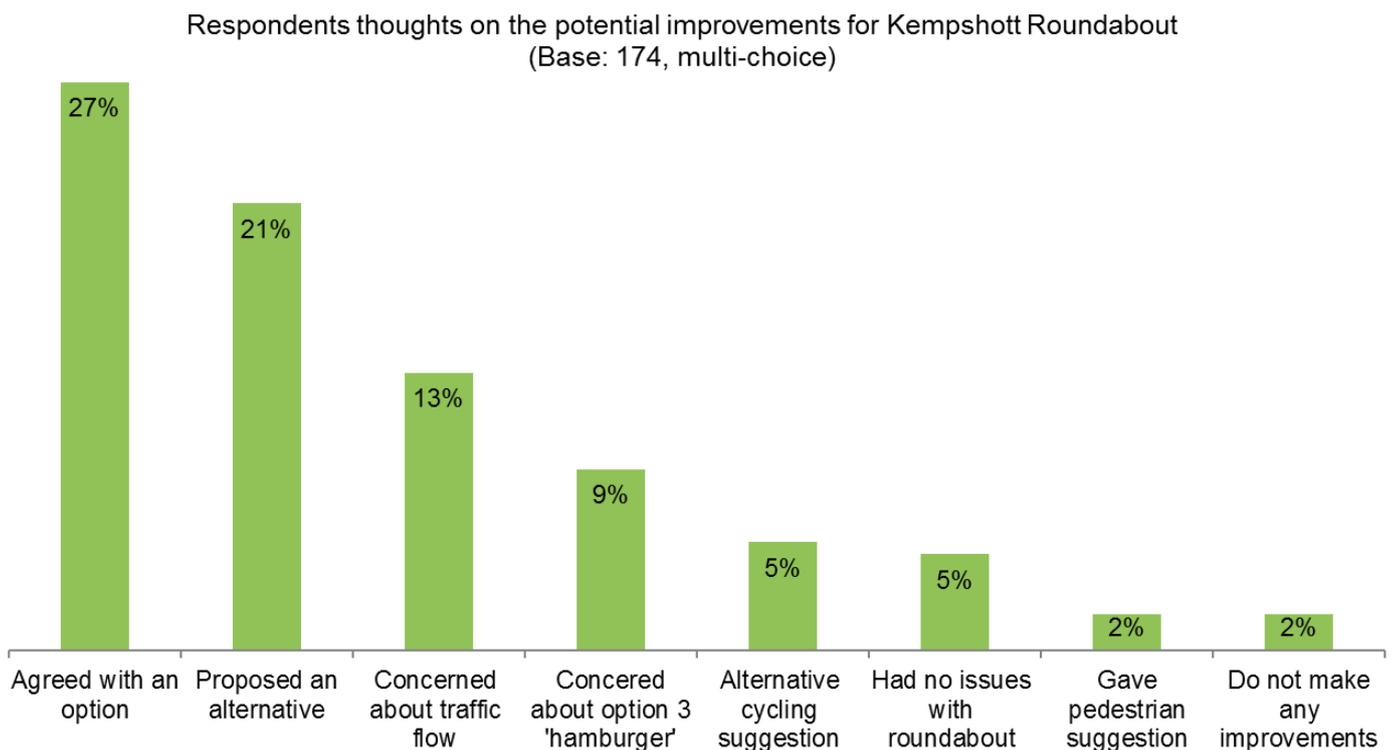


Suggested improvements for Kempshott Roundabout

Respondents were asked to provide some feedback on the initial options to improve Kempshott Roundabout, the options were listed in the consultation material as follows:

- **Option 1:** to widen the existing roundabout and approaches
- **Option 2:** to widen the roundabout and approaches and add in full traffic signal control
- **Option 3:** to widen the roundabout and approaches with full traffic signal control as well as a 'hamburger' arrangement to allow A30 traffic through the middle of the junction.

A quantification of the main themes mentioned through the verbatim comments is shown below:



27% of respondent comments indicated they agreed with at least one of the proposed options. Of those comments that mentioned a proposed option, 20 respondents agreed with option 2 (to widen the roundabout and include a traffic light system), 19 respondents agreed with option 1 (to widen the roundabout and approaches) and 16 respondents agreed with option 3 (for creating a 'hamburger' roundabout). This suggests that there is no preferred option at this stage:



<p>“ Traffic Lights would be very good... widening of the bend from the roundabout going into Winchester road (A30).</p>	<p>Option 1 seems suitable. I don't think that the roundabout is large enough, with only 3 junctions, to warrant traffic lights.</p>
<p>Hamburger should be the only option as most traffic is through traffic on A30 Winchester Road.</p>	<p>Signalisation of this junction is a must. My preference is for option 2.</p> <p>”</p>

21% of respondent comments suggested some form of alternative solution for Kempshott Roundabout such as adding traffic lights to the roundabout without widening the road, creating alternative routes through the area and adding in dual carriageways on approach to the roundabout to alleviate congestion:

<p>“ Has the option of 'part-time' signals been investigated? There is plenty of the day when the roundabout is/will not be anything like capacity and signals would impede the free-flow of traffic.</p>	<p>Signalisation may be preferable to enlargement. Enlargement will increase speeds on the gyratory and make access difficult in peak hours.</p> <p>Dual carriageway from Kempshott to Brighton Hill all the way (pat down garage).</p>
<p>Has consideration been given to reopening the access from Kempshott Lane onto the Roundabout by Sainsbury's? This would reduce flows down the A30 and through Kempshott Roundabout.</p>	<p>the suggested improvements would be helped by opening up the "blocked off road" at the top of the Hatch warren roundabout (Kempshott lane?).</p> <p>”</p>

Some respondent comments (13%), however, mentioned the potential pitfalls to having traffic lights on the roundabout and its negative effect on traffic flow in the area. Other factors that could affect traffic flow included flooding issues and the increase in traffic due to development in the area:



...The delays at Kempshott roundabout at peak times do not warrant full time traffic lights impending the traffic flows and increasing pollution at the majority of time when there are no delays at present.

Some kind of traffic improvement will be surely necessary between Brighton Hill roundabout and Beggarwood lane, in view after 2,060 new houses being planned in that area.



My only concern is whether or not any improvements will finally resolve the flooding issue.

Don't think it needs traffic lights, maybe more lanes to guide traffic around it.



Unstructured responses

The consultation received five 'unstructured' responses'. These are responses that were made within the consultation period but were not submitted using the consultation questionnaire. The responses break down as follows:

- Four responses were received from members of the public
- One response was received from an organisation or group.

Overall themes (each featured once unless otherwise specified):

1. Cycling:

- Happy that cycle provision has been considered (two respondents).
- Would like all routes to cater for cyclists.
- In favour of the diversionary route round/through the present Camrose site
- Pleased that there are 'at grade' crossings, but these need to be linked to wide paths if they are to be shared use.
- In favour of the cycle lane (not a shared footway) along the north side of the A30 East arm.
- Request to be involved in the planning and design of the cycle routes and facilities to ensure they comply with best practice.
- Multiple comments from one respondent about ancillary cycle roads leading to the roundabout and integrating the suggested cycle routes into adjacent areas.
- Some concerns about shared cycle/ pedestrian routes (two respondents).
- Cycle facilities should cater for all different types of cyclist (from casual to serious) (two respondents).

2. Subways

- Retain the subways (two respondents).
- Do not build additional pedestrian crossings – use money saved to improve the subways.

Other comments (each featured once):

- Western Way shouldn't be closed as Buckland Road will not cope with the additional traffic.
- Lack of space to squeeze another lane onto the roads leading to the roundabout.
- Concerns over how long the work will take.
- Suggestion that the golf course site should be used for a Park & Ride facility, instead of building 1000 homes on it.
- Concerns over the impact of all the new homes on local facilities, especially hospitals, GPs, schools & residential homes. Worried that there are no new facilities planned.
- Supports the HCC preferred option (two respondents).

- Supports the traffic light option (having traffic lights controlling the traffic flow on the roundabout) – suggests lights are turned off at agreed quiet times.

Appendices

Appendix 1 – Research approach

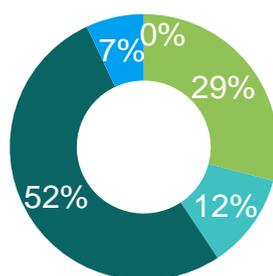
The consultation sought to understand the views of those that live in the vicinity of Brighton Hill as well as those that use the roundabout and surrounding road network regularly. In total there were 329 responses to the consultation, this included paper and online responses. As the consultation was an open exercise, the findings cannot be considered to be a 'sample' or representative of a specific population.

In order to gather views from respondents, the consultation questionnaire, along with accompanying information was made available on the County Council's website: <https://www.hants.gov.uk/transport/transportchemes/a30brightonhillroundabout>. The consultation was run for a period of 4 weeks from 3 September 2018 to 1 October 2018.

To aid participation, three drop-in exhibitions were held in the local area, open to all members of the public. Officers from Hampshire County Council were on hand to answer questions and walk people through the design plans for Brighton Hill as well as the preliminary ideas around improvements to Kempshott Roundabout. Paper copies of the survey were available at exhibitions and also upon request.

Respondents that attended an event were asked to rate their experience. Just over half (52%) of respondents that completed a questionnaire, attended an exhibition, 41% of those that attended said that they thought the exhibition was either 'good' or 'very good'. Just over half said that the exhibition was 'ok'.

If you attended the event, how would you rate the exhibition? (Base: 172)



■ Good ■ Very good ■ Ok ■ Poor ■ Very poor

Leaflets were also produced and sent to local residents in order to encourage participation in the online questionnaire. The consultation was also promoted through the County Council's social media channels and released to local press. 'Unstructured' responses could also be sent through via email or written letters, and those received by the consultation's closing date were accepted, a summary of which is included in the report.

Appendix 2 – Interpreting the data

All questions in the consultation questionnaire were optional. The analysis only takes into account actual responses – where ‘no response’ was provided to a question, this was not included in the analysis. As such, the totals for each question add up to less than 329 (the total number of respondents who replied to the consultation questionnaire).

Imagery has been used throughout the report to illustrate findings; all icons are made by Freepik, available from www.flaticon.com.

Publication of data

All data is processed according to the General Data Protection Regulations as detailed below:

Hampshire County Council adheres to the requirements of the UK Data Protection legislation. Hampshire County Council is registered on the public register of data controllers which is looked after by the Information Commissioner. The information that was provided through the questionnaire will only be used to understand views on the proposals set out for this consultation. All individuals’ responses will be kept confidential and will not be shared with third parties, but responses from organisations may be published in full. Responses will be stored securely and retained for one year following the end of the consultation before being deleted or destroyed.

Where the information provided is personal information, there are certain legal rights. Respondents to the consultation may ask us for the information we hold about you, to rectify inaccurate information the County Council holds about you, to restrict our use of your personal information and to erase your personal data. When the County Council uses your personal information on the basis of your consent, you will also have the right to withdraw your consent to our use of your personal information at any time.

Appendix 3 – Consultation response form

A30 SW Corridor - Brighton Hill Roundabout Improvements Consultation



Hampshire County Council is seeking residents' and stakeholders' views on the proposals to make proposed changes to the Brighton Hill Roundabout in Basingstoke.

It is advised that you read the accompanying information found at our website before completing this response form as it contains important information about the proposal. Please search for "Brighton Hill Roundabout" at www.hants.gov.uk/transport schemes.

The findings from the consultation will be published and presented to the executive lead member of Environment and Transport on the 13 November 2018. Feedback will be taken into account by the Executive Lead member when making a decision on the proposed changes to the area. The consultation is open from midday on **Monday 3 September 2018 and closes at 23:59pm on Monday 1 October 2018.**

Alternative formats

If you require this response form in another format such as large print, audio and Braille, please phone 0300 555 1388.



Privacy Notice

Hampshire County Council is seeking to record your feedback. The information you provide in this survey will only be used to understand the travel patterns and traffic volumes on the key routes within the area specified. All individuals' responses will be kept confidential and will not be shared with third party processors, but responses from organisations may be published in full. All data will remain within the UK. Responses will be anonymised and summarised in a public consultation findings report on the County Council's website. Responses will be stored securely and retained for seven years, following the end of the consultation before being deleted or destroyed.

You have some legal rights in respect of the personal information we collect from you. Please see our website: <https://www.hants.gov.uk/data protection> Data Protection page for further details. You can contact the County Councils Data Protection Officer data.protection@hants.gov.uk. If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioner's Office at <https://ico.org.uk/concerns/>

Section 1: About your journey

Q1 **How many days in an average week do you use Brighton Hill Roundabout?** (Please tick one only)

- 5 days or more **(Go to question 2)**
- 3 to 4 days **(Go to question 2)**
- 1 to 2 days **(Go to question 2)**
- Less than once a week **(Go to question 2)**
- Never **(Go to question 5)**

Q2 **How do you normally travel along/around Brighton Hill Roundabout?** (Please tick all that apply)

- Car
- Bicycle
- On foot
- Public transport
- HGV or van
- Motorcyclist
- Other

If 'other' please specify in the box below:

Section 1: About your journey (continued)

Q3 For what reason(s) do you come into, or travel around the Brighton Hill area?
(Please tick all that apply)

- I live in Brighton Hill
- I work in the Brighton Hill area
- I work in Basingstoke, and have to travel through Brighton Hill
- I commute via Basingstoke, which takes me through Brighton Hill
- I study nearby or do the school run to or via Brighton Hill
- I go shopping in Brighton Hill
- For leisure (e.g. bars, restaurants, sports, entertainment)
- To access local services (e.g. healthcare, day centre, job centre, council offices)
- Other

If 'other' please specify in the box below:

Q4 At what times do you usually travel through Brighton Hill on this journey? (Please tick all that apply)

	Week day (7:00 to 9:00)	Week day (12:00 to 14:00)	Week day (14:30 to 16:00)	Week day (16:30 to 18:30)	Weekends anytime
I live in Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work in the Brighton Hill area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work in Basingstoke, and have to travel through Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I commute via Basingstoke, which takes me through Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I study nearby or do school run to or via Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I go shopping in Brighton Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For leisure (e.g. bars, restaurants, sports, entertainment)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To access local services (e.g. health care, day centre, job centre, council offices)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section 2: Your views on the proposed scheme

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

Q5 To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? (Please tick one only)

Yes, I agree with
all aspects

Yes, I agree with
some aspects

I neither agree nor
disagree with the
scheme

No, I don't agree
with any aspects

Not sure

If answered 'no' or 'some aspects', please explain your reason in the box below:
(Please do not include any personal details in your response)

Section 2: Your views on the proposed scheme (continued)

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transportschemes

- Q6 **Do you support the proposed closure of Western Way onto the roundabout, providing an alternative route can be provided to the A30 via the football ground site?** (Please tick one only)
- Yes
 - No
 - Not sure
- Q7 **If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way?** (Please tick one only)
- Yes
 - No
 - Not sure
- Q8 **If you travel through Brighton Hill junction on foot or by bike, how often do you use the subways?** (Please tick one only)
- Every day
 - Every other day
 - Once a week
 - Once every two weeks
 - Once every month
 - Never

Section 2: Your views on the proposed scheme (continued)

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

Q9 To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings? (Please tick one box only)

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 To what extent do you agree or disagree with the proposals for cycle routes? (Please tick one box only)

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 Which pedestrian/ cycle crossing facilities would you prefer to use? (Please tick one box only)

- Subways
- Traffic signal controlled crossings
- Other

For 'Other' please explain the box below:

Q12 Do you have any comments on the suggested improvements for Kempshott Roundabout? (Please do not include any personal details in your response)

Section 3: Further Comments

For information regarding the proposals, please search for “Brighton Hill Roundabout” at www.hants.gov.uk/transport schemes

- Q13 **If you have any alternative suggestions to the proposed changes to Brighton Hill Roundabout, Kempshott Roundabout or the A30 South West Corridor, please provide these in the box below:** (Please do not include any personal details in your response)

- Q14 **Please describe, what, if any, impact the proposals in this consultation could have on you and your family, or people you know or work with.** (Please write in the box below, please do not include any personal details in your response)

Section 4: About you

We would be grateful if you could answer the following questions so that we can analyse the results overall and by different groups of people. This will help us to understand the impact of the consultation proposal and the views on them by different groups. All questions in this section are optional

Q15 Are you responding on your own behalf or on the behalf of an organisation, group or business? (Please tick one box only)

- I am providing a response on my own behalf (**Go to question 18**)
- I am providing the official response of an organisation, group, business or school (**Go to question 16**)

Q16 Please provide details about your organisation, group or business:

 The name and details of your organisation, group or business may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the Freedom of Information Act 2000.

Your name:	<input type="text"/>
Job position/role:	<input type="text"/>
Name of organisation, group or business:	<input type="text"/>
Address of organisation, group or business:	<input type="text"/>

Q17 Which of these best describe the function of your organisation, group or business? (Please tick one box only)

- Nursery, school, college or place of education
- Local public sector organisation e.g. district, parish, borough council
- Local health service provider
- Public transport provider
- Disability group
- Local business or business representatives
- Charity, voluntary or local community group
- Other

For 'other' please specify in the box below:

Section 4: About you

Q18 **Who are you?** (Please tick one box only)

- Local resident
- Elected Member
- Member of the public
- Other

If 'other' please specify in the box below:

--

Q19 **Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?** (Please tick one box)

- Yes, a lot
- Yes, a little
- No
- Prefer not to say

Q20 **Using the box below, please provide your full postcode:**

 Providing your full postcode is optional. It would help us in knowing how the proposal is viewed in different areas if you could provide at least the first five digits of your postcode. If you do provide your full postcode it is possible that in rural areas this might identify your property. In this situation, by providing your full or partial postcode you are consenting to the County Council using this information to understand views on the proposals from different areas of the county.

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Q21 **What was your age on your last birthday?** (Please tick one box)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say

End of consultation

Q22 Finally, to help us improve access to future consultations, please tell us where you first heard about this consultation: (Please select all that apply)

- Website
- Reported in the press (e.g. radio, newspaper)
- Word of mouth
- Attended a local exhibition event
- Consultation postcard
- On social media (e.g. Facebook, Twitter etc.)
- Other

For 'other' please describe in the box below:

Q23 If you attended an exhibition event, how would you rate the exhibition? (Please tick one box only)

- Very poor
- Poor
- Ok
- Good
- Very good

Q24 Please describe how we could improve in the future in the box below: (Please do not include any personal details in your response)

Thank you for taking the time to respond to this consultation. This consultation will close at **23:59 on 1 October 2018**.

The findings from this consultation will be published and presented to the Executive Lead Member for Environment and Transport on 13 November 2018.

Feedback will help to inform any decision by the County Council on the proposed improvements to Brighton Hill Roundabout.

For further information on these proposals please contact: major.schemes@hants.gov.uk
(Please type **Brighton Hill improvements** in the subject title).

Please use the Freepost envelope provided to return your response to Hampshire County Council. If you do not have one, please send your response to 'Freepost HAMPSHIRE', writing 'Strategic Transport' and 'Brighton Hill Consultation' on the back of the envelope.

Appendix 4 – List of organisations or groups who responded to the consultation

The consultation questionnaire asked whether the respondent was responding on behalf of an organisation or group. There were a total of 8 responses to the consultation questionnaire on behalf of an organisation, group or community representative body.

Organisation or groups who responded to the consultation, that provided details are listed below:

Name of organisation, group or business:
Driver and Vehicle Standards Agency
Drive with Sean
Basingstoke South West Action Group (SWAG)
Cycle Basingstoke
Opensight
A4AWG access for all working group for Basingstoke and Deane

Appendix 5 – Consultation participant profile

The breakdown of respondents by category is shown below:

Respondent type	Count/ %
	Base 329
Are you responding on your own behalf or on the behalf of an organisation, group or business?	
I am providing a response on my own behalf	321 97.6%
I am providing the official response of an organisation, group, business or school	8 2.4%
Who are you?	
Local resident	283 86.0%
Elected Member	1 0.3%
Member of the public	25 7.6%
Other	9 2.7%
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?	Base: 311
Yes, a lot	22 6.7%
Yes, a little	27 8.2%
No	249 75.7%
Prefer not to say	13 4.0%
What was your age on your last birthday?	Base: 317
Under 18	0 0
18-24	5 1.5%
25-34	20 6.1%
35-44	24 7.3%
45-54	42 12.8%
55-64	63 19.1%
65+	151 45.9%
Prefer not to say	12 3.6%

Appendix 6 – Coded responses to open questions

39 respondents provided a comment for the below question. This question was open to those respondents that said that they did not agree with any aspects of the proposal.

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? If 'No' please explain your reason in the box below.

Code	Count	Percent
Concerned about traffic flow (Macro)	13	33%
Traffic flow: increased congestion	4	10%
Traffic flow: no to proposed traffic lights	6	15%
Traffic flow: change speed limit to reduce accidents	2	5%
Traffic flow: create a 'hamburger' / flyover	3	8%
Traffic flow: road Markings	2	5%
Traffic flow: create park and ride	1	3%
Concerned around roadwork disruption (Macro)	1	3%
Concerned about surrounding road network (Macro)	1	3%
Concerned about road widening (Macro)	1	3%
Road widening: will create more congestion	1	3%
Concerned about pedestrian/ Cyclist concerns (Macro)	5	13%
Pedestrian/ cyclist: no need for additional lane	3	8%
Pedestrian/cyclist: no need for crossing	3	8%
Concerned about environmental impact of proposals (Macro)	3	8%
Environmental: concerns flora and fauna	1	3%
Environmental: Public transport should be encouraged	1	3%
Environmental: noise pollution concerns	1	3%
Disagreement with closure of Western Way (Macro)	23	59%
Western Way: Emergency access issues	1	3%
Western Way: Impact on residents	2	5%
Western Way: cause other 'diversions' / rat runs through residential areas	6	15%
Western Way: Buckland Avenue	9	23%
Western Way: Mansfield Road	4	10%
Western Way: South Ham	5	13%
Western Way: Stag Hill	1	3%
Western Way: Pack Lane	1	3%
Western Way: Winchester Road	1	3%
Western Way: safety issues	2	5%
Western way: school traffic	4	10%
Concerned about development in the area (Macro)	6	15%
Development: Camrose: Land should be used for sports facilities Camrose	1	3%
Development: Camrose: Proposal will not cope with extra population	1	3%

91 respondents provided a comment for the below question. This question was only open to those that stated they agree only with 'some aspects' of the proposal:

To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout? If 'some aspects' please explain your reason in the box below.

Code	Count	Percent
Concerned about traffic flow issues (Macro)	15	16%
Traffic flow: increase congestion	7	8%
Traffic flow: No traffic lights	5	5%
Traffic flow: change speed limit	1	1%
Traffic flow: create a 'hamburger' / flyover	1	1%
Traffic flow: Road Markings	1	1%
Traffic flow: create park and ride	1	1%
Concerns around roadwork disruption (Macro)	1	1%
Concerned about the surrounding road network (Macro)	7	8%
Surrounding road network: Harrow Way	3	3%
Surrounding road network: linking infrastructure	1	1%
Surrounding road network: Winchester Road /R/A	6	7%
Concerned about road widening (Macro)	5	5%
Road widening: will create more congestion	3	3%
Concerned about pedestrian/ Cyclist facilities (Macro)	16	18%
Pedestrian/ cyclist: no need for additional lane	4	4%
Pedestrian/cyclist: no need for crossing	9	10%
Pedestrian/cyclist: will not help cyclists	1	1%
Pedestrian/cyclist: safety risk	3	3%
Concerned about the environmental impact of proposal (Macro)	3	3%
Environmental: noise pollution concerns	1	1%
Disagreement with closure of Western Way (Macro)	39	43%
Western Way: Keep open with traffic light	3	3%
Western Way: Impact on residents	1	1%
Western Way: complications moving through to other areas	1	1%
Western Way: cause other 'diversions' / rat runs through residential areas	9	10%
Western Way: Buckland Avenue	17	19%
Western Way: Mansfield Road	1	1%
Western Way: South Ham	2	2%
Western Way: Pack Lane	2	2%
Western Way: Winchester Road	2	2%
Western way: school traffic	2	2%
Concerned about development in the area(Macro)	7	8%
Development: Camrose: Proposal will not cope with extra population	4	4%
Development: new shopping centre	4	4%
Concerned about wider infrastructure (Macro)	1	1%
Agreed with aspects of proposal (Macro)	17	19%

Agree: Traffic lights	9	10%
Agree: Traffic lights at peak times	2	2%
No impact (Macro)	1	1%
Concerned about financial cost of proposals (Macro)	1	1%
Proposed an alternative suggestions (Macro)	5	5%
Concerned around school traffic (Macro)	1	1%
Not applicable	2	2%

123 respondents provided a comment for the below question. This question was open to all respondents.

If you have any alternative suggestions to the proposed changes to Brighton Hill Roundabout, or the A30 South West Corridor, please provide these in the box below.

Code	Count	Percent
BH Traffic calming alternatives (Macro)	41	33%
BH Traffic calming: speed limit	8	7%
BH traffic calming: road widening negative	1	1%
BH traffic calming: use traffic lights	14	11%
BH traffic calming: traffic lights at peak times	3	2%
BH traffic calming: road widening positive	3	2%
BH traffic calming: create a flyover for A30	6	5%
BH traffic calming: road marking improvement	3	2%
BH traffic calming: create crossroads	1	1%
BH traffic calming: rejected 'hamburger' would be better	3	2%
BH agree with proposal (Macro)	1	1%
BH Concerned with environmental impact (Macro)	12	10%
BH Environmental: air quality	2	2%
BH Environmental: trees	7	6%
BH Environment: Noise pollution	1	1%
BH Environment: flood alleviation	3	2%
BH roadwork concerns (Macro)	2	2%
BH Concerned about local issues (Macro)	1	1%
BH local: safety concerns for residents	1	1%
BH local: school safety concerns	0	0%
A30 suggested alternatives (Macro)	24	20%
A30: dual carriage way from A30	14	11%
A30: Hatch Warren	3	2%
A30: town plan	1	1%
A30: new route Manydown development	2	2%
A30: development concerns increase in traffic	3	2%
A30: yellow box junctions	2	2%
Western way proposal (Macro)	24	20%
Western way proposal: agreement	0	0%
Western way proposal: keep entrance open	11	9%

Western Way proposal: add traffic light	8	7%
Western Way proposal: add a turn left filter lane	3	2%
Cycle and pedestrians (Macro)	20	16%
Cycle and pedestrians: do not support cycle routes	2	2%
Cycle and pedestrians: segregated areas	9	7%
Cycle and pedestrians: at grade crossing unsafe	2	2%
Cycle and pedestrian: Traffic lights dangerous for cyclists	3	2%
Cycle and pedestrian: underpass CCTV	1	1%
Sustainable transport (Macro)	7	6%
Sustainable transport: promote public transport	4	3%
Sustainable transport: more cycling facilities	3	2%
Sustainable transport: Park and Ride facilities	2	2%
Not applicable (Macro)	5	4%

208 respondents provided a comment to the below question. This question was open to all respondents.

Please describe, what, if any, impact the proposals in this consultation could have on you and your family, or people you know or work with.

Code	Count	Percent
Negative impact traffic flow (Macro)	53	25%
Negative impact: would not resolve congestion issues	7	3%
Negative impact: traffic would increase on other roads further down	2	1%
Negative impact: increased journey times	11	5%
Negative impact: use of residential roads	14	7%
Negative impact: increased traffic on Harrow Way	4	2%
Negative impact: commuting	5	2%
Negative impact: will BH cope with M3 closures	3	1%
Negative impact: development: traffic flow could change	9	4%
Negative impact: traffic light timings	3	1%
Negative impact: traffic lights will stop flow of traffic	6	3%
Local residents impact (Macro)	4	2%
Local residents: access to BH	1	0%
Local residents: safety concerns	2	1%
Local residents: school run could be more complicated/ difficult	1	0%
Western Way negative impact (Macro)	48	23%
Western Way negative: safety of pedestrians	3	1%
Western Way negative: increased journey time	9	4%
Western Way negative: Buckland avenue congestion	23	11%
Western Way negative: Mansfield road congestion	6	3%
Western Way negative: South Ham	6	3%

Western Way negative: increased traffic on other residential roads/ rat runs	19	9%
Western Way negative: impact on residents, noise/air pollution	3	1%
Short term impact (macro)	43	21%
Short term: road works	41	20%
Short term: impact on other roads	1	0%
Short term: impact on businesses in the area	5	2%
Environmental impact (Macro)	12	6%
Environmental impact: western way	4	2%
Environmental impact: should encourage sustainable transport	4	2%
Environmental impact: Traffic lights will increase static traffic and pollution	4	2%
Positive impact traffic flow (Macro)	50	24%
Positive impact: access to BH	25	12%
Positive impact: less traffic on M3 as route more efficient	1	0%
Positive impact: less congestion	16	8%
Positive impact: reduce journey times	12	6%
Positive impact: stop rat run behind Winchester Road	2	1%
Positive impact: will make R/A safer	10	5%
Negative impact pedestrian/cyclist (Macro)	2	1%
Negative impact Ped/cyclist: At grade crossing not safe	2	1%
Positive impact pedestrian /cyclist (Macro)	15	7%
Positive impact Ped/cyclist: safety/ access	15	7%
Positive impact Ped/Cyclist: could encourage cycle use	2	1%
Little impact (Macro)	4	2%
Not applicable	14	7%

174 respondents provided a comment for the below question. This question was open to all respondents.

Do you have any comments on the suggested improvements for Kempshott Roundabout?

Code	Count	Percent
Concerned with traffic flow (Macro)	23	13%
Traffic flow concerns: do not use traffic lights	8	5%
Traffic flow concerns: traffic lights cause pollution	3	2%
Traffic Flow concerns: ideas do not tackle congestion issues	3	2%
Traffic Flow concerns: surrounding road network	3	2%
Traffic flow concerns: flooding issues	7	4%
Traffic flow concerns: monitor increased traffic with new developments	4	2%
Suggested an alternative (Macro)	37	21%
Alternatives: traffic light introduction	11	6%
Alternatives: Sainsbury access/Heather Way to A30	9	5%

Alternatives: subways	0	0%
Alternatives: add drainage	2	1%
Alternatives: traffic light on peak hours	5	3%
Alternatives: other modes of transport	1	1%
Alternatives: all approaches should be dual carriageway	5	3%
Alternatives: make into crossroads	4	2%
Agreed with an option (Macro)	47	27%
Agree with: option 1 (road widening)	19	11%
Agree with: option 2 (road widening and traffic lights)	20	11%
Agree with: option 3 (road widening, traffic lights and 'hamburger')	16	9%
Concerns with option 3 'hamburger' (Macro)	15	9%
Concerned with option 3: unsafe	1	1%
Concerned with option 3: not necessary not enough traffic	3	2%
Gave an alternative cycling suggestion (Macro)	9	5%
Cycling: add a cycle lane	6	3%
Gave a pedestrian suggestion Macro)	3	2%
Had no issues with roundabout (Macro)	8	5%
Do not make any improvements (Macro)	3	2%
Not applicable (Macro)	48	28%

Appendix 7 – Data Tables

How many days in an average week do you use Brighton Hill Roundabout?

Counts Analysis % Respondents	
Base	321 100.0%
How many days in an average week do you use Brighton Hill Roundabout?	
5 days or more	185 57.6%
3 to 4 days	81 25.2%
1 to 2 days	41 12.8%
Less than once a week	12 3.7%
Never	2 0.6%

How do you normally travel along/around Brighton Hill Roundabout?

Counts Analysis % Respondents	
Base	318 100.0%
How do you normally travel along/around Brighton Hill Roundabout?	
Car	305 95.9%
Bicycle	35 11.0%
On foot	88 27.7%
Public transport	39 12.3%

HGV or van	7 2.2%
Motorcyclist	5 1.6%
Other	6 1.9%

For what reason(s) do you come into, or travel around the Brighton Hill area?

Counts	
Analysis %	
Respondents	
Base	319 100.0%
For what reason(s) do you come into, or travel around the...	
I live in Brighton Hill	124 38.9%
I work in the Brighton Hill area	19 6.0%
I work in Basingstoke, and have to travel through Brighton Hill	43 13.5%
I commute via Basingstoke, which takes me through Brighton Hill	36 11.3%
I study nearby or do the school run to or via Brighton Hill	3 0.9%
I go shopping in Brighton Hill	182 57.1%
For leisure (e.g. bars, restaurants, sports, entertainment)	117 36.7%
To access local services (e.g. healthcare, day centre, job centre, council offices)	157 49.2%
Other	119 37.3%

At what times do you usually travel through Brighton Hill on this journey? (Please tick all that apply)			
For retail			
Base	182		
	Week day (7:00 to 9:00)	22 %	40
	Week day (12:00 to 14:00)	53 %	97
	Week day (14:30 to 16:00)	38 %	69
	Week day (16:30 to 18:30)	36 %	65
	Weekends anytime	59 %	10 8
Resident in Brighton Hill			
Base	124		
	Week day (7:00 to 9:00)	61 %	76
	Week day (12:00 to 14:00)	55 %	68
	Week day (14:30 to 16:00)	42 %	52
	Week day (16:30 to 18:30)	62 %	77
	Weekends anytime	84 %	10 4
To access local services			
Base	157		
	Week day (7:00 to 9:00)	34 %	54
	Week day (12:00 to 14:00)	66 %	10 4
	Week day (14:30 to 16:00)	54 %	84
	Week day (16:30 to 18:30)	43 %	67
	Weekends anytime	43 %	67
For leisure			
Base	117		
	Week day (7:00 to 9:00)	12 %	14
	Week day (12:00 to 14:00)	36 %	42

	Week day (14:30 to 16:00)	25 %	29
	Week day (16:30 to 18:30)	53 %	62
	Weekends anytime	79 %	92
I commute via Basingstoke, which takes me through Brighton Hill			
Base	36		
	Week day (7:00 to 9:00)	75 %	27
	Week day (12:00 to 14:00)	25 %	9
	Week day (14:30 to 16:00)	31 %	11
	Week day (16:30 to 18:30)	61 %	22
	Weekends anytime	39 %	14
I study nearby or do school run to or via Brighton Hill			
Base	3		
	Week day (7:00 to 9:00)		1
	Week day (12:00 to 14:00)		0
	Week day (14:30 to 16:00)		1
	Week day (16:30 to 18:30)		0
	Weekends anytime		0
I work in the Brighton Hill area			
Base	43		
	Week day (7:00 to 9:00)	42 %	18
	Week day (12:00 to 14:00)	28 %	12
	Week day (14:30 to 16:00)	26 %	11
	Week day (16:30 to 18:30)	23 %	10
	Weekends anytime	23 %	10
Other			
Base	119		

	Week day (7:00 to 9:00)	29 %	35
	Week day (12:00 to 14:00)	54 %	64
	Week day (14:30 to 16:00)	45 %	54
	Week day (16:30 to 18:30)	40 %	48
	Weekends anytime	54 %	64

Break % Respondents	Base	To what extent do you agree or disagree with the proposed improvement scheme to Brighton Hill Roundabout?				
		Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
Total	324	25.9%	55.6%	3.1%	13.6%	1.9%
How do you normally travel along/around Brighton Hill Roundabout?						
Car	303	26.4%	56.4%	2.6%	12.9%	1.7%
Bicycle	34	23.5%	58.8%	0.0%	17.6%	0.0%
On foot	87	21.8%	59.8%	5.7%	11.5%	1.1%
Public transport	39	23.1%	59.0%	2.6%	12.8%	2.6%
HGV or van	7	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*
Other	6	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?						
5 days or more	183	23.5%	56.3%	3.3%	15.8%	1.1%
3 to 4 days	81	21.0%	64.2%	1.2%	9.9%	3.7%
1 to 2 days	41	41.5%	43.9%	4.9%	9.8%	0.0%
Less than once a week	12	33.3%	50.0%	0.0%	16.7%	0.0%
Never	2	*	*	*	*	*

Break % Respondents	Base	Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
Who are you?						
Local resident	280	25.0%	56.1%	3.2%	13.9%	1.8%
Elected Member	1	*	*	*	*	*
Member of the public	25	36.0%	52.0%	0.0%	8.0%	4.0%
Other	9	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?						
Yes, a lot	22	31.8%	36.4%	0.0%	31.8%	0.0%
Yes, a little	27	11.1%	63.0%	3.7%	14.8%	7.4%
Has a disability (combined base)	49	20%	51%	2%	22%	4%
No	246	27.2%	57.3%	3.3%	10.6%	1.6%
Prefer not to say	13	7.7%	61.5%	0.0%	30.8%	0.0%
What was your age on your last birthday?						
Under 18	0	*	*	*	*	*

18-24	5	*	*	*	*	*
Break % Respondents	Base	Yes, I agree with all aspects	Yes, I agree with some aspects	I neither agree nor disagree with the scheme	No, I don't agree with any aspects	Not sure
25-34	20	40.0%	50.0%	0.0%	10.0%	0.0%
35-44	24	25.0%	62.5%	0.0%	12.5%	0.0%
45-54	41	22.0%	65.9%	0.0%	9.8%	2.4%
55-64	62	21.0%	64.5%	3.2%	9.7%	1.6%
65+	151	25.8%	51.7%	3.3%	16.6%	2.6%
Prefer not to say	11	27.3%	27.3%	18.2%	27.3%	0.0%

Break % Respondents	Do you support the proposed closure of Western Way onto the roundabout, providing an alternative route can be provided to the A30 via the football ground site?			
	Base	Yes	No	Not sure
Total	326	50.3%	33.1%	16.6%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	304	51.0%	32.9%	16.1%
Bicycle	35	37.1%	31.4%	31.4%
On foot	88	54.5%	28.4%	17.0%
Public transport	39	51.3%	28.2%	20.5%
HGV or van	7	*	*	*
Motorcyclist	5	*	*	*
Other	6	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	184	47.8%	38.0%	14.1%
3 to 4 days	81	50.6%	27.2%	22.2%
1 to 2 days	41	56.1%	26.8%	17.1%
Less than once a week	12	75.0%	16.7%	8.3%
Never	2	*	*	*
Who are you?				
Local resident	281	50.2%	32.7%	17.1%
Elected Member	1	*	*	*
Member of the public	25	56.0%	36.0%	8.0%
Other	9	*	*	*

Break % Respondents	Base	Yes	No	Not sure
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	21	33.3%	52.4%	14.3%
Yes, a little	27	44.4%	40.7%	14.8%
No	248	53.2%	29.4%	17.3%
Prefer not to say	13	30.8%	61.5%	7.7%
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	5	*	*	*
25-34	20	70.0%	25.0%	5.0%
35-44	24	50.0%	29.2%	20.8%
45-54	42	42.9%	31.0%	26.2%
55-64	63	42.9%	33.3%	23.8%
65+	150	52.7%	34.7%	12.7%
Prefer not to say	11	54.5%	36.4%	9.1%

Break % Respondents	Base	If the proposed link from Western Way to the A30 through the football ground site is not possible, would you still support the closure of Western Way?		
		Yes	No	Not sure
Total	214	34.6%	39.7%	25.7%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	201	34.8%	40.3%	24.9%
Bicycle	23	39.1%	39.1%	21.7%
On foot	62	35.5%	40.3%	24.2%
Public transport	26	23.1%	30.8%	46.2%
HGV or van	5	*	*	*
Motorcyclist	3	*	*	*
Other	4	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	112	36.6%	42.9%	20.5%
3 to 4 days	58	32.8%	34.5%	32.8%
1 to 2 days	29	41.4%	34.5%	24.1%
Less than once a week	10	*	*	*
Never	1	*	*	*

Break % Respondents	Base	Yes	No	Not sure
Who are you?				
Local resident	185	34.1%	38.4%	27.6%
Elected Member	1	*	*	*
Member of the public	16	25.0%	68.8%	6.3%
Other	5	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	10	*	*	*
Yes, a little	16	37.5%	25.0%	37.5%
No	171	35.1%	40.9%	24.0%
Prefer not to say	5	*	*	*
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	3	*	*	*
25-34	15	33.3%	33.3%	33.3%
35-44	17	47.1%	35.3%	17.6%
45-54	28	46.4%	42.9%	10.7%
55-64	42	33.3%	42.9%	23.8%
65+	95	28.4%	40.0%	31.6%
Prefer not to say	7	*	*	*

Break % Respondents	Base	If you travel through Brighton Hill junction on foot or by bike, how often do you use the subways?					
		Every day	Every other day	Once a week	Once every two weeks	Once every month	Never
Total	98	8.2%	22.4%	26.5%	13.3%	21.4%	8.2%
Who are you?							
Local resident	87	6.9%	19.5%	27.6%	13.8%	24.1%	8.0%
Elected Member	1	*	*	*	*	*	*
Member of the public	3	*	*	*	*	*	*
Other	4	*	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	6	*	*	*	*	*	*
Yes, a little	10	*	*	*	*	*	*
No	72	6.9%	19.4%	25.0%	15.3%	25.0%	8.3%
Prefer not to say	4	*	*	*	*	*	*

Break % Respondents	Base	Every day	Every other day	Once a week	Once every two weeks	Once every month	Never
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	0	*	*	*	*	*	*
25-34	7	*	*	*	*	*	*
35-44	4	*	*	*	*	*	*
45-54	15	13.3%	20.0%	26.7%	20.0%	13.3%	6.7%
55-64	23	4.3%	34.8%	17.4%	13.0%	17.4%	13.0%
65+	40	2.5%	20.0%	25.0%	12.5%	35.0%	5.0%
Prefer not to say	5	*	*	*	*	*	*

Break % Respondents	Base	To what extent do you agree or disagree with the proposal to retain the subways, but also provide new traffic signal controlled at grade crossings?					
		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Total	321	10.3%	11.5%	10.6%	32.1%	32.4%	3.1%
How do you normally travel along/around Brighton Hill Roundabout?							
Car	298	9.1%	11.7%	11.1%	32.2%	32.6%	3.4%
Bicycle	35	8.6%	8.6%	8.6%	22.9%	51.4%	0.0%
On foot	87	9.2%	8.0%	8.0%	24.1%	50.6%	0.0%
Public transport	37	8.1%	8.1%	10.8%	32.4%	40.5%	0.0%
HGV or van	7	*	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*	*
Other	6	*	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?							
5 days or more	179	14.0%	10.1%	11.2%	29.6%	31.8%	3.4%
3 to 4 days	80	5.0%	11.3%	10.0%	42.5%	28.8%	2.5%
1 to 2 days	41	4.9%	12.2%	7.3%	29.3%	41.5%	4.9%
Less than once a week	12	0.0%	33.3%	16.7%	8.3%	41.7%	0.0%
Never	2	*	*	*	*	*	*

Break % Respondents	Base	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Who are you?							
Local resident	279	11.1%	11.1%	10.8%	30.8%	33.0%	3.2%
Elected Member	1	*	*	*	*	*	*
Member of the public	24	8.3%	12.5%	8.3%	45.8%	25.0%	0.0%
Other	7	*	*	*	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	22	9.1%	4.5%	18.2%	27.3%	40.9%	0.0%
Yes, a little	27	3.7%	25.9%	7.4%	37.0%	25.9%	0.0%
No	244	10.7%	10.7%	9.4%	30.7%	34.4%	4.1%
Prefer not to say	12	25.0%	16.7%	16.7%	33.3%	8.3%	0.0%
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	5	*	*	*	*	*	*
25-34	20	10.0%	15.0%	30.0%	10.0%	35.0%	0.0%
35-44	24	20.8%	12.5%	12.5%	37.5%	16.7%	0.0%
45-54	41	14.6%	4.9%	19.5%	17.1%	41.5%	2.4%
55-64	62	11.3%	16.1%	6.5%	32.3%	30.6%	3.2%
65+	146	7.5%	10.3%	7.5%	37.0%	33.6%	4.1%
Prefer not to say	12	16.7%	8.3%	0.0%	41.7%	33.3%	0.0%

Break % Respondents	Base	To what extent do you agree or disagree with the proposal for cycle routes?					
		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Total	319	6.3%	9.4%	17.2%	33.9%	25.7%	7.5%
How do you normally travel along/around Brighton Hill Roundabout?							
Car	296	6.1%	9.8%	18.2%	33.1%	25.0%	7.8%
Bicycle	35	5.7%	2.9%	5.7%	25.7%	57.1%	2.9%
On foot	86	8.1%	7.0%	15.1%	34.9%	32.6%	2.3%
Public transport	37	10.8%	5.4%	10.8%	29.7%	32.4%	10.8%
HGV or van	7	*	*	*	*	*	*
Motorcyclist	5	*	*	*	*	*	*
Other	6	*	*	*	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?							
5 days or more	181	6.1%	6.1%	19.9%	29.3%	30.4%	8.3%
3 to 4 days	76	5.3%	10.5%	13.2%	48.7%	17.1%	5.3%
1 to 2 days	41	7.3%	14.6%	17.1%	26.8%	22.0%	12.2%
Less than once a week	12	0.0%	41.7%	8.3%	25.0%	25.0%	0.0%
Never	2	*	*	*	*	*	*
Who are you?							
Local resident	278	6.5%	9.7%	17.6%	33.8%	25.9%	6.5%
Elected Member	1	*	*	*	*	*	*
Member of the public	24	8.3%	8.3%	12.5%	29.2%	20.8%	20.8%
Other	6	*	*	*	*	*	*

Break % Respondents	Base	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							
Yes, a lot	20	5.0%	15.0%	15.0%	30.0%	30.0%	5.0%
Yes, a little	26	0.0%	7.7%	34.6%	26.9%	23.1%	7.7%
No	244	7.4%	9.4%	15.2%	34.0%	26.2%	7.8%
Prefer not to say	12	8.3%	16.7%	25.0%	16.7%	25.0%	8.3%
What was your age on your last birthday?							
Under 18	0	*	*	*	*	*	*
18-24	5	*	*	*	*	*	*
25-34	20	15.0%	25.0%	15.0%	20.0%	20.0%	5.0%
35-44	24	12.5%	8.3%	20.8%	29.2%	29.2%	0.0%
45-54	40	5.0%	2.5%	22.5%	22.5%	40.0%	7.5%
55-64	62	6.5%	11.3%	14.5%	33.9%	29.0%	4.8%
65+	145	4.8%	8.3%	17.2%	38.6%	22.8%	8.3%
Prefer not to say	12	8.3%	16.7%	8.3%	33.3%	16.7%	

Break % Respondents	Base	Which pedestrian/ cycle crossing facilities would you prefer to use?		
		Subways	Traffic signal-controlled crossings	Other
Total	305	60.7%	32.1%	7.2%
How do you normally travel along/around Brighton Hill Roundabout?				
Car	284	60.9%	32.4%	6.7%
Bicycle	35	62.9%	22.9%	14.3%
On foot	87	69.0%	23.0%	8.0%
Public transport	36	52.8%	33.3%	13.9%
HGV or van	7	*	*	*
Motorcyclist	5	*	*	*
Other	5	*	*	*
How many days in an average week do you use Brighton Hill Roundabout?				
5 days or more	171	68.4%	25.1%	6.4%
3 to 4 days	75	44.0%	48.0%	8.0%
1 to 2 days	38	63.2%	28.9%	7.9%
Less than once a week	12	50.0%	41.7%	8.3%
Never	2	*	*	*

Break % Respondents	Base	Subways	Traffic signal-controlled crossings	Other
Who are you?				
Local resident	263	60.5%	33.1%	6.5%
Elected Member	1	*	*	*
Member of the public	24	54.2%	37.5%	8.3%
Other	7	*	*	*
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?				
Yes, a lot	21	47.6%	42.9%	9.5%
Yes, a little	24	50.0%	41.7%	8.3%
No	233	63.5%	30.5%	6.0%
Prefer not to say	11	45.5%	36.4%	18.2%
What was your age on your last birthday?				
Under 18	0	*	*	*
18-24	5	*	*	*
25-34	20	65.0%	30.0%	5.0%
35-44	24	70.8%	20.8%	8.3%
45-54	41	70.7%	22.0%	7.3%
55-64	60	61.7%	35.0%	3.3%
65+	132	56.1%	37.9%	6.1%
Prefer not to say	12	50.0%	16.7%	33.3%

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APPENDIX 3

BASINGSTOKE SOUTH WEST CORRIDOR TO GROWTH – BRIGHTON HILL ROUNDABOUT

PUBLIC CONSULTATION – OFFICER RESPONSE TO ISSUES RAISED

Introduction

A number of issues were raised in the public consultation for the Brighton Hill Roundabout scheme and are detailed in the Consultation Findings Report. This report notes the key issues raised and provides an officer response to these. A number of other more detailed issues have been raised and these will be considered through further design work.

Concerns about the closure of Western Way	
Would have an impact on adjacent residential streets, including Buckland Avenue, Mansfield Road and Pack Lane	<p>The proposed scheme would provide an alternative route via the redeveloped Football Ground to allow the closure of the Western Way entry onto Brighton Hill Roundabout, which was supported by the majority of respondents to the consultation. This should provide improved capacity for southbound traffic on Western Way.</p> <p>The Western Way entry approach to Brighton Hill Roundabout already suffers from peak period congestion problems, which leads to rat running, particularly along Buckland Avenue. We do not believe that the proposals would exacerbate existing rat-running, as they should reduce congestion at peak periods.</p>
Could Western Way remain open with traffic signal control?	<p>It would be technically possible to provide traffic signal control on the Western Way entry to Brighton Hill Roundabout, as was proposed by the Tesco Option 3 scheme. However, due to the close proximity of the Western Way entry to the A30 Winchester Road arm, in order to allow traffic to exit safely from Western Way, it would be necessary to stop both the north eastbound traffic on the roundabout and the traffic approaching on the A30 Winchester Road. This makes the operation of the junction less efficient. The modelling work showed that the Tesco Option 3 scheme did not perform as well as the preferred scheme, particularly as travel demands increase in the future.</p> <p>This option may be considered as an interim scheme, if there are any delays to building the link road through the redeveloped Football Ground site, but the aim would be to implement the link road as soon as practical, to enable the Western Way entry to be closed.</p>

Could Western Way remain open with existing "Give Way" layout with signals at the Winchester Road arm providing gaps in the traffic for traffic to exit Western Way?	There are existing road safety problems with traffic entering Brighton Hill Roundabout from Western Way. Whilst the proposed traffic signals on the Winchester Road arm would potentially provide more gaps in traffic, this would not resolve the existing road safety issues and this option is not therefore proposed.
Concerns about proposed pedestrian / cycle crossings	
Proposed at grade crossings would add delays to traffic	The proposed at grade pedestrian and cycle crossings on the entry arms and the circulatory carriageway of the roundabout would operate "with traffic", so would not generate significant additional delay. Crossings on the exit arms from the roundabout would only operate on demand for pedestrians and delays to traffic would not be significant.
Existing subways provide an adequate facility	Whilst the existing subways do provide a suitable facility for many existing users, it is difficult to provide ramp gradients that meet current standards for mobility impaired people. The provision of at grade crossings will address this issue. Subways are unpopular with some people, due, for example, to personal safety issues. The consultation response shows that although two thirds of people would continue to use the subways, around a third of people would prefer to use the at grade crossings.
Comments about Traffic Signals	
Traffic signals would create delays at the junction	The modelling work clearly demonstrates that traffic signals would significantly reduce congestion during peak periods, compared to the existing give way layout, particularly as travel demands increase in the future, due to further development along the A30 corridor. During quieter off peak periods, traffic signal control of roundabouts can lead to a marginal increase in journey times, although these are not significant and are offset by the benefits during busier periods.
Could traffic signals be provided at peak times only?	The proposed provision of at grade pedestrian and cycle crossings means that it would not be possible for the traffic signals to operate on a part time basis.
Other Comments about Brighton Hill Roundabout	
Could a flyover or "doughnut" layout be provided?	<p>Whilst a flyover would potentially provide significant capacity benefits, it would be unaffordable within current budgets and would be very challenging to accommodate the ramps on the A30 Winchester Road arm. In addition, a flyover would not create an attractive urban realm.</p> <p>The "doughnut" option was considered (Option 2). However, this did not provide any more capacity than the preferred scheme. It would cost more to implement, have a greater impact on utility equipment and make the provision of pedestrian and cycle facilities more challenging.</p>

Could the roundabout be traffic calmed and a 20mph speed limit applied?	Due to its size and alignment, the speed of traffic on some parts of Brighton Hill Roundabout can often exceed the existing 30mph speed limit. It would be challenging to reduce the speeds to 20mph. However, the further design work will consider how excessive traffic speeds could be reduced to benefit road safety.
Need to provide adequate lane markings	Further design work will fully consider the provision of high quality lane markings and signing at Brighton Hill Roundabout.
Concern about delays due to roadworks to build the scheme	A detailed traffic management plan will be developed for the implementation of the scheme. This is likely to require maximising the road space available to traffic during busy peak periods, with more lane restrictions during the off peak. We would always aim to minimise any disruption to traffic during construction.
Concerns about air quality impacts	As the scheme will reduce congestion, compared to the existing layout, it should not adversely affect air quality.
Comments re Cycle Facilities	
Provided segregated areas for cycling at Brighton Hill Roundabout	Further design work will consider the cycle routes at and around Brighton Hill Roundabout. Segregated facilities will be provided where this is feasible and justified by pedestrian and cycle flows. Unsegregated facilities will be necessary in some locations, but will only be applied, where it is not possible to provide segregation (e.g. in the subways) and / or where flows would be acceptable for such a facility.
Provide cycle lanes on both sides of the road	On some routes (e.g. the A30 West and Brighton Way arms), the current proposals are for two way cycle routes on one side of the road only. This reflects the practicalities of providing a facility that ties into crossing facilities at Brighton Hill Roundabout.
Comments re A30 Corridor	
Provide new dual carriageway from M3 J7 to A339 for Manydown Development	There is a requirement to fully consider the transport impacts of the Manydown development, as part of the planning application. In terms of medium and longer term transport infrastructure and interventions for Basingstoke, a Transport Strategy is currently being developed. This will include a prioritised implementation plan, which will be updated on a regular basis. The Strategy work will consider the need for a Western Bypass.
Provide additional lanes on the A30 between Brighton Hill and Kempshott Roundabouts	The proposals for Brighton Hill Roundabout include the widening of the A30 West approach arm to provide adequate capacity. Further design work at Kempshott Roundabout will establish the need for widening of the approach arms. The Basingstoke Transport Strategy will consider whether additional widening is required on the A30.
Haven't taken new development into account	The modelling proposals at Brighton Hill Roundabout take account of the specific development proposals at St Michael's Retail Park and have applied Department

	for Transport growth factors that take account of growth in travel demand looking forward to 2031.
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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Botley Bypass – Amendment to Land Acquisition Plan
Report From:	Director of Economy, Transport and Environment

Contact name: Allen Harris

Tel: 01962 826990

Email: allen.harris2@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to vary and extend the previously approved area of land required through a Compulsory Purchase Order to deliver the revised Botley Bypass Scheme, as per the attached plans.
- 1.2. That authority is delegated to the Director of Economy, Transport, and Environment in consultation with the Head of Legal Services to make all necessary arrangements, including the making of statutory orders, agreements, easements, consents, licences, and approvals, and carrying out and completing statutory procedures required to implement the revised Botley Bypass proposals.

2. Executive Summary

- 2.1. The purpose of this paper is to ensure that all necessary land to construct Botley Bypass (the Scheme) is acquired in accordance with statutory and regulatory process.
- 2.2. This paper seeks a recommendation to the Executive Member for Policy and Resources for approval to vary and extend the previously approved area of land required by Compulsory Purchase Order (CPO) to deliver the Scheme.

3. Contextual information

- 3.1. In January 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the Scheme and enable the timely submission of a Planning Application.
- 3.2. To provide certainty of delivery in a timely manner, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it

is necessary to make and progress a CPO to secure the necessary land to deliver the Scheme. Land interest plans for the Scheme were agreed in the Executive Member for Environment and Transport Decision Record dated 16 January 2018, titled Botley Bypass – Way Forward and Land Acquisition, and showed the land required for inclusion in the CPO.

- 3.3. In January 2018, following recommendation from the Executive Member for Environment and Transport, the Executive Member for Policy and Resources approved the area of land required for inclusion in the CPO to deliver the Scheme.
- 3.4. In the development of the detail design, and following Counsel advice on the application of the Side Road Order (SRO), an adjustment is now required to the area of land necessary for inclusion in the CPO to allow the construction of the Scheme. The general alignment of the preferred route for the Scheme remains unchanged
- 3.5. Changes to the currently approved CPO plan are required in response to additional information available through the development of the detailed design as follows;
 - Plot 1A CSG Woodhouse Lane – extension to the area to enable the works to be constructed.
- 3.6. Changes to the currently approved CPO plan are required in response to Counsel advice on the application of the SRO to the following existing highway land which intersects the alignment of the new road:
 - Plot 15 (New plot) Woodhouse Lane adjacent to plot 4 between Pavilion Road to a point approximately 250 metres north just south of Woodhouse stream culvert;
 - Plot 16 and Plot 16a (New plots) B3354 Winchester Street where the road is bisected by the new by-pass; and
 - Plot 17 (New plot) A334 Mill Hill and Station Hill/A3051 Botley Road/Bypass Roundabout.

These new plots are required to enact the relevant Side Road Orders and to ensure the sub-soil rights to the land required for the Scheme are in Hampshire County Council ownership.
- 3.7. Amended land interest plans for the Scheme are provided in **Appendix 1**, which show land essentially required to deliver the scheme and which will form the basis of the CPO.

4. Finance

- 4.1. The amendment to the existing CPO areas is not anticipated to affect an increase in the Scheme costs beyond agreed limits.

5. Consultation and Equalities

- 5.1. Land owners, tenants, and those affected by the acquisition of land for the delivery of the Scheme have been contacted, and negotiations are ongoing to affect an amicable negotiated settlement for the acquisition of land.

6. Other Key Issues

- 6.1. None.

7. Legal Context

- 7.1. The County Council has the power to progress any appropriate Orders or Notices under the powers of the Highways Act 1980 that are associated with or necessary for the Revised Botley Bypass Scheme (“the Scheme”).
- 7.2. The County Council has the power to make CPOs and in relation to this road construction Scheme, the enabling power is the Highways Act 1980.
- 7.3. The Compulsory Purchase Process Guidance from the Department for Communities and Local Government (CPO Guidance) states that a compulsory purchase order should only be made where a) there is a compelling case in the public interest and b) the purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected. Particular attention should be given to these considerations.
- 7.4. The public interest test is met due to the proposed acquisition delivering necessary infrastructure to improve access to Botley and the wider Eastleigh and Winchester area, and to encourage much needed economic development, as well as to maximise the wellbeing of residents, particularly in Botley village centre, by reducing congestion and delays and improving air quality.
- 7.5. This will help to enhance the prosperity of the area overall, as well as the quality of place. It should also be noted that the Scheme would run through an area that is predominantly undeveloped to cause the least disruption to residents and therefore to have the least impact on their human rights.
- 7.6. The County Council has also had regard to the provision of Article 1 of Schedule 1 Part II (the First Protocol) of the Human Rights Act 1998. This right relates to the protection of property and is a qualified right that needs to be balanced against the public interest. In the light of the significant public benefit that would arise from the delivery of the Scheme it is considered that it would be appropriate to acquire the land through compulsory purchase, should that prove necessary, and that to do so would not constitute an unlawful interference with individual property rights.
- 7.7. Article 6 of Schedule 1 Part I (the Convention Rights and Freedoms) of the Human Rights Act 1998 secures an absolute right to be given a fair hearing by an independent and impartial tribunal when civil rights may be affected by a decision. In this instance, this requirement is satisfied by means of the

CPO process including the holding of an inquiry should any objections be made which cannot be overcome, and the ability to challenge any CPO in the High Court.

- 7.8. It will be necessary to progress the on-line widening works along Woodhouse Lane as soon as possible to ensure the completion of the works in advance of the opening of the potential secondary school. The need to complete the Woodhouse Lane works is a key driver requiring the land acquisition process to start as soon as possible now that Planning Permission has been secured. An approximate 18 months window is allowed in the programme to complete the land acquisition and CPO processes. These need to be completed in advance of works starting on the Scheme, and other design and delivery programme phases are also dependent.
- 7.9. Should the necessary approvals be granted, the CPO process will be used to ensure the delivery of the Scheme in a timely manner should negotiated settlement with landowners and affected parties prove to be unsuccessful.

CORPORATE OR 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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
EMET - Botley Bypass – Way Forward and Land Acquisition	16/01/2018
EMPR - Major Highway Scheme: Botley Bypass – Land purchase	22/01/2018
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Compulsory purchase process and the Crichel Down Rules	29/10/2015

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 proposals will have no or low impact upon groups with protected characteristics. In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed. The scheme will be accessible to all road users. Pedestrians, cyclists and horse riders will be catered for as part of the proposals to improve access, and mitigation has been identified to add value in terms of accessibility over and above the existing provision.

2. Impact on Crime and Disorder:

2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

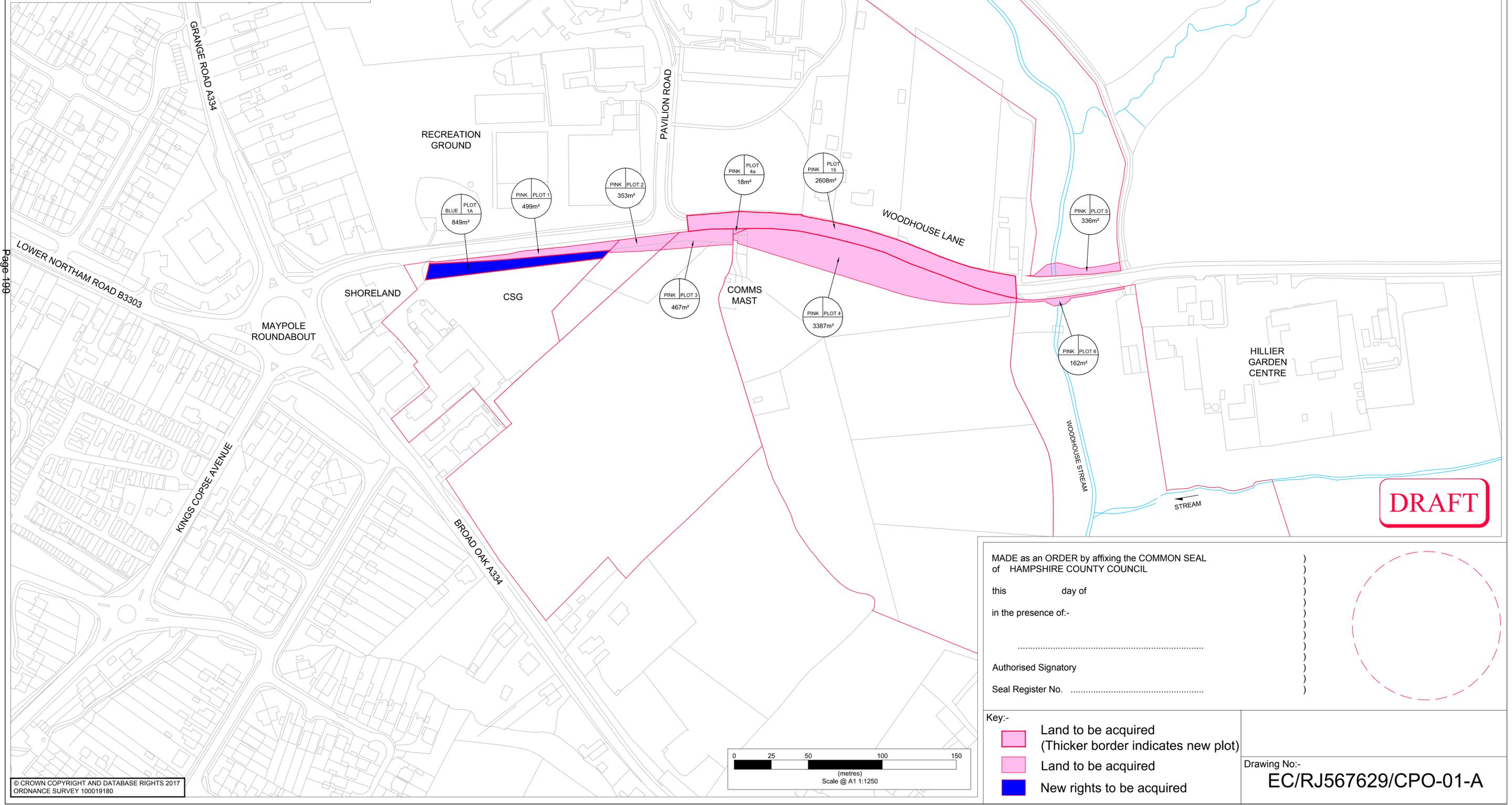
- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is not anticipated that this decision will have any impact on climate change, but future decisions will be separately assessed, including in a future Project Appraisal.

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Map Referred to in the Hampshire County Council (A334 Botley Bypass) Compulsory Purchase Order 2018

Plan 1 of 4



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of HAMPSHIRE COUNTY COUNCIL

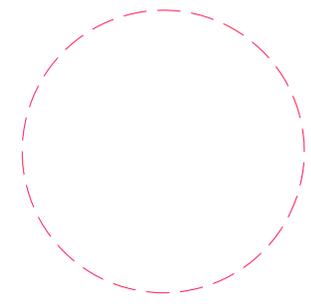
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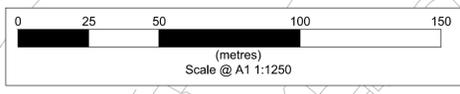
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Authorised Signatory

Seal Register No.



- Key:-
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 - Land to be acquired
 - New rights to be acquired



Drawing No:-
EC/RJ567629/CPO-01-A

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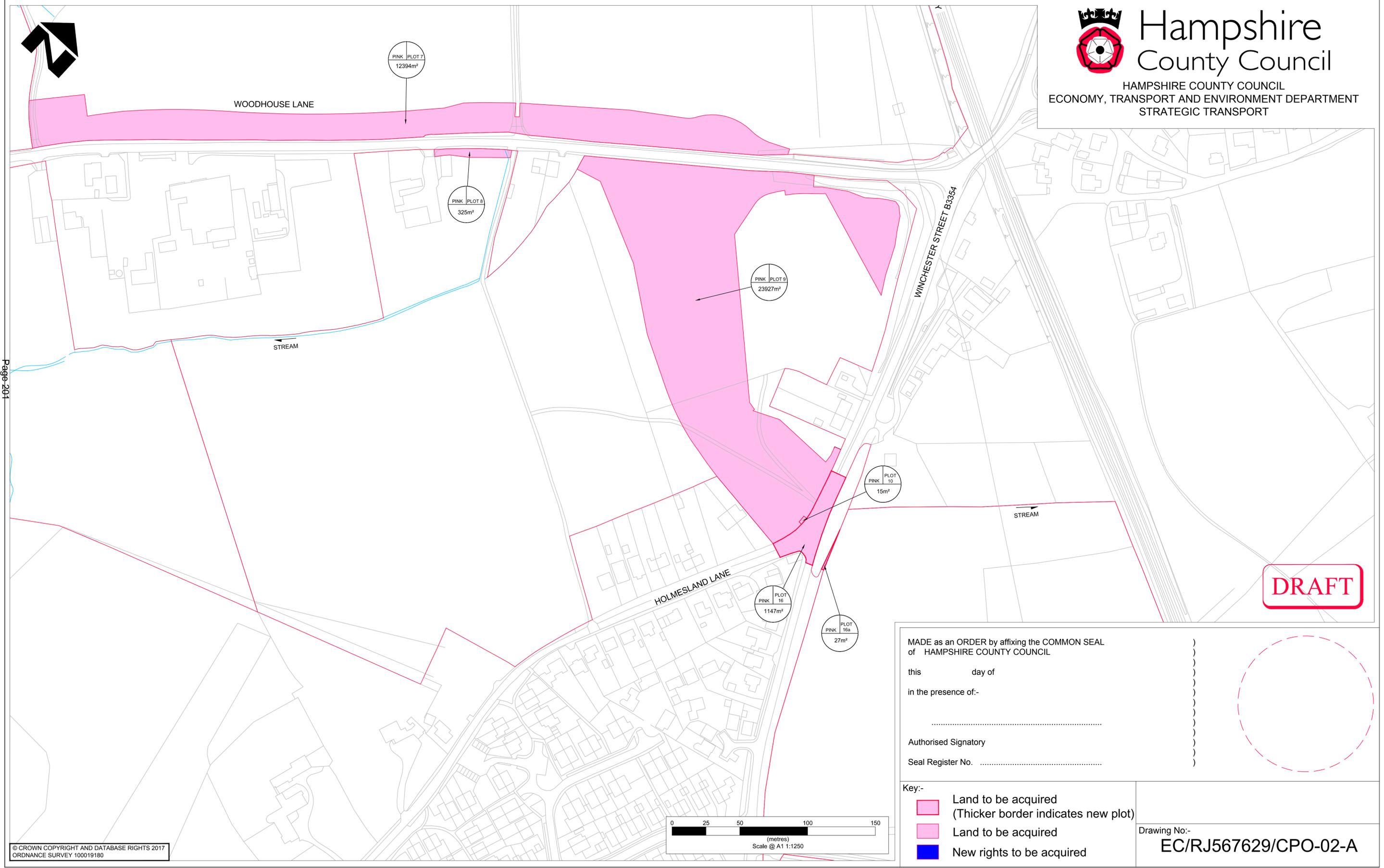
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Plan 2 of 4



**Hampshire
County Council**

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT



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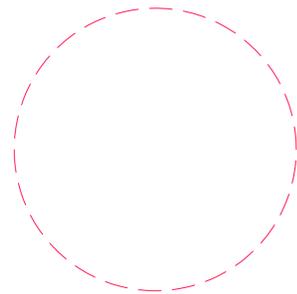
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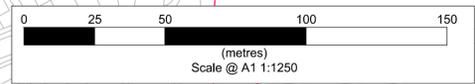
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Authorised Signatory

Seal Register No.



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 - New rights to be acquired



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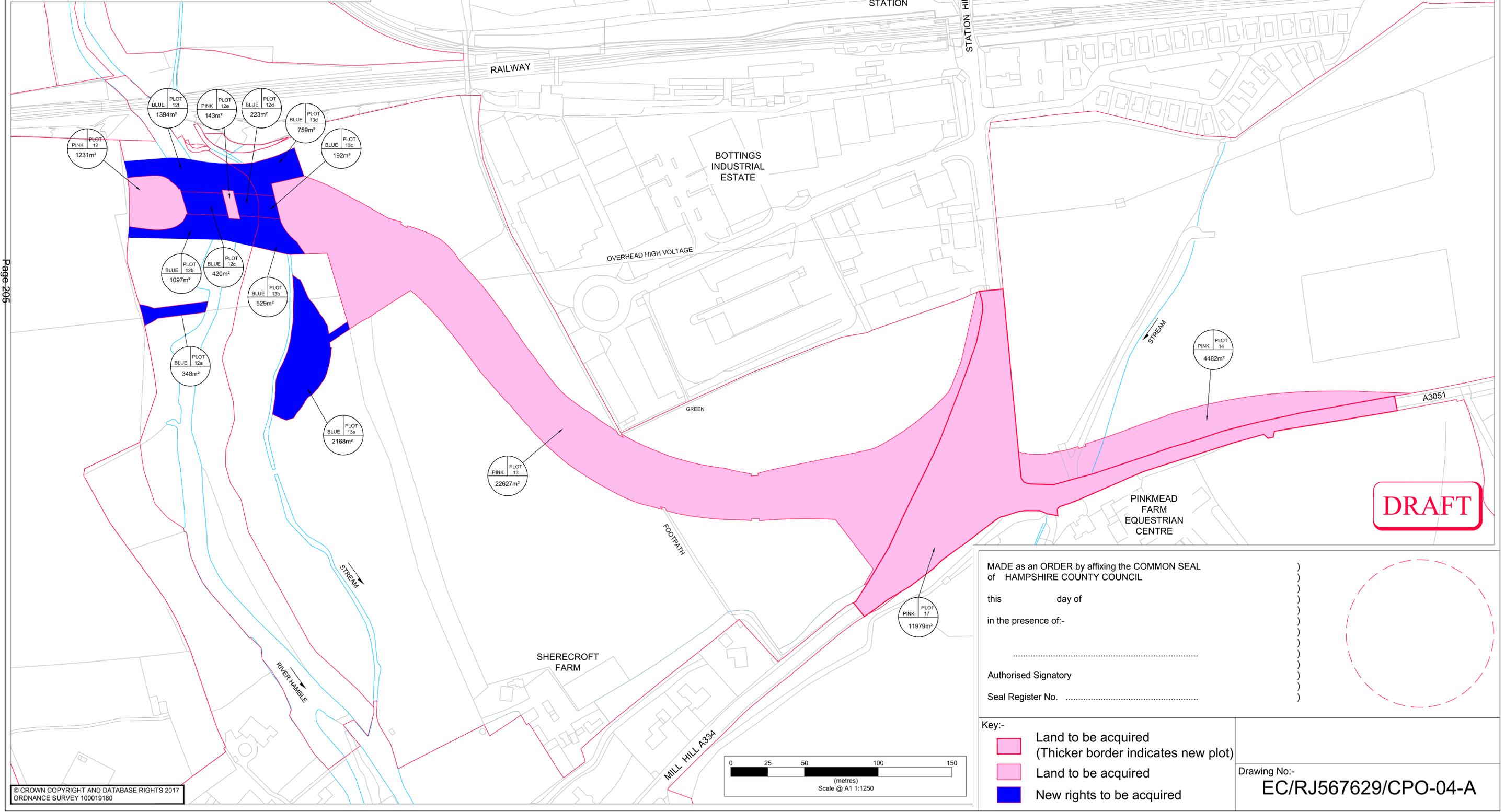
Map Referred to in the Hampshire County Council (A334 Botley Bypass) Compulsory Purchase Order 2018

Plan 4 of 4



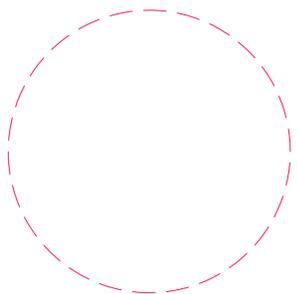
**Hampshire
County Council**

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT



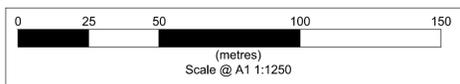
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of HAMPSHIRE COUNTY COUNCIL
this day of
in the presence of:-
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Authorised Signatory
Seal Register No.



- Key:-
- Land to be acquired (Thicker border indicates new plot)
 - Land to be acquired
 - New rights to be acquired

Drawing No:-
EC/RJ567629/CPO-04-A



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 November 2018
Title:	Community Transport Contracts
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

Tel: 01962 846986

Email: kevin.ings@hants.gov.uk

1. Recommendation

1.1. That the Executive Member for Environment and Transport confirms the broader definition from that set out in the decision taken on 25 September 2018 in relation to Community Transport contracts, such that the procurement exercise will accept tenders from all Section 19 and Section 22 Permit Holders.

2. Contextual information

2.1. Community Transport services in Hampshire operate using Permits issued under Section 19 and 22 of the Transport Act 1985, which allow non-profit making operators to operate for 'hire and reward' without having to meet the full Public Service Licence (PSV) requirements. The Department for Transport issued a consultation document which outlined proposed changes to the current licensing arrangements for vehicles operating under Section 19 and 22 Permits.

2.2. Following this, it was agreed at the decision day on 25 September 2018 that the procurement exercise for community transport contracts should only accept bids from Section 19 Permit Operators who can demonstrate that they have a main occupation other than that of being a road transport provider which most existing providers would appear to meet.

2.3. This would prevent operators who cannot meet this condition from taking part in the approved procurement process. Given the continuing uncertainty over the format of the future Section 19 and 22 Permit licensing arrangements there is some concern that this could unreasonably result in an operator being excluded from the procurement process at this stage who may later find, following any licensing changes, that they could have operated these services. This could leave the County Council open to challenge on this.

2.4. It is therefore proposed that the Executive Member for Environment and Transport confirms the broader definition from that set out in the decision taken on 25 September 2018 in relation to Community Transport Contracts, such that the procurement exercise will accept tenders from all Section 19 and 22 Permit Holders. Any contracts would then be issued to these operators on the basis that, should the final approach by the Department for Transport identify that an

alternative method of operation was necessary, the operator of the contract would be required to convert to this within an agreed timescale. If they were not able to do this then the contract would be re-tendered.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Community Transport Contracts https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=853	25 September 2018
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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<u>Document</u>	<u>Location</u>
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;
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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 in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. As the proposal will not amend existing arrangements for service users it is considered that the impact upon those with protected characteristics will be neutral.

2. Impact on Crime and Disorder:

2.1. It is not anticipated that there will be any impact upon crime and disorder arising from this decision

3. Climate Change:

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

The services will be able to provide group travel opportunities and so reduce the need for individual car journeys

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

As sustainable travel modes of transport become more important in mitigating climate change, the proposals support travel options for groups and individuals which are in keeping with the need to reduce carbon emissions

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