

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	24 April 2018
<b>Title:</b>	Church Crookham Transport Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendation

- 1.1 That the Executive Member for Environment and Transport approves the commencement of design work on:
- Fleet Station Roundabout;
  - Windy Gap Junction (A323 Fleet Road/Aldershot Road);
  - Elvetham Heath Double Roundabouts; and
  - The Beacon Hill Road Corridor study
- in order to determine the financial costs and assess the deliverability of these schemes.

### 2. Executive Summary

- 2.1 The development at the Queen Elizabeth Barracks (QEB) housing development in Church Crookham received planning permission in 2010. Permission was granted for a mixed use development consisting of:
- Up to 900 dwellings (845 dwellings at QEB and 55 dwellings at Wakefords Copse);
  - Office Development (7,500 sqm);
  - A community centre;
  - 1.5 Form Entry Primary School;
  - A local centre containing a convenience store; and
  - Suitable Alternative Natural Greenspace (SANG).
- 2.2 As part of the Section 106 Agreement dated 17 November 2011 (“the Section 106 Agreement”), the developers were required to undertake off-site mitigation works at 14 locations, implement a Travel Plan, and pay a £3million transport contribution (“the Transport Contribution”) to the County Council for the purpose of mitigating the transport impact of the development.

2.3 This report is seeking approval to commence design work on a number of proposed schemes that have been prioritised for the possible use of this funding.

### **3. Contextual information**

3.1 The Section 106 Agreement does not specifically name schemes that the transport contributions should be spent on.

3.2 As part of the Section 106 Agreement, Hart District Council was obliged to establish a Steering Group of local representatives to make recommendations to the County Council on matters that could be addressed with use of the Transport Contribution. By the terms of the Section 106 Agreement, the Steering Group comprises representatives of the County Council, District Council, Church Crookham Parish Council, and such other parties that the District Council considers appropriate. Their remit is to provide recommendations to the County Council in respect of the expenditure of the Transport Contribution. For its part, the County Council is required to consult with the District Council before the Transport Contribution is committed, and to act reasonably and take due consideration of any representations that the QEB Steering Group and District Council make regarding its expenditure.

3.3 The Steering Group has been meeting since 2015 and is regularly attended by officers of the County Council. To date £229,000 has been spent on minor transport schemes and initiatives, and a further £211,000 is currently allocated towards a local cycle scheme. These were schemes recommended by the QEB Steering Group.

3.4 The Section 106 Agreement requires the County Council to refund any portion of the Transport Contribution remaining unspent or uncommitted by the specified date, so there is now a growing need to identify which schemes will be delivered using the available funding. In order to identify what schemes the remaining funding should be spent on, a scheme identification and evaluation process has been followed. This identified all known calls on the funding. It then prioritised which schemes should be taken to design by applying several simple selection principles and a scoring process. These were that:

- schemes should have a direct impact on mitigating the traffic impact of the development;
- schemes should have a strategic impact i.e. also help address existing known transport problems;
- schemes should be feasible and deliverable; and
- schemes should be compliant with the County Council's Local Transport Plan objectives.

3.5 Following application of the selection principles and a scoring process, the four top scoring schemes were:

- Fleet Station roundabout;
- Windy Gap;

- Beacon Hill Road corridor (between Sandy Land and Reading Road South); and
- Elvetham Heath double roundabouts.

3.6 This report seeks approval to commence design work on all four. Design work is required to understand their true costs and deliverability issues. Following completion of this work it will then be possible to make informed recommendations to the Executive Member for Environment and Transport about which scheme or schemes to advance to delivery. These recommendations will consider all Section 106 contributions available at the time, not just the QEB Section 106 contribution.

3.7 The County Council will seek the views of the QEB Steering Group following completion of the design work and use this to inform a future recommendation on which scheme or schemes to progress to delivery.

3.8 Failure to develop schemes for delivery may result in a need to hand any unspent contribution back to the developer.

#### **4. Finance**

4.1 It is proposed that the cost of advancing the design work on the four schemes prioritised will be covered by existing revenue resources. None of the Transport Contribution will be used. A core concern of the QEB Steering Group has been that the development costs incurred would see a reduction in the Transport Contribution available for delivering improvements. This will not be the case.

#### **5. Consultation**

5.1 County Council Members (Cllr Bennison for Church Crookham and Ewshot, and Cllr Forster for Fleet) are both members of the QEB Steering Group and are aware of the prioritisation process followed.

5.2 The views of the QEB Steering Group were sought on 6 October 2017. The Steering Group is not supportive of the prioritisation process and only supports one of the schemes (Beacon Hill Road). The group has concerns that the prioritised schemes are remote from the development and that QEB development traffic has little impact on them. Its preference is for the contribution to be spent on schemes within Church Crookham, and for the focus to be on cycle schemes connecting the QEB site to key facilities i.e. Calthorpe Park Leisure Centre and Secondary School.

5.3 The Steering Group has put forward the following schemes at previous meetings;

- Crookham Park to Calthorpe Park School / Leisure Centre (cycle scheme);
- Crookham Park to Kings Road via Velmead Common (cycle scheme);
- Extension of real time information at bus stops;
- Improvements at Oatsheaf Junction;
- Ewshot traffic calming;

- Improve junction at Bourley Road / Tweseldown Road;
- Refuge at Bourley Road;
- Capacity improvements at Malt House Bridge (listed bridge);
- Capacity improvements at Coxheath Bridge (listed bridge);
- Address safety concerns at Zebra crossing on Reading Road South;
- Traffic congestion west of Hampton Close roundabout;
- Footway to bus stop Beacon Hill Road;
- Aldershot Road, cycle route Crookham Crossroads to Redfields;
- Gally Hill Road, refuge near Award road or Coxheath Road popular crossing point for children;
- Gally Hill Road, Footway past war memorial;
- Sandy Lane, Hampton Close/Jubilee Way roundabout safety concerns;
- Tweseldown Road, pedestrian crossing at speed table near Earlsbourne path;
- Quetta Park, traffic calming on Naishes Lane;
- Signing improvements in Crookham Park; and
- Crossing on Jubilee Drive between Sainsbury and Tweseldown School.

5.4 Schemes previously proposed by the Steering Group can broadly be categorised as accessibility, traffic management, and capacity improvement schemes. The proposals were discounted by the County Council for the following reasons:

- They were not expected to mitigate the impacts of the development;
- They were not in accordance with the County Council's Traffic Management Policy; and
- There were significant obstacles to deliver (e.g. listed status).

5.5 The complications with regards to providing cycle schemes connecting the development to the Secondary School/Leisure Centre are that the routes need to be suitable for pupils to cycle unaccompanied. Previous feasibility studies have not been able to demonstrate this satisfactorily. Routes are also compromised due to the limited availability of land within the highway boundary, significant pinch points (canal bridges) on the highway network, and limited alternative off-road routes.

5.6 As part of the planning permission, £2.4million of local highway schemes have been implemented in the vicinity of the site through a Section 278 Agreement, but the impacts of the QEB traffic in the wider area still needs to be addressed with the remaining funds.

5.7 Consultation on scheme options will be undertaken at the appropriate stage(s) in the design process. This will involve the QEB Steering Group, which will have the opportunity to contribute views as the design process evolves.

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

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	no
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	no

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

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:**

This is a decision report to commence design work on the four identified schemes and as such has a neutral impact on the protected characteristics. Delivery of any major transport scheme would be subject to individual equality impact assessments being undertaken in advance of the delivery phase.

### **2 Impact on Crime and Disorder:**

- 2.1 This report seeks authority to develop design work on a number of proposed schemes, and consequently will have no impact on crime and disorder. When specific proposals have been developed and are ready to be presented for approval, more detailed impact assessments will be carried out to inform future decision making.

### **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?

This report seeks authority to develop design work on a number of proposed schemes, and consequently will have no impact climate change. When specific proposals have been developed and are ready to be presented for approval, more detailed impact assessments will be carried out to inform future decision making.