

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Wednesday 2nd December, 2020 at 2.30 pm
Place	Virtual Teams Meeting - Microsoft Teams
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

This meeting will be recorded and broadcast live on Youtube via the County Council's website.

AGENDA

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. PROJECT APPRAISAL: BRIGHTON HILL ROUNDABOUT BASINGSTOKE (Pages 5 - 48)

To consider a report of the Director of Economy, Transport and Environment seeking approval to change the scope of the scheme for the detailed design of the Brighton Hill roundabout improvement scheme in Basingstoke.

2. THE DIVESTMENT OF SKANSKA INFRASTRUCTURE SERVICES AND NOVATION OF THE HAMPSHIRE HIGHWAYS SERVICE CONTRACT (Pages 49 - 54)

To consider a report of the Director of Economy, Transport and Environment regarding the contractual implications for Hampshire County Council of the proposed divestment of Skanska UK Ltd.'s Infrastructure Services division, specifically in relation to the Hampshire Highways Service Contract and the Generations 3 and 4 Civil Engineering framework contracts.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

3. OUTER WINCHESTER - STRATEGIC FLOOD AND WATER MANAGEMENT PILOT PROGRAMME (Pages 55 - 62)

To consider a report of the Director of Economy, Transport and Environment regarding a strategic study of the sub-catchment area of the River Itchen to the north of Winchester in order to explore potential options to provide long term improvements to flood and water management in the communities and areas surrounding Kings Worthy, Headbourne Worthy and Littleton. The strategic study will be undertaken as a pilot so that the outcomes can be evaluated and, if appropriate, applied to other locations within Hampshire.

4. PEDESTRIAN ACCESS TO HOUSEHOLD WASTE RECYCLING CENTRES TRIAL (Pages 63 - 70)

To consider a report of the Director of Economy, Transport and Environment regarding the decision taken to temporarily restrict access to Household Waste Recycling Centres during the current pandemic and proposing the implementation of a small trial in New Alresford to evaluate how access could be reintroduced in a controlled and safe way.

5. UTILITIES DIVERSIONS, CHICKENHALL LANE, EASTLEIGH (Pages 71 - 76)

To consider a report of the Director of Economy, Transport and Environment seeking approval to enter into an agreement with Southern Water to divert a mains sewer to enable the Chickenhall Lane site in Eastleigh to be developed.

KEY DECISIONS (EXEMPT/CONFIDENTIAL)

None

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

None.

ABOUT THIS AGENDA:

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

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	Brighton Hill Roundabout: Project Appraisal Update
Report From:	Director of Economy, Transport and Environment

Contact name: Richard Humphrey

Tel: 01962 845421

Email: richard.humphrey@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to revise the previously preferred scheme for the improvements to Brighton Hill roundabout.

Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the outcome of the public consultation on revisions to the preferred Brighton Hill Roundabout scheme, including removal of the underpasses, as well as the recent rejection of the planning application for the Camrose development, and on this basis gives approval to implement a revised Brighton Hill Roundabout Scheme, as set out in this report and detailed in Appendix 1.
3. That the Executive Member for Economy, Transport and Environment notes the EM3 LEP amendment of its grant funding for the Brighton Hill Roundabout scheme from £13.0million to £11.65million, reflecting the removal of Camrose Link Road, and gives approval to enter into any contractual and funding agreements accordingly in consultation with the Head of Legal Services.
4. That approval is given for the revised total scheme costs of £19.3million.

Executive Summary

5. Approval was received at the Executive Member for Economy, Transport, and Environment Decision day on the 13 November 2018 to develop a design to improve the capacity of the Brighton Hill Roundabout in Basingstoke. Since that decision, further investigations have identified additional constraints that have influenced the design to a point where retaining the subways is not viable. This report seeks further approvals to amend the scope of improvements by removing

- the existing subways from the final scheme, to infill the central roundabout, and provide fully accessible level access routes across and around the roundabout.
6. A developer led planning application necessary to allow the construction of the Camrose Link Road was recently refused by Basingstoke and Deane Borough Council. The impact of the decision will require a revision to the scheme design to remove the partial closure of Western Way, and to retain the entry access from this arm onto Brighton Hill roundabout.
 7. The roundabout improvements form a key part of the EM3 LEP Basingstoke South West Corridor to Growth. The improvements will increase capacity through the junction to address existing congestion issues and accommodate future growth in travel demand. The proposals aim to provide improved journey times for public transport and accessible pedestrian and cycle facilities.
 8. The EM3 LEP had allocated £13million towards improvements to the Brighton Hill Roundabout, matched by £6.55 million of local developer contributions and £1.1million from Hampshire County Council Local Transport Plan Funding. In the light of the Basingstoke and Deane Borough Council rejection of the Camrose planning application, the land due for dedication by the developer required for the construction of the link road is no longer available. As a consequence, the estimated scheme cost and the EM3 LEP grant to support the project have been revised, with the LEP seeking the return of £1.35million of the grant funding, thereby reducing the grant received from £13million to £11.65million.
 9. The revised scheme for Brighton Hill Roundabout does not preclude delivery of the Camrose Link Road at a later date through a separate scheme subject to the securing the necessary funding and approvals for a new route.

Contextual Information

10. The EM3 LEP has identified Basingstoke as one of four regional 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.
11. In November 2018, the Executive Member for Environment and Transport confirmed that the proposed Scheme to improve traffic capacity through the roundabout should be progressed to complete all detailed design including engagement with Basingstoke and Deane Borough Council. Responses from the Borough Council have been incorporated within the detailed design.
12. The Business Case for the capacity improvements for the Brighton Hill Roundabout was approved by the EM3 LEP in July 2019 and the County Council signed a Funding Agreement with the EM3 LEP in November 2019 for a grant of £13m, match funded by £7.65million of local funding. This project forms part of an ongoing

multi-million programme of transport improvements across Basingstoke to support economic growth and prosperity.

13. As part of investment in this corridor, the EM3 LEP has previously funded improvements to the Winchester Road Roundabout, completed in 2017 and Thornycroft Roundabout, due for completion during winter 2020/1.
14. Brighton Hill Roundabout is a key junction on the A30 SW Corridor and suffers significant peak period congestion which will be further exacerbated by future increases in travel along the corridor. The proposed revisions to the design will maintain the key aims for the scheme, which are to:
 - increase the traffic capacity at the junction to accommodate existing and future travel demands, reducing congestion and improving journey times and journey time reliability;
 - provide comprehensive pedestrian and cycle facilities at the junction, including future provision for a strategic cycle route along the A30 SW Corridor and links into that route from surrounding areas; and
 - safeguard future provision for bus priority measures associated with the proposed Mass Rapid Transit project.

Subway Removal

15. The initially preferred scheme was based upon historic records and early information from the utility companies. During development of the scheme, and having undertaken ground investigations to determine the subways construction and the line and depth to utility services, the subways were established as being of a non-standard construction, without foundations and difficult to extend without additional strengthening works and the significant diversion of utility services.
16. Structural advice is that due to their age and condition, the subways should be renewed rather than extended. Renewal will increase the whole-life asset costs but would prove disruptive during construction and difficult to justify given that the subways would still fail to meet accessibility standards.
17. All of the options for either the retention or replacement of the subways considered will add additional costs to the project, which would significantly exceed the approved budget. A breakdown of the options, and their estimated additional costs to the project, are as follows:
 - remove two and replace two subways - £26.6million;
 - extend all subways - £25million;
 - remove two and retain and extend two subways - £21.7million; and
 - remove and replace all subways - £30.7million.
18. Further to the above, the ramps to the subways cannot be made fully compliant with the Equalities Act 2010 within existing land and utility constraints. Many of the existing ramps are steep, evidenced by some cyclists dismounting due to grade. Replacing or extending the subways will further increase the ramp gradients, making the routes even less accessible for both cyclists and pedestrians.

19. The existing subways are also subject to crime. During 2019, there were 44 police reports, comprising theft, public order, violence, and sexual offences. For the first half of 2020 there were 14 reported cases within the subways.
20. The provided at-grade crossings are considered a suitable safe alternative for both cyclists and pedestrians, and adequate to meet demand, albeit with some additional journey time delay for users. Opportunities for pedestrians and cyclists to cross the circulatory roundabout will be incorporated into the traffic signals with negligible impact on traffic flows. Removal of the subways and infilling of the roundabout island will enable the provision of a legible, accessible surface level network of pedestrian and cycle routes.
21. In addition, the County Council is actively seeking opportunities to enhance the cycle network adjoining Brighton Hill Roundabout. A successful bid was made to the DfT for Tranche 2 of the Emergency Active Travel Funding for provision of a new segregated cycle track from Brighton Hill Roundabout along Brighton Way to Sullivan Road to be constructed during summer 2021. In addition, feasibility work is being commissioned to develop design options for a strategic cycle route along the A30 Corridor through Brighton Hill Roundabout. This will be subject to public and stakeholder consultation, once the proposals are developed.
22. Infilling of the roundabout island will also give opportunity to improve the central landscaping. Many of the trees within the central island are stunted due to close planting, with canopies under-developed and a lack of species diversity. The revised design will retain a number of existing higher quality trees and plant new trees to replace those being lost to create a more balanced environment with greater year-round interest.

Camrose Link Road

23. The previously approved scheme at Brighton Hill Roundabout closes the Western Way entry onto the roundabout in order to maximise capacity and provides an alternative route for this traffic via a new Camrose Link Road through the adjacent Camrose development site, to re-join at a new junction with the A30 north east of Brighton Hill Roundabout.
24. The Camrose Link Road secured planning consent from the County Council's Regulatory Committee in July 2020. However, on 23 September 2020, Basingstoke and Deane Borough Council's Development Control Committee refused planning consent for the two outline applications by Baston Development Ltd (Basron) for redevelopment of the Camrose Football Ground site. This prevents delivery of the Link Road within the funding window, as without consent on its application, Basron will not provide the land to deliver the link road.
25. In recognition that delivery of the Camrose Link Road was not within total control of the County Council, the original EM3 LEP Business Case submission included a scheme option which can be delivered without third party land or planning consent requirements.
26. This arrangement delivers the improvements at Brighton Hill Roundabout without the requirement for Camrose Link, leaving Western Way open under traffic signal

- control. Appraisal work in the Business Case demonstrated that this scheme would still provide “Very High” value for money compared to retaining the existing road layout (Do Nothing). If approved, this revised arrangement for delivering the roundabout improvements will be reviewed and updated to a detailed design.
27. The preferred capacity improvement scheme for Brighton Hill roundabout included closure of Western Way access onto the roundabout and provision of an alternative route via a new road, the Camrose Link Road. However, without land dedication from the landowner of the Camrose ground, the Camrose Link Road cannot be built. Therefore, to deliver the capacity improvements for the A30 Brighton Hill roundabout the revised scheme will proceed with the Western Way arm to the roundabout remaining open.
 28. The DfT has recently issued Local Transport Note 1/20 with updated guidance on the provision of cycling facilities. This significantly alters the guidance for cycling facilities and changes to the design are now necessary to accord with this guidance and to meet revised public expectation. The scheme will now include stepped cycle tracks, and other aspects of the scheme will be reviewed and where appropriate amended to closer align to LTN1/20.
 29. The public were consulted on the proposed closure of the Western Way exit onto the Brighton Hill roundabout during the public exhibition and survey held between 3 September to 1 October 2018. The consultation found that with the Camrose Link Road as part of the Brighton Hill Roundabout Scheme, 51% of respondents supported the closure of the Western Way exit. However, without the Camrose Link Road element, public support for the closure fell to just 34%. The later 2020 public consultation was based on the preferred scheme at that stage, which did not include retaining the Western Way access. Since then, the planning decision effectively removing the possibility of implementing the Camrose Link Road proposal as part of the Brighton Hill scheme, has meant that the Scheme can only proceed with the retention of the Western Way access.
 30. In these circumstances, it is considered that the findings from the public surveys undertaken in 2018 and a further consultation to be held with key stakeholders, including elected members representing the local area, is sufficient to inform final development of the scheme design. The delay and subsequent decision in relation to Camrose Link Road also served to increase pressure on the delivery programme, and therefore the risks of losing external funding. In light of these considerations, and previous consultation on the principle of the Western Way access being retained, further public consultation is not recommended before presenting the final project appraisal for a formal decision.
 31. The views of key stakeholders will be considered during the finalisation of the detailed design. Due to Covid-19 restrictions on public gatherings, a series of online digital meetings will be held to seek stakeholder views.

Finance

32. It is anticipated that the revisions to the design can be accommodated within the revised scheme budget of £19.3m. A more accurate assessment of cost and benefits will be available at the completion of the detailed design and will be reported in due course as part of the final project appraisal.
33. The EM3 LEP grant allocated to the Camrose Link Road, estimated as £3.2 million will not be returned in full to the EM3 LEP for reallocation as the County Council will meet additional costs in incorporating the Western Way arm onto the roundabout, and without the land dedication from the Camrose site, a revised layout for the infrastructure along the A30 Winchester Road. In addition, the cycle infrastructure will be upgraded to accord with DfT LTN1/20. At the November EM3 LEP Programme Management Group meeting, the LEP agreed to seek return of £1.35 million for the underspend on Camrose Link Road.
34. The costs estimated for Brighton Hill roundabout improvement main scheme (not including Camrose Link Road) have risen from the 2019 estimate of £17.7 million to £19.3 million (October 2020) due to the enhanced cycle provision, redesign to keep Western Way arm open to the roundabout, associated works on the A30 to accommodate this change to the scheme, and inflation through labour and material costs between 2019 and 2020. In addition, there is a likelihood of higher tender returns reflecting the additional cost the contractor will face as a result of social distancing.
35. By way of a comparison of costs:

Original preferred scheme for Brighton Hill roundabout including the Camrose Link Road (Estimate 2019)	£20.9 million
Brighton Hill roundabout only without Camrose Link Road, assuming land alongside the A30 is dedicated (Estimated 2019)	£17.7 million
Brighton Hill roundabout with Western Way arm open, no Camrose Link Road, reduced land take on A30 (Estimated 2020)	£19.3 million

Funding for the scheme is detail within the table below:

EM3 LEP Grant Funding	£11.65 million
Local Developer Contributions	£6.55 million
Hampshire County Council Local Transport Plan Funding	£1.10 million
Total	£19.3 million

Programme

38. The proposals for the Brighton Hill Roundabout improvements form part of the County Council's 2020/21 Capital Programme.
- 39.

Key Milestones:

Detail design completion	6 January 2021
Final Project Appraisal	25 February 2021
Tender	March to April 2021
Award	July 2021
Construction	September 2021 to August 2023

Departures from Standards

40. The Scheme proposals will be designed to comply with the Design Manual for Roads and Bridges, Manual for Streets and Hampshire County Council standards for highway improvement schemes. The scheme design is still being developed and any requirement for departures from standard will be reported as part of the full project appraisal at the end of the detailed design stage.

Consultation and Equalities

41. A public consultation on the initial proposals took place during September 2018. Views were sought on the proposed roundabout improvements that included the new Camrose Link Road and closure of the Western Way exit arm onto the roundabout. The consultation found that with the Camrose Link Road as part of the Brighton Hill Roundabout Scheme, 51% of respondents supported the closure of the Western Way exit. However, without the Camrose Link Road element, public support for the closure fell to just 34%.
42. The consultation found 64% of respondents in favour of retaining all four existing subways, supplemented with new at-grade crossings. This consultation took place at an early stage in the scheme development with limited technical information available on the structural composition or integrity of the subways. The details of the initial consultation were reported to the Executive Member for Environment and Transport on 13 November 2018.
43. To seek the public's views on the emerging designs with the removal of the subways from the scheme, a further round of consultation took place between 20 May and 10 June 2020. 518 responses were received with 90% of responses from local residents and with a range of representation across all age groups. The summary Findings Report from the consultation is included in Appendix 2B.
44. The primary aim of the consultation was to measure public support for the removal of the subways along with provision of offline cycle facilities.
45. Similarly, it is important to note that the design has always included at grade signal crossings, and these are not being added to the design as a replacement for the removal of the subways. The proposal to remove the subways will route all users across the junction via the at-grade crossings, increasing both flows and demand on the crossings. Additionally, the subways currently provide a segregated route for users separate from traffic which will be lost with their removal.

46. The responses indicate a degree of opposition to the removal of the subways. Around half of all respondents felt the revised scheme would not improve journey times, accessibility, public space, or safety. Of 354 additional comments received, 73% were negative or opposed to the proposals, with concerns principally focused on at-grade crossing safety, journey time delays, impacts for cycling, and environmental impacts associated with the reprofiling of the centre island. In support of the changes, 22% of respondents did consider the improvements would enable them to walk or cycle more often.
47. At-grade crossing safety

Community concern: Crossing safety and heightened risk of traffic accidents with increased numbers of pedestrian and cyclists using the crossings.

Response and Mitigation: Whilst the loss of the subways will remove the option to cross the junction unopposed by traffic, signalised crossings provide a proven, suitable and safe solution for allowing users to cross the road whilst traffic is held on a red signal. The crossing designs are subject to independent safety review and the proposed arrangement for the signalised crossings is similar to that used elsewhere in the county with no record of safety issues. Locally the A33 Ringway Roundabout provides a good comparative example of this arrangement.

The crossing timings will be set to ensure sufficient time is provided for all users to comfortably cross in the time provided. With the option for the signals to sit at red to traffic at quieter times to help slow traffic on approach when roads are clearer and traffic speeds likely increased.

Safety for drivers is also provided for with clear forward visibility through the junction and vehicle detection in place to dynamically adjust the traffic signal timings to allow smooth traffic progression and a reduced need for late breaking.

48. Journey time delays

Community concern: Delays for pedestrians and cyclists having to wait for at-grade crossings to change.

Response and Mitigation: It is recognised that the existing subways do provide a direct route and that their removal will increase journey times for pedestrians and cyclists. However, these additional delays are not judged sufficient to justify the additional costs needed for the subways to be retained. An alternative cycle route adjacent to the A30 is being developed to help offset some of the impacts for cyclists.

Waiting times at the crossing points are adaptive and can be adjusted to reduce delays, particularly during busier times when demand for the crossings is increased.

Community concern: Traffic delays due to increased demand and appearance of the at-grade crossings. Concerns were raised by respondents who considered that their car journeys through the roundabout would be longer.

Respondents anticipated needing extra time to pass through the junction, especially during peak times and school days when the at-grade crossings would be in high demand, to the detriment of traffic.

Response and Mitigation: Removal of the subways will result in only limited additional delay to traffic. In general, the at-grade crossings will only operate on an approach when traffic is already stopped at red to allow either the opposing entering or circulating traffic to go. This efficient form of junction operation minimises the impact of the change for drivers. The traffic model based upon predicted traffic flows has been re-run to represent the proposed design and is delivering capacity improvements in line with the business case.

49. Impacts for Cycling

Community concern: Potential for conflict and delay, with cyclist being required to share the same routes as pedestrians.

Response and Mitigation: The existing subway arrangements do not segregate use for cyclists and, due to the limited space available, some shared use arrangements will be required within the final design. However, the benefits of segregated use are recognised, and consideration will be given for its inclusion where opportunity allows.

In addition, the County Council is actively seeking opportunities to enhance the cycle network adjoining Brighton Hill Roundabout. A bid to Government for Tranche 2 of the Emergency Active Travel Fund includes funding for provision of a new segregated cycle track from Brighton Hill Roundabout along Brighton Way to Sullivan Road. In addition, feasibility work is being commissioned to develop design options for a strategic cycle route along the A30 Corridor through Brighton Hill Roundabout. 'Cycle Basingstoke' is a key campaign group for cyclists in the Basingstoke area and is being consulted in the development of revised designs. The proposals will also be subject to wider public and stakeholder consultation once they are more fully developed.

50. Environmental impacts

Community concern: That reprofiling the roundabout central island will result in tree loss with a negative impact for the local environment.

Response and Mitigation: Arboriculture experts have reviewed the status of the central island tree stock and report that many of the trees are stunted due to close planting with canopies under-developed and a lack of species diversity. Whilst accepting that tree loss will occur and a period of regeneration is necessary before the benefits of replanting are realised, infilling the roundabout provides a long term opportunity to improve the central landscaping. The revised design will retain a number of existing higher quality trees and plant a greater variation of new trees to replace those being lost to create a more balanced environment with greater year-round interest.

51. The two local members, Councillors Reid and Westbrook, have been consulted on the original proposal. Councillor Reid was content with the proposed approach. Councillor Westbrook was also supportive of the proposals, including the at-grade crossings, but he will need assurance that these are safe for users. Further engagements with the local members will be carried out throughout scheme development, including on receipt of the independent road safety audit.
52. Councillors Reid and Westbrook have since been apprised of the proposed changes to the project. Councillor Westbrook has expressed support for a revised scheme subject to the project continuing to realise capacity improvements adequate to support future approved and planned growth in the town, and as such to demonstrate good value for money. He has also asked that careful consideration be given to ensure the design and operation of the controlled signal crossings have the necessary capacity and functionality needed for high numbers of school children using this route to safely cross the road.
53. Councillor Reid has expressed reservations about the scheme without the Camrose link road, particularly given the funding uncertainties for providing a link road in the future, should opportunity allow. He similarly expressed concerns that the scheme's capacity improvements must be adequate to accommodate future approved and planned growth in the town.
54. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.

Statutory Procedures

55. No further statutory procedures are required to support the revisions to the design.

Land Requirements

56. To deliver the pedestrian and cycle path improvements along the A30 Winchester Road alongside the Brighton Hill retail park and on the Harrow Way there is a requirement for localised land dedications from Basingstoke and Deane Borough Council. Where construction of the new pedestrian and cycleway improvement is constrained by the highway boundary, arrangements are being made to enter into a licence with adjacent landowners for the duration of the scheme construction. Early stage discussions are underway between the relevant parties to secure these outstanding land and licensing requirements and there is a high confidence that these will be successfully concluded in time to meet the schemes programme requirements, and ahead of the tendering and construction stages.

Maintenance Implications

57. The Asset Management team has been consulted on the proposals and are content with the materials specified.
58. Many of the materials that will be used in the construction of the scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The detailed design of the scheme is being refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements of the kerbing gully and pipework connections that has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.
59. The exact financial maintenance implications will be available for the March project appraisal.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long-term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
EMET decision report: Basingstoke South West Corridor to Growth – Brighton Hill Roundabout	13 November 2018
EMET decision report: Basingstoke Transport Strategy.	16 July 2019
EMET decision report: Basingstoke Transport Update – Strategy and Issues	13 March 2018
EMET decision report: Thornycroft roundabout	13 November 2018
Hampshire County Council Regulatory 3 planning approval for Camrose Link Road	29 July 2020
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

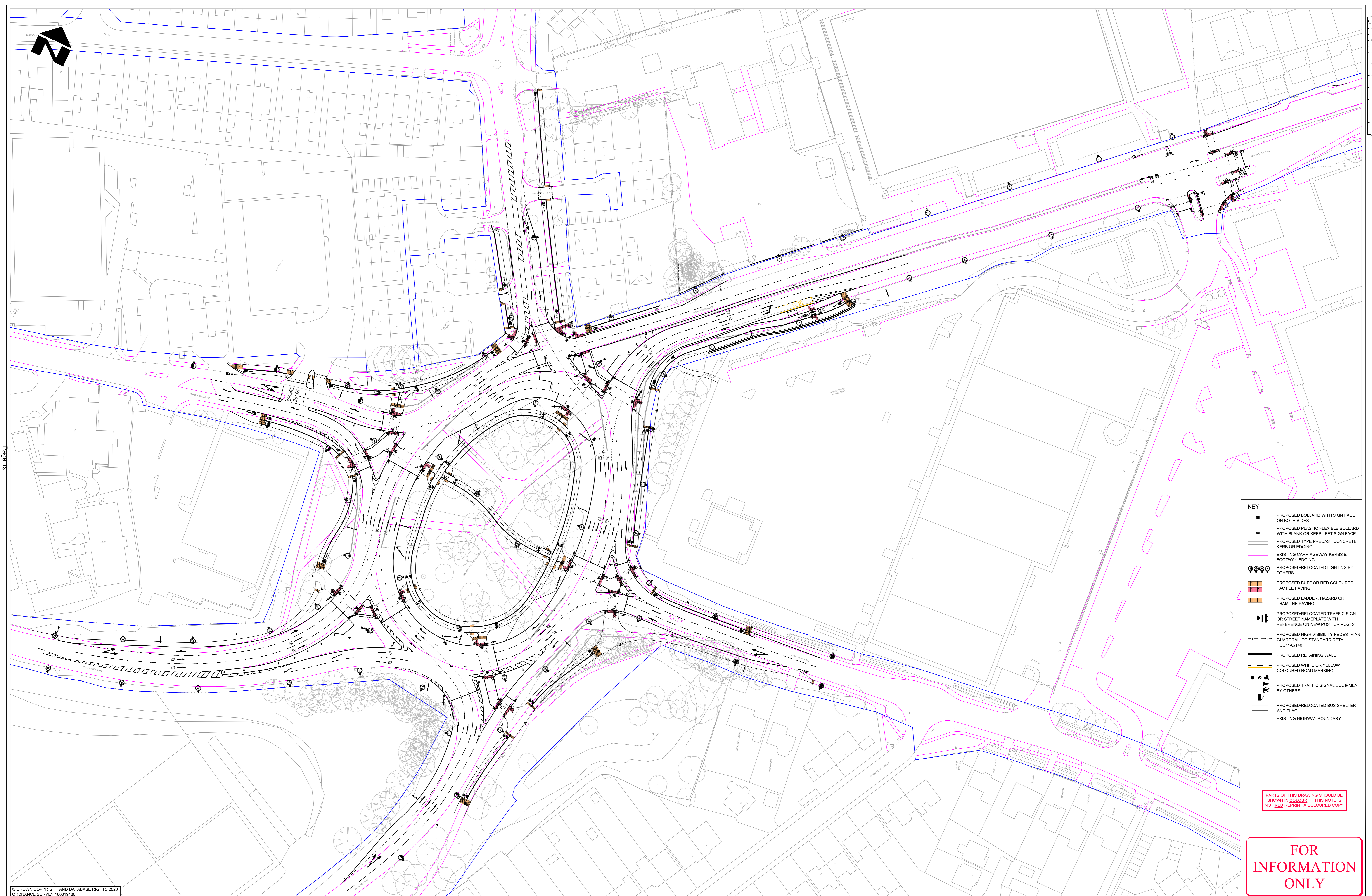
Due regard in this context involves having due regard in particular to:

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

2. Equalities Impact Assessment:

The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.

This page is intentionally left blank



- KEY**
- PROPOSED BOLLARD WITH SIGN FACE ON BOTH SIDES
 - PROPOSED PLASTIC FLEXIBLE BOLLARD WITH BLANK OR KEEP LEFT SIGN FACE
 - PROPOSED TYPE PRECAST CONCRETE KERB OR EDGING
 - EXISTING CARRIAGEWAY KERBS & FOOTWAY EDGING
 - ⊙ PROPOSED/RELOCATED LIGHTING BY OTHERS
 - PROPOSED BUFF OR RED COLOURED TACTILE PAVING
 - PROPOSED LADDER, HAZARD OR TRAMLINE PAVING
 - PROPOSED/RELOCATED TRAFFIC SIGN OR STREET NAMEPLATE WITH REFERENCE ON NEW POST OR POSTS
 - PROPOSED HIGH VISIBILITY PEDESTRIAN GUARDRAIL TO STANDARD DETAIL HCC11/C140
 - PROPOSED RETAINING WALL
 - PROPOSED WHITE OR YELLOW COLOURED ROAD MARKING
 - PROPOSED TRAFFIC SIGNAL EQUIPMENT BY OTHERS
 - PROPOSED/RELOCATED BUS SHELTER AND FLAG
 - EXISTING HIGHWAY BOUNDARY

PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY

FOR INFORMATION ONLY

© CROWN COPYRIGHT AND DATABASE RIGHTS 2020
ORDNANCE SURVEY 100019180

NO	REV	DATE	BY	CHKD	APPD	AMENDMENTS
02	P01	06.10.2020	CLT	JS	MS	FOR INFORMATION ONLY

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council **Engineering CONSULTANCY**
STUART JARVIS BS: Dp/TP FC/HT MRT/PI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER NK	SCALE @ A0 1:500	SCHEME A30 BRIGHTON HILL ROUNDBOUT IMPROVEMENTS, BASINGSTOKE	DRAWING TITLE WESTERN WAY OPEN GENERAL ARRANGEMENT OVERVIEW
CAD CLT	DATE 06.10.2020	SHEET NUMBER 1 OF 1	JOB No. C:\J008922_01
CHECKED JS	APPROVED IS	DATE 06.10.2020	DATE 06.10.2020
REV 1	APPD MS	BY JS	CHKD MS

HCC CAD FILE: K:\Eng\Roads\Schemes\J008922_01 A30 Brighton Hill Roundabout\A30CAD\Drawings\WY\Sketches\CJ008922-01-GEN-02104476-SK-HE-0008 ON DVIEW WITH OPENL

This page is intentionally left blank

A30 Brighton Hill Roundabout Improvements Public Exhibition

Findings Report

August 2020

Contents

Consultation Summary	3
Background	3
Consultation aims	4
Geographical scope of consultation	5
Responses to the consultation	6
Additional comments received	14
Appendices	17
Appendix 1 – Research approach	17
Appendix 2 – Interpreting the data	18
Appendix 3 – Consultation response form	19
Appendix 4 – Public Exhibition and online survey letter	24

Consultation Summary

Background

Brighton Hill roundabout forms a key junction on Basingstoke's A30 South West corridor. This corridor provides a critical strategic route between the M3 Junction 7, the Ringway and adjoining links to Basingstoke's retail and commercial centre. The route is a focus for future growth including 2,000 homes on strategic housing sites adjoining the A30. In addition, the route will also need to accommodate traffic from the nearby Manydown development to west of Basingstoke, where a further 3,500 homes are planned. Currently congestion at the Brighton Hill roundabout regularly results in extensive queues and journey time delays. Without improvements, congestion will worsen as traffic levels increase from the planned development in the area.

The Brighton Hill improvement scheme aims to support growth, reduce journey times and create an enhanced and safer environment for cyclists and pedestrians. The scheme will widen and signalise Brighton Hill roundabout and add additional capacity to its main arms.

In November 2019, Hampshire County Council submitted a planning application for the Camrose Link Road as a complementary element to the Brighton Hill roundabout scheme. The new road which links between Western Way and A30 Winchester Road will assist traffic flows and improve the operation of the traffic signals at Brighton Hill roundabout. Sports England and Basingstoke and Deane Borough Council have raised an initial objection to the proposals whilst the full details for providing suitable alternative sports facilities for the Camrose football ground are being agreed. Discussions are underway between all of the parties with the principal focus around the owner and developer of the Camrose Ground providing further improvements to the existing football facilities at Winklebury. A decision on the planning application will be made once an acceptable arrangement for replacement sports facilities has been agreed.

Good infrastructure is vital to Hampshire's continued economic prosperity. These improvements aim to make daily travel easier for residents and commuters and will help to ease congestion, enhance safety and increase local opportunities to walk and cycle. Main works for the scheme are scheduled to begin in 2021 for an approximate two-year period.

This scheme forms one part of a multi-million pound transport investment in the Basingstoke area which also includes improvements to:

- A340 Aldermaston Road;
- A33 Popley Way;
- A339 Ringway Junction;
- A33 Crockford Roundabout and Binfields Roundabout;
- A33 Thornhill Way;

- A340 Thornycroft roundabout.

The £20.65m scheme is being funded by:

- £13m - EM3 Local Enterprise Partnership;
- £7.65m - Hampshire County Council.

Consultation aims

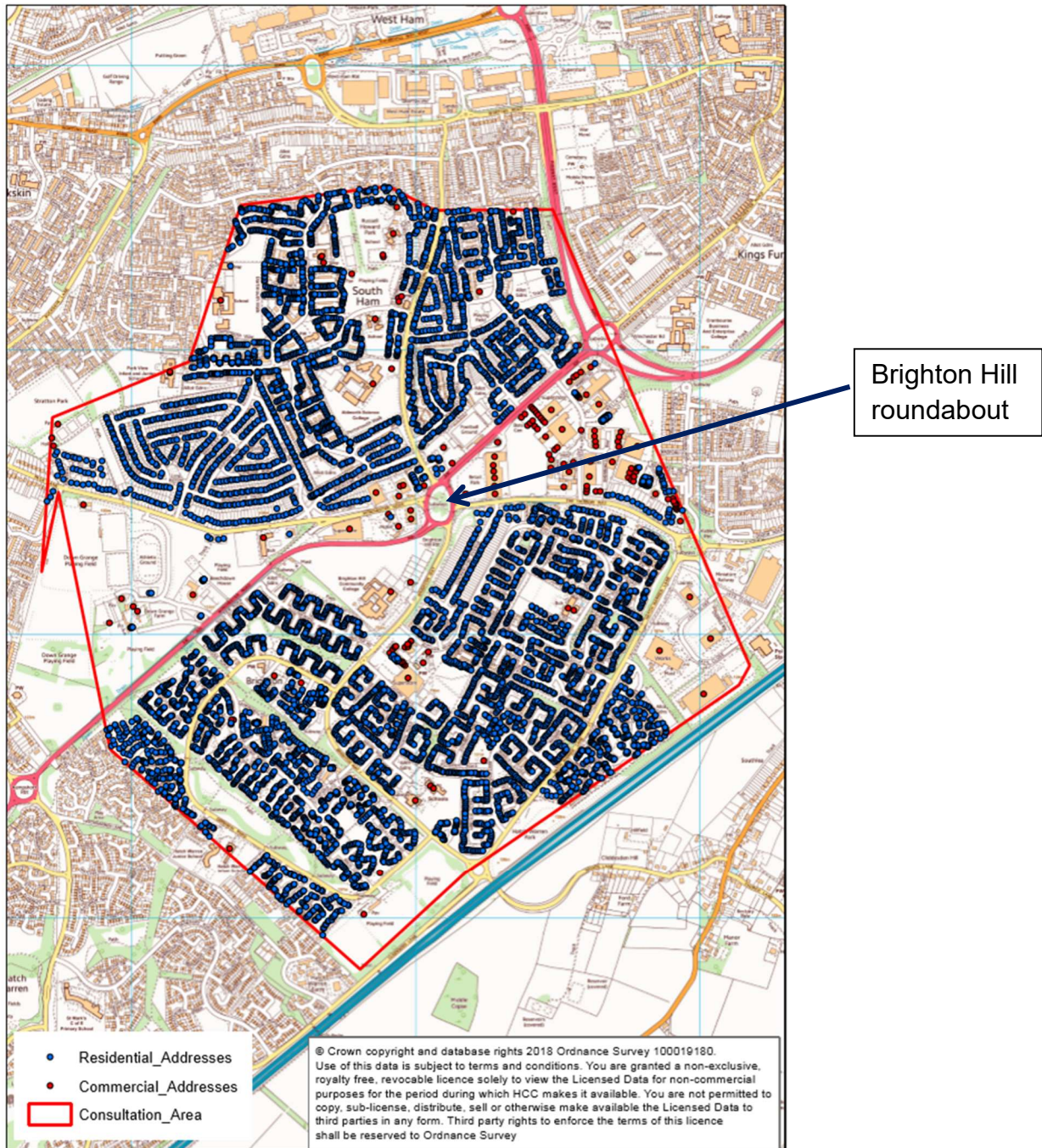
This report summarises key findings from the public consultation which took place from 20 May 2018 to 10 June 2020. The consultation was an opportunity for local residents and businesses to provide their views on the proposed improvement scheme to Brighton Hill roundabout, as well as an opportunity for respondents to give their views on the initial ideas to cycling on Winchester Road.

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;
- initial feedback on the Winchester Road cycle route.

Geographical scope of consultation

The distribution 'letter drop' area is shown below, approximately 7800 addresses.

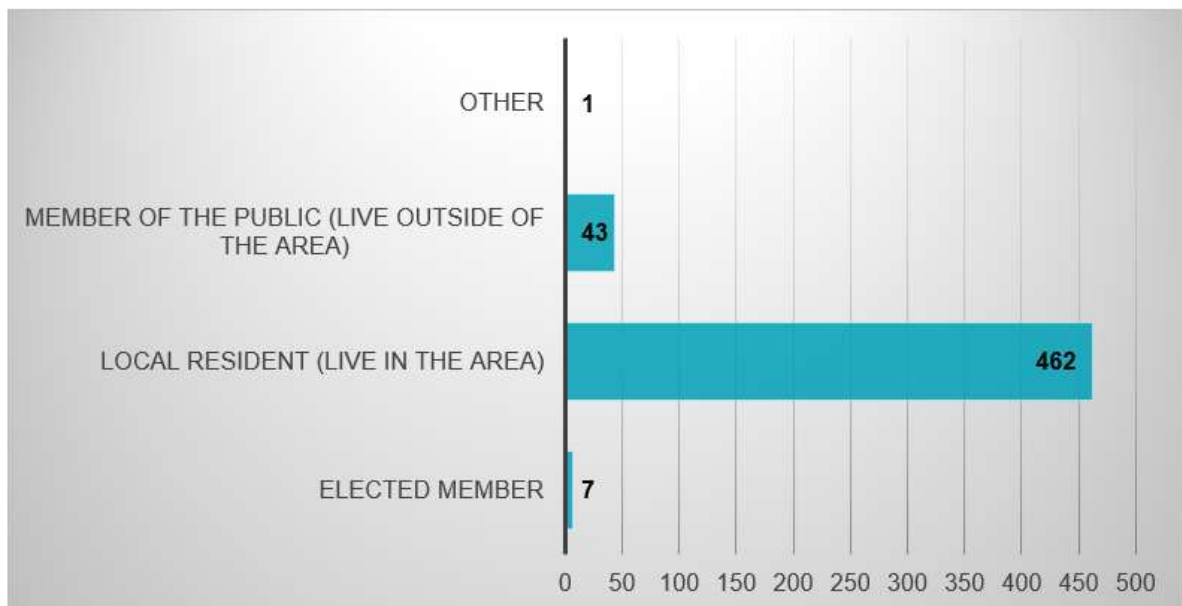


Responses to the consultation

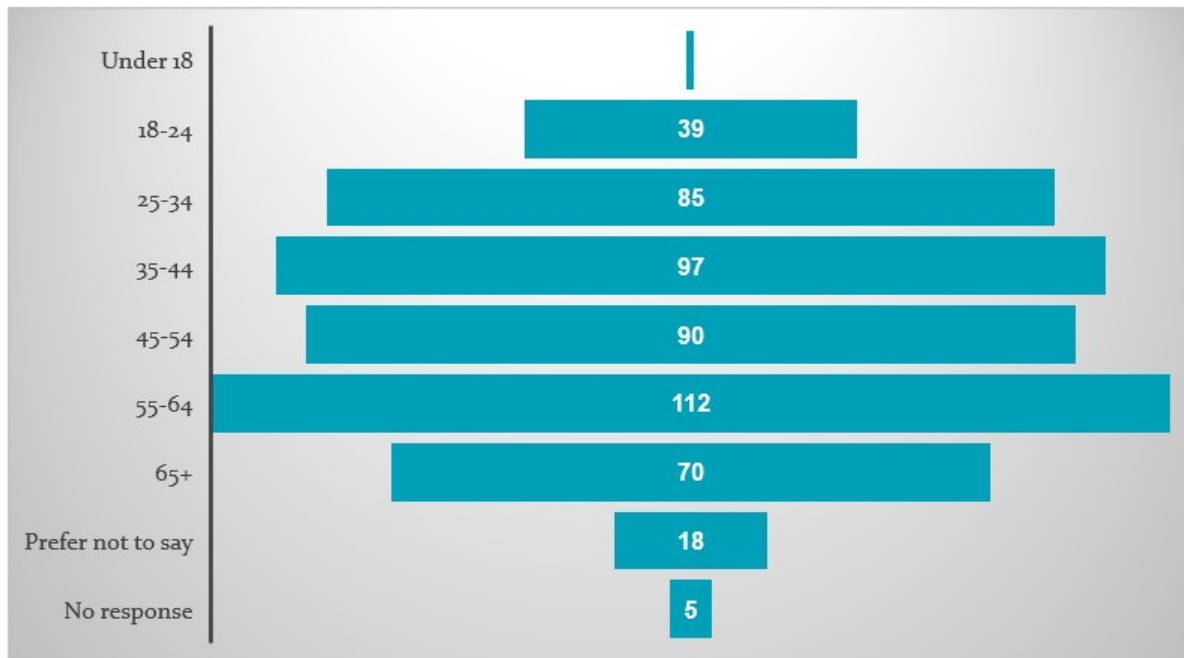
There were 517 responses to the online questionnaire. Postal responses are not included within this report to date but will be included. During the public exhibition, there were two request for paper copies of the exhibition material and survey form and are awaiting response. 8 responses were received by email.

Of these responses, the majority 99% were responding on their own behalf. The remaining responded officially representing an organisation, group, business, or schools, with responses provided by Aldworth School, Brighton Hill Community School and Boostsurvey Ltd and Cycle Basingstoke.

The majority (90%) of responses were from respondents who indicated that they were a local resident.

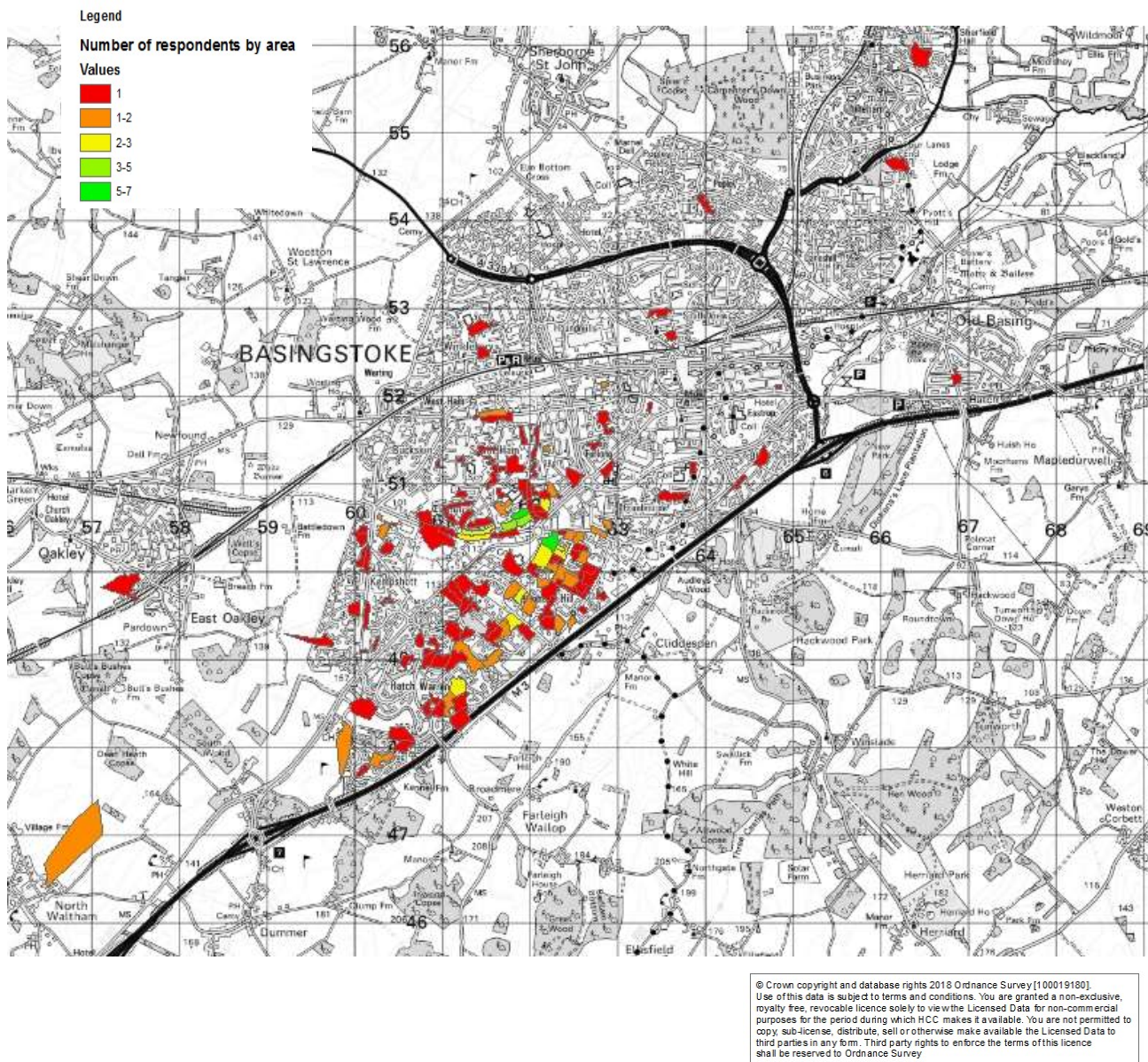


There was a good representation across the age groups compared to the public consultation in 2018 where the majority of respondents were aged over 55 (65% base:311). In comparison we saw greater engagement from all age groups 25 to 54 years, with approximately equal spread ranging between 17% to 19%. The response from under 25 was the same as 2018, only 8%.



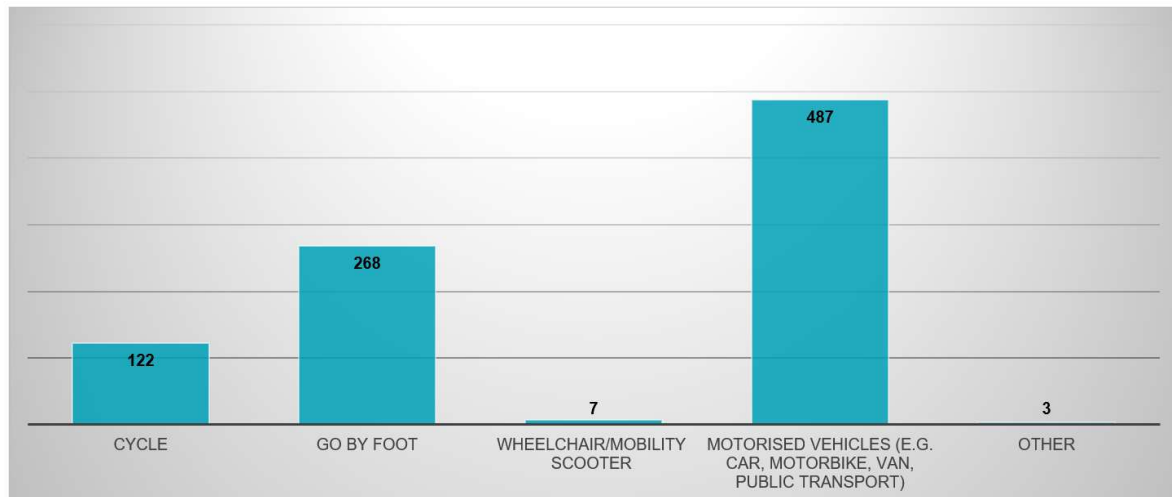
Respondents were asked to provide their postcode. A high proportion of the respondent base was made up from residents in the area, with 90% of the participant profile coming from this group.

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.

When using Brighton Hill Roundabout which travel modes do you use? Responders were requested to indicate all modes of transport.

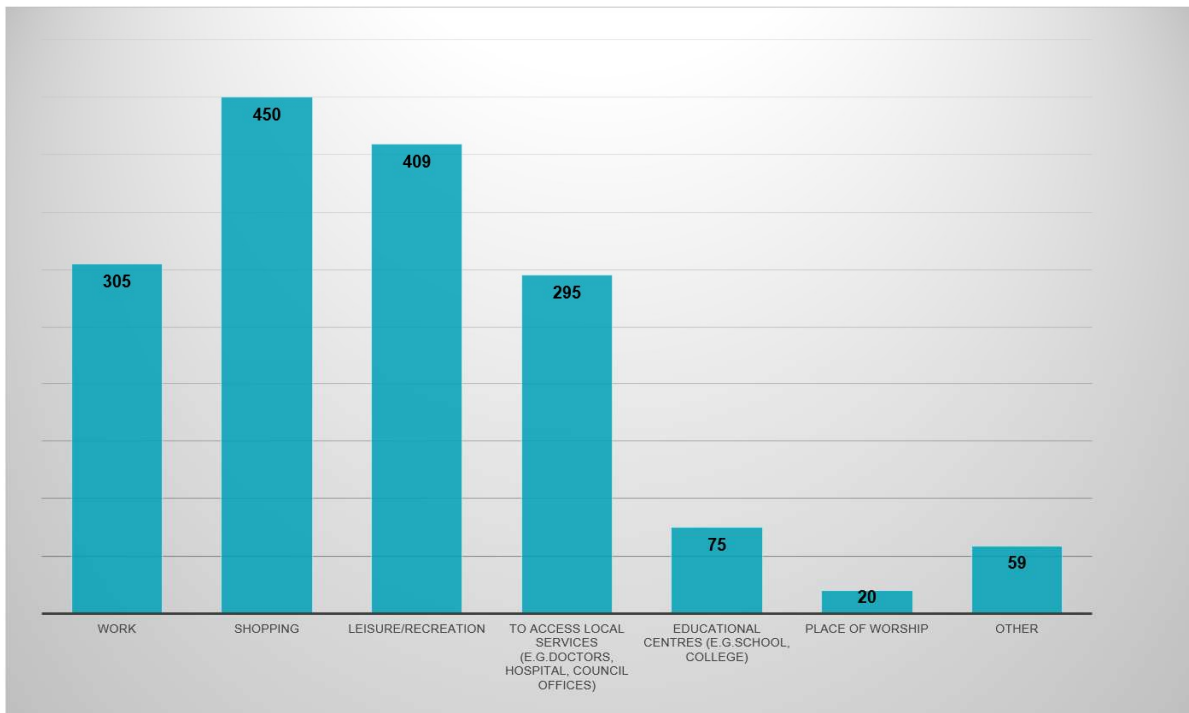


Whereas in the 2018 public consultation 98% of respondents predominantly used motorised vehicles, within this survey and as anticipated, we received greater pedestrian and cycling representation. With 14% of respondents being cyclists, 30% pedestrians and 55% motorised vehicles. Less than 1% of respondents were wheelchair and mobility scooter users.

Journey purpose.

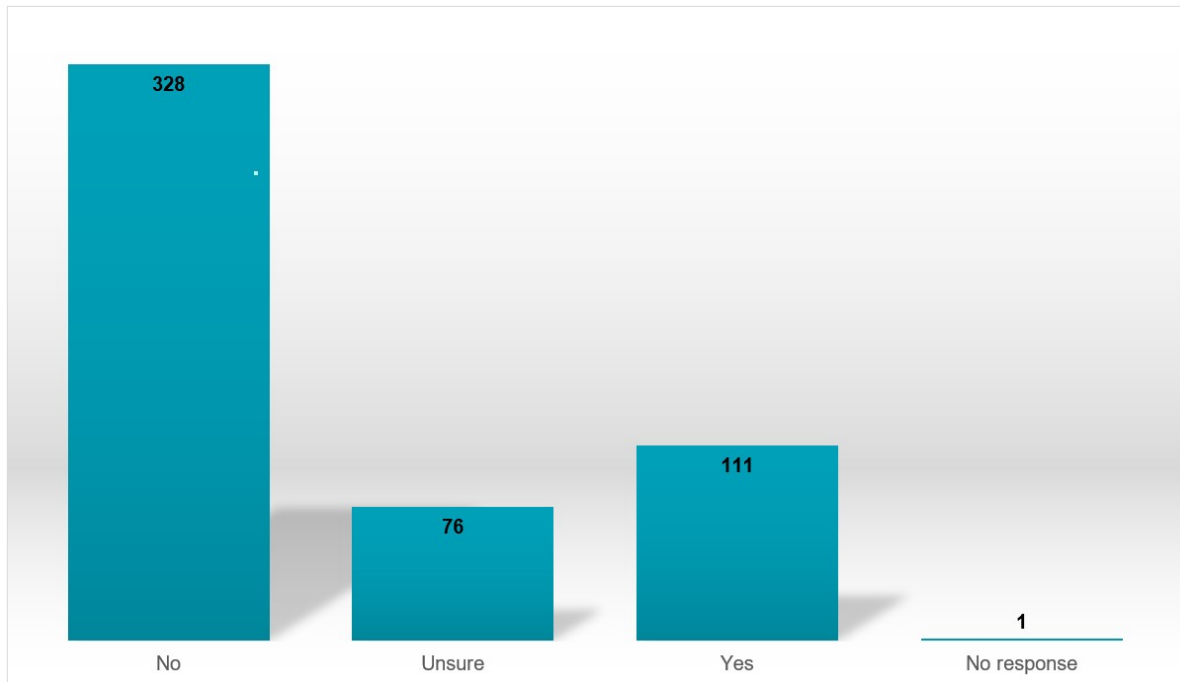
Respondents were asked for what reason(s) they come into or travel around the Brighton Hill area. When asked about the purpose of their journeys, the majority 90% were for shopping (28%), work (19%), leisure (25%) and to access local services

18%).

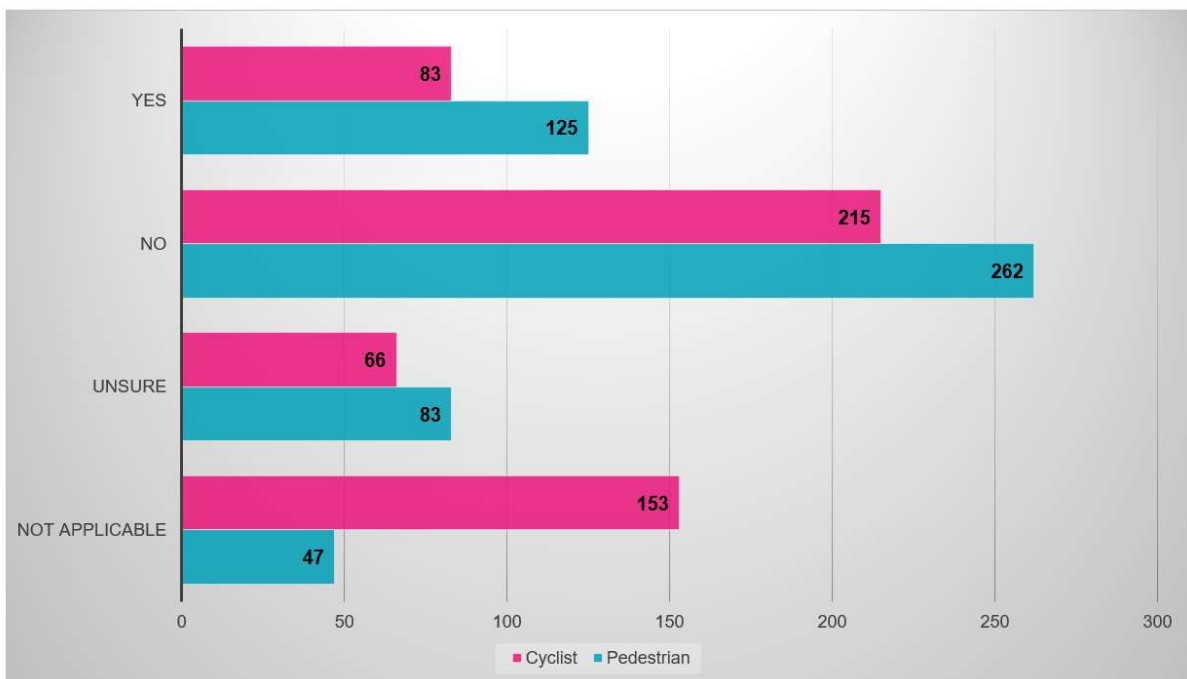


Respondents were asked to what extent the proposed design will encourage more walking or cycling. 64% of respondents did not consider the proposed design would make them more likely to walk or cycle. Although this figure is high, the response will include those that already actively walk or cycle who respond no as their mode of travel is unchanged. The encouraging figure here is the 22% shift in those who consider the improvements will enable them to walk or cycle more often. For them, the roundabout improvements will offer opportunity to increase activity levels promoting a healthier lifestyle and for some a shift to sustainable travel.

Do you think the current design will enable you to walk and/or cycle in basingstoke more often?



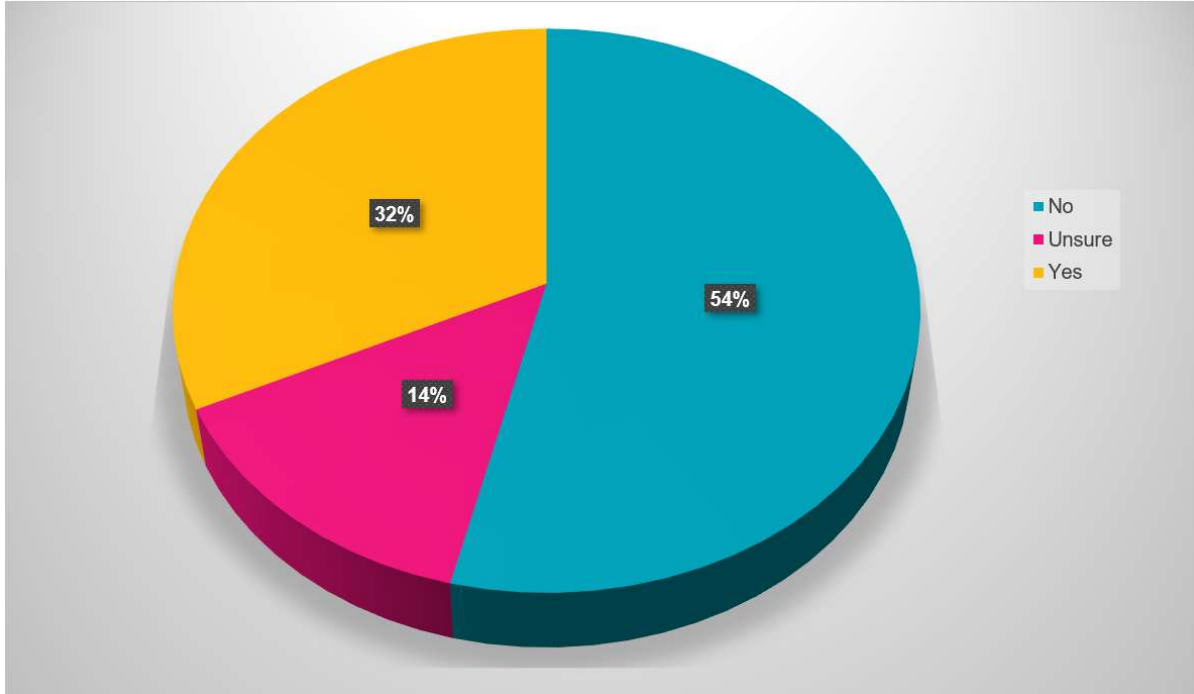
Do you feel the provision of at grade facility will help your personal safety?



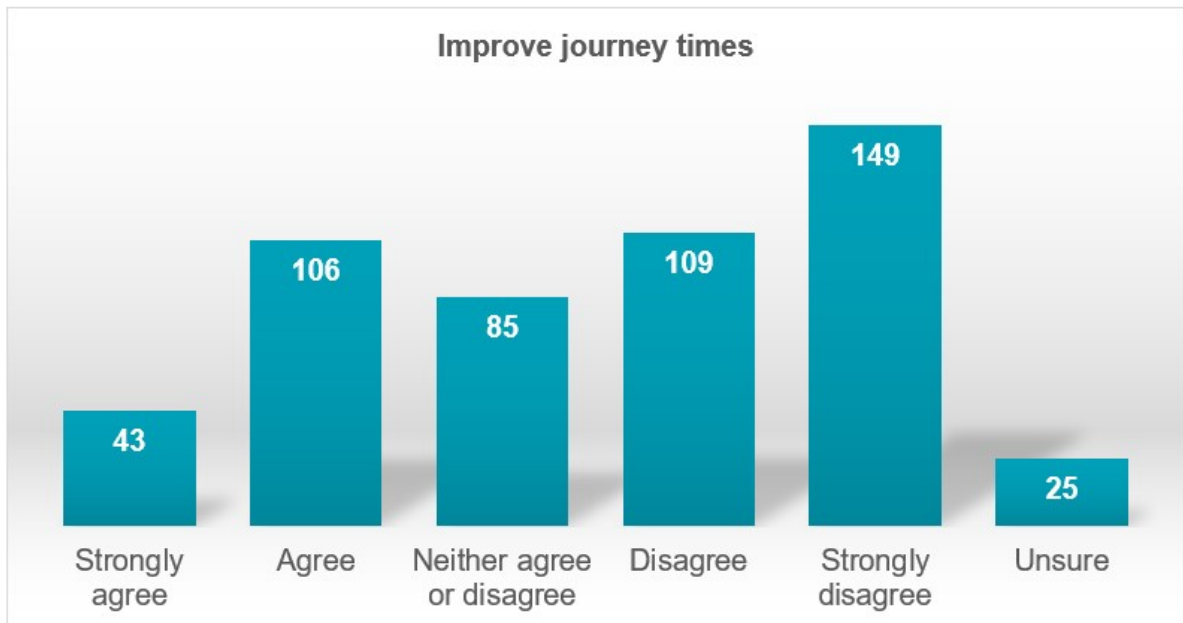
Respondents were asked to what extent the proposed design will encourage more walking or cycling. 70% of respondents did not consider the proposed scheme improve personal safety. When cross reference to comments left by respondents, the removal of the subways and provision of at-grade only crossing was given as the reason for responding no. Negative responses were given from respondent who

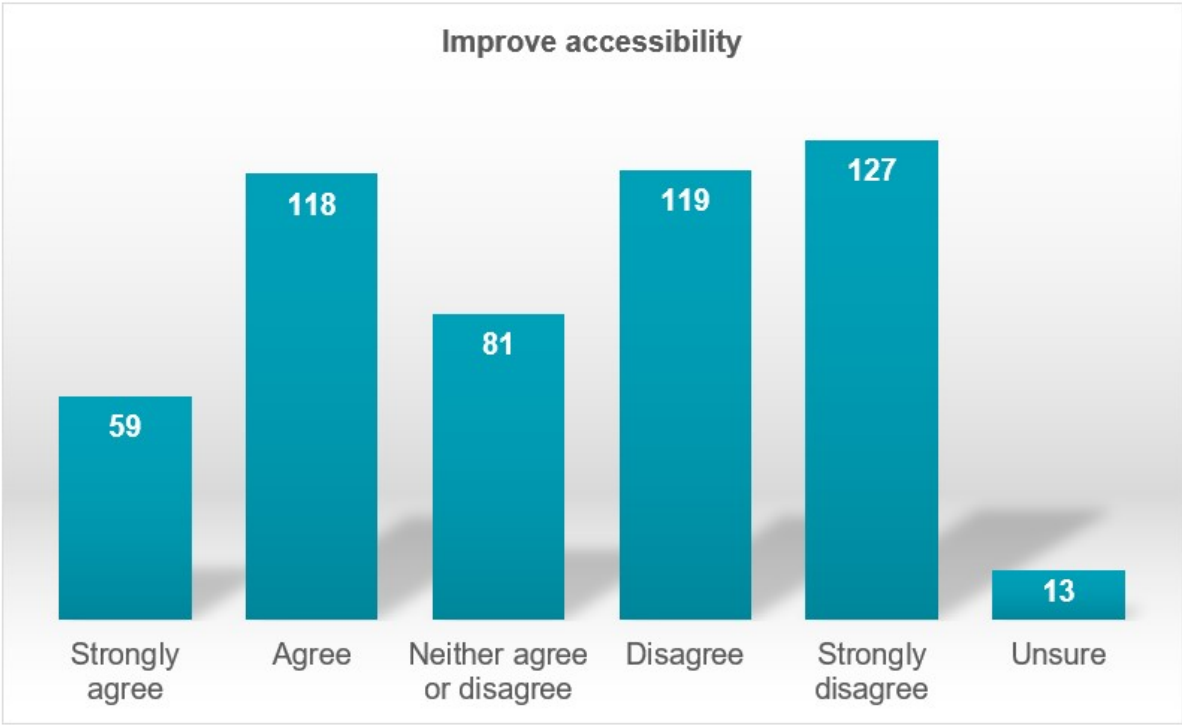
considered that there were issues with traffic observing the signalisation and potential clashes between pedestrians, cyclists and road users.

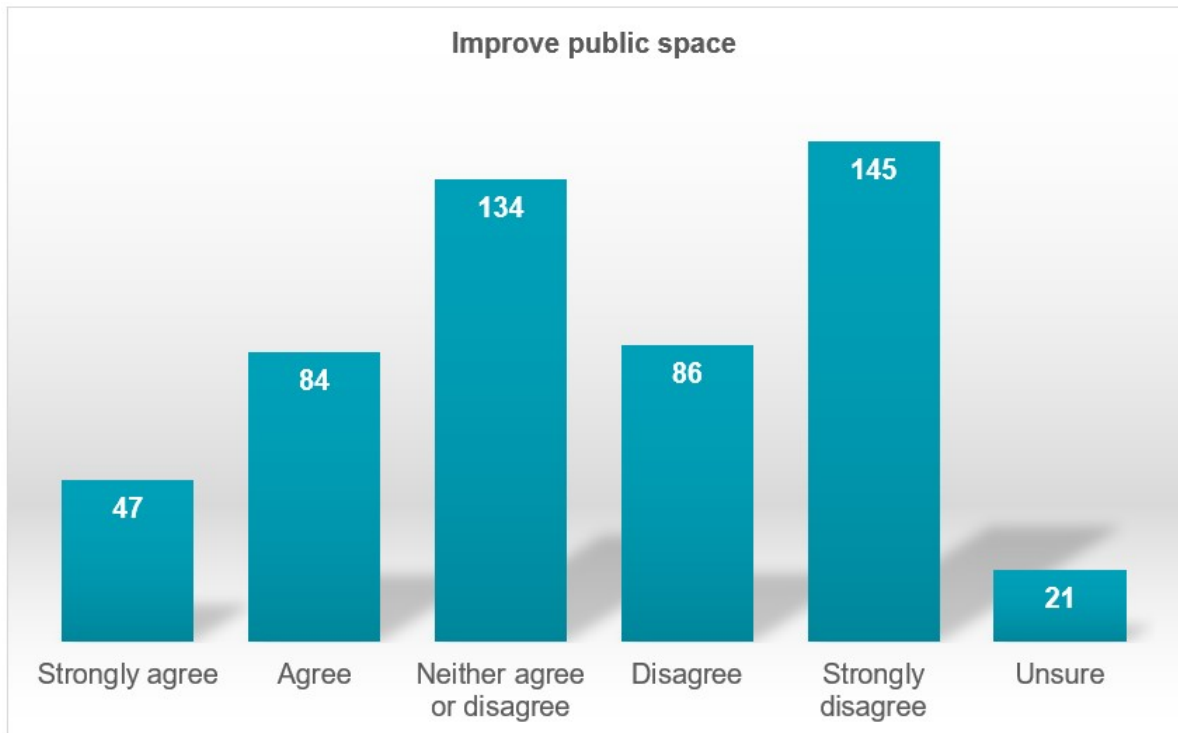
Do you feel the removal of the steep ramps would make your journey easier?



To what extent do you agree that the scheme will deliver the following objectives?







Additional comments received

PROS:

"I agree with the traffic lights as sometimes a 5 minute journey can take over 30 minutes in rush hour due to the volume of cars and its dangerous trying to get out of the roundabout."

"I think the traffic lights will reduce speed around the roundabout which is often very fast."

"I think this would be great for the local area and to get rid of under paths would be great. And it will look much smarter than it is currently. Please go ahead with this great design."

"Looks like an excellent plan to me."

"...the plan looks spot on"

"...design looks amazing."

"The removal of subways is a significant positive step. Subways tend to be undesirable for pedestrians and cyclists, particularly in the evening. They are also not encouraging to cyclists because of the requirements to dismount and push the cycle for large proportions of the roundabouts"

"The steepness of the ramps also acts as a barrier to many. Surface construction of shared pedestrian / cycle paths will be more pleasant to use."

"The steep slopes and routes cause walking and cycling to take much longer route than cars so the new design will enable more people to use it than the current design. I avoid walking that way if possible due to the extra time and effort it takes. The new plans look to be easier to use."

“underpasses are good for pedestrians but bad for cyclists. As mainly a cyclist i think the new design is much better”

“Underpaths are an increase in crime and make me feel unsafe. My son cycles to school, pedestrian crossings are safer for him than subways. “

“I am pleased that pedestrians and cyclists are being considered. As someone who mainly walks I am restricted in certain areas of Basingstoke due to isolated and dark subway routes. This is worse in the winter when it becomes dark early, I tend to use my car more often to avoid dark footpaths. Taking all routes above ground and visible will make pedestrians and cyclists safer.”

“The subways access ramps ar too steep for people with mobility issues. My neighbour was hospitalised after falling and told us often that the slopes were a nightmare. The subways are often graffitid, flooded, full of rubbish/detritus and stinking of cannabis. Too many people cross the roads, jumping over the barriers and terrifying motorists who are driving far too fast anyway. Bring on the new design, which appears to be sensible and sympathetic. Any chance that some wildlife underpasses might be left in place?”

“Traffic lights will greatly reduce accidents at all junctions and improve waiting times.”

CONS:

“I don't see the need to change the subways. They are safe and connect Brighton Hill to South Ham. If it ain't broke, don't fix it.”

“I think that there will be a lot of waiting at the roundabout lights, slowing my journey.”

“As a matter of safety the subways should be retained.”

“Being a user of this roundabout regularly in rush hour, I don't see the reason for widening to 4 lanes.”

“In the late evenings and early morning traffic is significantly reduced, so would be able to operate without traffic lights.”

“Completely disagree with the removal of the underpasses. The number of school children using this to walk and ride to school, twice a day, the traffic islands and crossing points will be overcrowded with children waiting to fall or trip into speeding roundabout traffic.”

“Getting rid of the underpasses is unsafe, an accident waiting to happen.”

“I think the subways should remain. My son uses these for school and I am safe in the knowledge that he can get to school safely without having to cross major roads.”

“I feel that removal of the pedestrian underpasses will actually endanger pedestrians and cyclists.”

“I have to do a school run twice a day crossing from Harrow Way to Western Way. This will make my journey longer, especially in the morning.”

“Lack of access from Western way will create more traffic through Buckland Avenue and Hill View Rd and increase journey times.”

“If returning from South Ham I will not be able to access Brighton Hill roundabout as a direct route and will end up doing a unnecessary diversion into a very busy dual carriageway already which in rush hour is a route to avoid.”

“Make the traffic lights only be on at peak times only. I'm fed up of sitting at red lights on empty roundabouts at 3am.”

“My current journey to work by bicycle is unimpeded by the subways. This new scheme will require me to wait at two separate crossings for the lights to change.”

“My school (Aldworth) recommend we use the underpasses. They are much safer.”

“You have forgotten how the edit to asda is a key route for people who live there. One lane there is an absolute mess as peak times.”

“Removal of subways will mean that pedestrians will be less safe as they will inevitably be closer to traffic. How will pedestrians cross the roads when the traffic lights fail - e.g. in morning rush hour when children are going to school who has priority?”

“The addition of surface-level pedestrian and cycle paths to a busy roundabout seems counter intuitive when your stated goal is to reduce congestion and speed up journey times. Surely improving accessibility to the existing underpasses is far more more likely to yield better results?”

“The removal of the underpasses on the roundabout is a major concern to me. I often walk to Western Way from Brighton Hill and do not like the idea of having to use pedestrian crossings. Currently one can walk between the two estates without having to wait at or cross any major roads. This proposal will remove that ability. It is definitely good for traffic but not so great for those on foot.”

“No child ever got hit by a car in a subway, they will on the proposed surface level crossings when impatient motorists jump the lights or ignore them.”

“Keep it as it is. It works.”

Categorised responses

Within the comments from respondents there were some common themes which would be clearly grouped together, these being:

Category	Number of respondents
I have safety concerns	69
I want to retain the subways	39
This will cause congestion	25
I am not supportive of the design	23
I am supportive of the design	22
Blocking off Western Way will cause a rat-run on other roads	14
I am not supportive of Camrose Link Road	9
There are too many traffic lights on the design and cause congestion	7
I think this will increase in journey time	11
We need designated cycle lane needed	4
This will increase in traffic	4
Part-time lights preferred solution	4
This will increase in air pollution with cars waiting at signals	3
This will increase in journey time, please retain subway	3
I oppose the Camrose Planning application	3
There are too many traffic lights	3
I am supportive of the removal subways	3
Comments made about the survey questions and not the design	2
The Camrose Link road will be another congestion point.	2
I have safety concerns and oppose Camrose development planning application	2
Disappointment that this will cause two years of disruption	2

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 517 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 3 weeks from 20 May 2020 to 10 June 2020.

Due to the Covid-19 virus and social distancing, no drop-in exhibitions were held in the local area. 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

The analysis only takes into account actual responses – where 'no response' was provided to a question, this was not included in the analysis.

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

Brighton Hill roundabout improvements



Please review the accompanying information which contains important details about the proposal.

Hampshire County Council is seeking local residents' and stakeholders' views on the the latest designs for the planned improvements to Brighton Hill roundabout in Basingstoke.

This £20.86million scheme is being funded by EM3 Local Enterprise Partnership and Hampshire County Council, and aims to address the long-standing traffic issues at Brighton Hill roundabout to enable the A30 to operate more efficiently whilst accommodating and supporting housing and employment growth in the Basingstoke area.

The objectives of this scheme are to:

- Reduce delays and improve peak time journeys;
- Improve journey time reliability on the A30 corridor;
- Accommodate forecast traffic growth;
- Improve road safety for all users;
- Facilitate increased walking and cycling trips through Brighton Hill roundabout.

Feedback from the survey will be considered by the Executive Member for Economy, Transport and Environment when making future decisions on the scheme.

The feedback survey is open from **noon on Wednesday 20 May 2020 and closes midnight on Wednesday 10 June 2020.**

Alternative formats

If you require this response form in another format 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 1 year, 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 Your view

Q1 Do you use the Brighton Hill roundabout?

- Yes
 No

Q2 When using Brighton Hill roundabout which travels modes do you use? (please tick all that apply)

- Cycle
 Go by foot
 Wheelchair/Mobility scooter
 Motorised vehicles (e.g. car, motorbike, van, public transport)
 Other

If 'other' please specify

Q3 What is the reason for your journey?(please tick all that apply)

- Work
 Shopping
 Leisure/recreation
 To access local services (e.g. doctors, hospital, council offices)
 Educational centres (e.g. school, college)
 Place of worship
 Other

If 'other' please specify

Q4 Do you think the current design will enable you to walk and/or cycle in Basingstoke more often then you do now?

- Yes
 No
 Unsure

Q5 Do you feel that the provision of at grade facility will help with your personal safety?

	Yes	No	Unsure	Not applicable
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cyclist	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 Do you feel the removal of the steep ramps would make your journey easier?

- Yes
- No
- Unsure

Q7 To what extent do you agree that the scheme will deliver the following objectives?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Unsure
Improve journey times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve public space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q8 Any further comments in the box below:
(Please do not include any personal details in your response).

Section 2: About you


Q9 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
- I am providing the official response of an organisation, group, business or school

If you are responding as an individual, please go to Section 4: About you.

Section 3: About your organisation, group or business

Q10 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:

Job position/role:

Name of organisation, group or business:

Address of organisation, group or business:

Q11 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

If 'other' please specify in the box below:

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 proposal and the views on them by different groups. All questions in this section are optional.

Q12 Who are you? (Please tick one box only)


- Local resident (live in the area) Elected Member Member of the public (live outside of the area) Other

If 'Other', please describe in the box below:

Q13 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

Q14 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 postcode you are consenting to the County Council using this information to understand views on the proposals from different areas of the county.

Q15 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

Thank you for taking the time to complete this survey.

For further information on this proposal please contact: major.schemes@hants.gov.uk
(please type '**Brighton Hill roundabout 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 roundabout improvements**' on the back of the envelope (no stamp required).

Appendix 4 – Public Exhibition and online survey letter



*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Richard Humphrey	<i>My reference</i>	C.J008922.01
<i>Telephone</i>	0300 555 1375	<i>Your reference</i>	
<i>Date</i>	16 June 2020	<i>Email</i>	major.schemes@hants.gov.uk

Dear Sir / Madam,

Update: A30 Brighton Hill Roundabout Improvements

I am writing to update you on the latest plans for the major highway improvements to Brighton Hill roundabout. Design work on the scheme has progressed since a public consultation event was held in September 2018.

The majority of the scheme aligns closely to the original consultation proposals. However changes to the design will now see the central area of the roundabout reprofiled to make it easier to access the surface level pedestrian/cycle crossings. This change facilitates the removal of the existing subway structures which were found to be too complex and costly to retain.

The scheme will invest in improved cycle facilities along with enhanced landscaping and planting in this central area.

An online survey is being conducted to seek feedback on the latest plans and we are very keen to get the views of regular users of the roundabout and in particular pedestrians and cyclists most affected by this change.

The survey will take approximately five minutes to complete and will be available online for a three-week period from noon Wednesday 20 May until midnight Wednesday 10 June 2020.

Please access the survey and the accompanying information, which includes the plans for the revised proposals, via this link;
<https://www.hants.gov.uk/transport/transportchemes/A30brightonhillroundabout>

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Call charges and information apply see www.hants.gov.uk

This £20 million major improvement scheme is one part of a wider multi-million-pound package of transport investment to support growth and housing in the Basingstoke area, which also includes improvements on the A340 at the Thomycroft Roundabout / Aldermaston Road and the A33 at Popley Way, Crockford Roundabout, Ringway Junction, Binfields Roundabout and Thornhill Way.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Richard Humphrey', written in a cursive style.

Richard Humphrey
Client Project Manager
Major Schemes Delivery

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	The Divestment of Skanska Infrastructure Services and Novation of Contracts
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Rooney

Tel: 0370 779 4626

Email: peter.rooney@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the proposed divestment of Skanska UK Ltd.'s Infrastructure Services division, and the implications this will have on existing contracts between Skanska UK Ltd and Hampshire County Council, specifically the Hampshire Highways Service Contract and the Generations 3 and 4 Civil Engineering framework contracts.

Recommendations

2. That, subject to the successful completion of the due diligence process, the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to approve the Single Tender Award and enter into contractual arrangements for the novation of the Hampshire Highways Service Contract, the Gen 3-3 Civil Engineering, Highways and Transportation Infrastructure Works Framework contract 2016-2020 and the Gen 4-3 Civil Engineering, Highways and Collaborative Framework contract 2020-2024 to the new service provider.
3. That subject to the successful completion of the due diligence process, the Executive Member for Economy, Transport and Environment approves the novation of the Hampshire Highways Service Contract, the Gen 3-3 Civil Engineering, Highways and Transportation Infrastructure Works Framework contract 2016-2020 and the Gen 4-3 Civil Engineering, Highways and Transportation Collaborative Framework contract 2020-2024, as set out in this report, from Skanska Construction UK Ltd to the new service provider.

Executive Summary

4. This paper seeks to
 - identify the reason why the novations of the contracts are required;
 - identify the legislation that facilitates the proposed novations;

- clarify the financial position of the Hampshire Highways Service Contract for the remainder of the contract duration; and
- note the positive collaboration developed with Skanska Construction UK Ltd and the need to continue with the new service provider.

Contextual information

5. In February 2020 Skanska Construction UK Ltd announced that it was divesting the Infrastructure Services division within its organisation. Skanska Construction UK Ltd is currently the County Council's service provider for the Hampshire Highways Service Contract (highway maintenance) and is included in the Gen 3-3 Civil Engineering, Highways and Transportation Infrastructure Works Framework contract 2016-2020 and Gen 4-3 Civil Engineering, Highways and Transportation Collaborative Framework contract 2020-2024 (capital projects). Skanska Construction UK Ltd is currently in the process of procuring a buyer for its Infrastructure Services division and the name of its preferred bidder is not expected to be publicly announced until late December 2020 or early January 2021. It is anticipated that, providing the preferred bidder meets the necessary requirements of The Public Contract Regulations 2015, the contracts will be novated in the Spring of 2021.
6. These requests are being made in the context of the County Council's Contract Standing Orders and The Public Contract Regulations 2015 ("the Regulations"). Clause 9.5 of Contract Standing Orders states:

"Any proposed modifications to existing contracts which have not been provided for in the initial procurement documents in clear, precise and unequivocal review clauses shall be approved by the Head of Law and Governance and Monitoring Officer where the value of the modification is less than £1million and by the Executive where the value of the modification is £1million or greater prior to agreement of such modification."
7. Under Regulation 72 (1) (d) (ii) of the Public Contract Regulations 2015 a public contract may be modified without a new procurement procedure where a new contractor replaces the one to which the contracting authority had initially awarded the contract as a consequence of "universal or partial succession into the position of the initial contractor, following corporate restructuring, including takeover, merger acquisition or insolvency, of another economic operator that fulfils the criteria for qualitative selection initially established, provided that this does not entail other substantial modifications to the contract and is not aimed at circumventing the application of this part".
8. Consequently, in circumstances where a public contract with a remaining value over £1million is proposed to be novated in accordance with Regulation 72 (1) (d) (ii), this shall be treated as a modification requiring approval from the Executive Member.
9. To ensure the novations are dealt with in a timely manner, to minimise the impact on payment to suppliers and to ensure the quality of the services are maintained, it is recommended that authority to approve the new service provider is delegated to the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport and Environment.

Finance

10. There are no financial implications of these proposals; the novations would not involve any additional spend or change to the duration of the contracts.
11. The remaining value of the Hampshire Highways Service Contract is as shown in the table below. The figure of £60m spend per year is a representative average figure from previous years of the contract.

From	To	Value
1 April 2021	30 April 2024 – minimum contract duration	£185 million (based on £60m spend per year)
1 April 2021	30 April 2029 – maximum contract duration	£485 million (based on £60m spend per year)

12. The Gen 3-3 & Gen 4-3 contracts are part of framework contract arrangements with contracts awarded on an individual project basis, which are competitively tendered. Finances are managed on an individual scheme basis. The only project Skanska Construction UK Ltd is currently delivering under these contracts is the M27 Junction 9 and Parkway South roundabout improvement, Whiteley.

Performance

13. Since the County Council and Skanska Construction UK Ltd started working together the two organisations have formed a positive, collaborative relationship, under the 'Hampshire Highways' brand and this has developed over time to the benefit of highway services delivered right across the County.
14. It is vital that the collaborative momentum created to date is not lost as a consequence of the novations. An early assurance will therefore be sought from the new provider to continue the contract on a collaborative basis and to establish the same partnership ethos. The County Council will be working with the new service provider to quickly ensure all people, systems and processes are in place for a smooth transition and to ensure highway services are not negatively affected.

Consultation and Equalities

15. Due to the nature of the approval sought for this report no consultation has been undertaken.
16. An Equalities Impact Assessment has been carried out as part of this report.

Other Key Issues

17. As part of the approval for the proposed service provider, the proposed service provider will be required to undertake and fulfil the criteria for qualitative selection initially established for the procurement of the original contracts, as per Regulation 72 (1) (d) (ii) of the Public Contract Regulations 2015.
18. The due diligence process will include the following measures. The proposed service provider will need to satisfactorily complete the pre-qualification questionnaire (PQQ) that was initially established for the procurement of the original contracts. The PQQ for the Hampshire Highways Service Contract comprised of 60 questions across a variety of subjects to ensure the proposed service provider can deliver the service and fulfil the contract requirements. Meetings will also be held with the proposed service provider to establish how they plan to prepare and mobilise the contracts, and their intentions and aspirations for the delivering the contracts going forward.
19. If the proposed service provider meets the requirements of the due diligence process the novation will be agreed. If the proposed service provider does not meet the due diligence requirements and therefore the County Council is unable to novate the contracts, then the County Council would need to reconsider its options.

Conclusions

20. These approvals will ensure the novations can be completed in a timely manner and facilitate the work needed to ensure a smooth transition between service providers and minimise the impact on the delivery of the highways service.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Hampshire Highways Service Contract https://www.hants.gov.uk/aboutthecouncil/councillors/meetings-archive/council-meeting-decision?item_id=6486	<u>Date</u> 9 July 2015
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

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

2. Equalities Impact Assessment:

The decision sought in this report is a process change and will not change the services provided or have any impact on the individuals working on the service or service users, so has been assessed as having a neutral impact on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	Outer Winchester – Strategic Flood and Water Management Pilot Programme
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

Tel: 03707794125

Email: simon.cramp@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to outline the requirements for a strategic study of the sub-catchment area of the River Itchen to the north of Winchester in order to explore potential options to provide long term improvements to flood and water management in the communities and areas surrounding Kings Worthy, Headbourne Worthy and Littleton. The strategic study will be undertaken as a pilot so that the outcomes can be evaluated and, if appropriate, applied to other locations within Hampshire.

Recommendations

2. That the Executive Member for Economy, Transport, and Environment notes that some initial highway maintenance and other works along Springvale Road in Kings Worthy and Headbourne Worthy have been included in the current works programme, and a project appraisal will be brought forward for further work in due course.
3. That approval is given to undertake a strategic study of the sub-catchment area of the River Itchen north of Winchester in order to identify options for long term improvements to flood and water management in support of forthcoming mitigation measures, as outlined in this report.
4. That the proposed study should be developed in two phases with a further report to the Executive Member for Economy, Transport, and Environment on completion of Phase 1.

Executive Summary

5. This paper seeks to outline the requirements for a strategic study of the sub-catchment area of the River Itchen to the north of Winchester in order to explore potential options to provide long term improvements to flood and water management in the communities and areas surrounding Kings Worthy, Headbourne Worthy and Littleton. The study will complement proposed flood mitigation measures to be implemented in the next 18 months and will be

undertaken as a pilot so that the outcomes can be evaluated and, if appropriate, applied to other locations within Hampshire.

6. Following incidents in previous years, notably 2000/01, in 2014 rising groundwater levels and surface water caused flooding to properties, including private cesspits, in Littleton, Headbourne Worthy and Kings Worthy. Also significantly affected were the Southern Water Waste Treatment Site, and the Sir John Moore Barracks which lost critical parts of its training facilities. Local business and use of the highway network were disrupted, particularly at Andover Road (B3420) and Springvale Road in Kings Worthy, for an extended period of time.
7. Since that event, the County Council, working with the local parish, city and county councillors, the Environment Agency, Winchester City Council, Defence Infrastructure Organisation, Southern Water, residents and landowners, has investigated measures to manage the flood risk in the area.
8. As the drainage systems of Littleton, Headbourne Worthy and Kings Worthy are interlinked, an integrated approach has been adopted to ensure that the causes and dynamics of the flooding are understood, that the contribution of the sub-catchment as a whole are taken into consideration, and that measures developed for one area do not lead to flooding elsewhere.
9. A joint programme of works has now been developed with Hampshire Highways for the Headbourne Worthy and Kings Worthy area. Approval has already been given for a first tranche of work and implementation which will commence before the end of the year. A Project Appraisal for a second tranche of drainage improvements will be submitted to the Executive Member for Economy, Transport and the Environment in early 2021 with the intention of completing the works before the end of the year. A Project Appraisal detailing work to be undertaken in the Littleton area will also be presented next year with completion also planned for late 2021.
10. While the implementation of the flood mitigation measures will significantly benefit the above areas, there will be a residual risk of flooding. The extensive investigations, feasibility and development work that has been undertaken to develop the measures now being proposed have demonstrated that 'traditional' engineering led options will only be part of the response, and that a strategic approach is required to explore how the complex flood and water management issues in this location might potentially be alleviated.
11. The strategic study now being proposed will support the delivery of the programme of works for Littleton, Headbourne Worthy and Kings Worthy, will inform future improvements at this and other locations that share similar characteristics, and contribute towards the County Council's four strategic aims (Hampshire maintains strong and sustainable economic, growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy a rich and diverse environment; and People in Hampshire enjoy being part of strong, inclusive communities) and Hampshire's Local Flood and Water Management Strategy.

Contextual information

12. Following incidents in previous years, notably 2000/01, in 2014 rising groundwater levels and surface water caused flooding to properties, including private cesspits, in Littleton, Headbourne Worthy and Kings Worthy. Also significantly affected were the Southern Water Waste Treatment Site, and the Sir John Moore Barracks which lost critical parts of its training facilities. Local business and use of the highway network was disrupted, particularly at Andover Road (B3420) and Springvale Road in Kings Worthy, for an extended period of time.
13. Littleton, Headbourne Worthy and Kings Worthy are located in a sub-catchment area of the River Itchen to the north of Winchester. Headbourne Worthy sits at the confluence of two branches with upper catchment areas, each covering a substantial rural area, that extend to the north of Kings Worthy and south west of Littleton. Although both branches are categorised as main river by the Environment Agency, they are, over the majority of their length, ephemeral in nature, being susceptible to recharge by groundwater rising from the underlying chalk during the winter and spring. While approximately two thirds of the length of the main river has retained the traditional characteristics of a winterbourne i.e. either an open channel or ditch, informal and semi natural, the remaining portion has been absorbed within traditional urban drainage systems. Historically, and until the gradual post war development of Littleton and Kings Worthy took full effect, the whole of the sub-catchment drainage system would most likely have operated on the basis of open, natural winterbournes and watercourses.
14. The drainage systems within the built-up areas of Littleton and Kings Worthy, and to a lesser extent at Headbourne Worthy, have sought to manage water from properties and highways in pipes with outfalls to open ditches and the remaining sections of the winterbourne, or to soakaways. In most circumstances, these arrangements have performed well. However, in periods of rising groundwater, the activation of springs and generation of overground flow routes, these systems do not have enough capacity, are quickly overwhelmed, and become ineffective, leading to property and highway flooding. The damaging impacts are further compounded by the loss of definition of the winterbourne at key locations, and the inundation of private cesspits for those many residents, especially in Littleton, that are not on the main foul sewer network.
15. While built development in all three areas has underestimated the need to accommodate flow paths, and significantly compromised the effectiveness of the drainage system, it is probable that changes in rural land management practice in some areas has reduced the ability of the land to intercept and absorb rainfall, and reduce damaging runoff. Recycling and reusing water locally is now also less common.
16. Forecast climate change impacts include a predicted increase of winter rainfall, an increase in intensity of rainfall events, and drier summers. This indicates that the likelihood of flooding, and water shortage, in areas like Littleton, Headbourne Worthy and Kings Worthy are likely to increase, and the impacts worsen unless steps are taken to mitigate and adapt. Future new development in this area presents both a further risk but also an opportunity for flood and water management.

17. It is critically important that new development contributes positively to flood and water management both at the local and strategic level. A comprehensive understanding of how the sub-catchment operates, the dynamics of the whole water cycle from flooding to demand management, and the opportunities to model a sustainable approach as part of a broad coalition of partners is vital if past mistakes are not to be repeated.
18. The strategic study proposed within this report seeks to inform that approach by exploring potential options to provide long term improvements to flood and water management. In looking at both flooding and water demand management, the study will bridge the rural and urban interface, and as such is likely to cover a broad range of topics including extensive sustainable drainage systems, natural flood management, catchment sensitive farming, and winter storage techniques. The study will be open to new and innovative approaches, as well as looking again at traditional practices.
19. This work can only be done in partnership, and it is therefore envisaged that those who have already been involved in developing proposals for Littleton, Headbourne Worthy and Kings Worthy, including the Environment Agency, Winchester City Council, Defence Infrastructure Organisation, Southern Water, residents, and landowners will be further engaged. In order to strengthen a catchment based approach, it is anticipated that the Test and Itchen Catchment Partnership, Water Resources South East, and the Southern Regional Flood and Coastal Committee will also be asked to collaborate with the County Council on the understanding that lessons learned from the pilot will be widely shared and, if appropriate, applied to other locations within Hampshire.

Approach to the Strategic Study

20. It is proposed to undertake the strategic study in two phases. Phase 1 will scope the extent of the study and identify the key issues and themes to be explored further. This phase will also establish the position of the County Council's principal partners and other stakeholders and consider the options for undertaking a more detailed investigation at Phase 2 and how this is to be delivered. The outcomes of Phase 1 will be reported to the Executive Member for Economy, Transport and Environment and approval sought to move to a second phase, which will be informed by the findings of Phase 1, and which will explore the key issues in more detail. Should authority be granted to move to Phase 2, on its completion the outcomes of the overall Pilot Programme will be evaluated and reported to the Executive Member for Economy, Transport and Environment.

Finance

21. It is intended to utilise strategic frameworks and within existing resources to undertake Phase 1 of the study. The proposed delivery model for Phase 2 will be set out in the report to the Executive Member for Economy, Transport and Environment following completion of Phase 1.

Conclusions

22. The proposed implementation of flood mitigation measures for Headbourne Worthy, Kings Worthy and Littleton will significantly benefit these areas. However, there will be a residual risk of flooding. The extensive investigations, feasibility and development work that has been undertaken to develop the flood mitigation measures have demonstrated that 'traditional' engineering led options will only be part of the response, and that a strategic approach is required to explore how the complex flood and water management issues in this location might potentially be alleviated. Climate change, increasing development pressures, changes in land management practice, and other challenges amplify the need for the County Council and its partners to consider flood and water management in a broader context, to investigate new and innovative approaches, and to look again at traditional practices.
23. The Strategic Flood and Water Management Pilot Programme for Outer Winchester will provide the opportunity to examine in detail how the resilience and adaptation of communities in one sub-catchment area can be improved. However, where appropriate, the County Council will apply the lessons learned to other areas across Hampshire faced with similar challenges.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

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

2. Equalities Impact Assessment:

The impact of the Strategic Study at the initial stages covered by this decision is considered to be neutral for groups with protected characteristics.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	Pedestrian Access to Household Waste Recycling Centre Trial
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 07899 060248

Email: paul.laughlin@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide context for the decision taken to temporarily restrict pedestrian access to Household Waste Recycling Centres (HWRCs) during the current pandemic and propose the implementation of a small trial in New Alresford to evaluate if pedestrian access could be reintroduced in a controlled and safe way.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the establishment of a three-month trial at New Alresford Household Waste Recycling Centre (HWRC) from mid-January 2021 to evaluate the impact of facilitating pedestrian and cycle access on a controlled basis for half an hour, up to three mornings a week, utilising the existing HWRC pre-booking system.
3. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make amendments to or cease the trial at any point if circumstances change significantly or concerns about safety or financial impacts are identified through ongoing monitoring.

Executive Summary

4. This paper seeks to:
 - set out the context for how pedestrian access has historically been managed at HWRCs;
 - outline the reasons why access has been restricted during the current Covid-19 pandemic;
 - detail the safety issues associated with pedestrian access; and
 - recommend the establishment of a three-month trial at New Alresford HWRC to evaluate the impact of allowing pedestrian and cycle access on a controlled basis using the established pre-booking system.

Contextual information

5. The County Council reopened the Household Waste Recycling Centre (HWRC) network on Monday 11 May 2020, following the enforced closure during the national lockdown from 24 March, in response to central Government and industry desire for sites to reopen. New social distancing measures and operational procedures were introduced at all sites to protect both the general public and contractors, who operate and service the sites, from contracting Covid-19. To manage demand and address significant congestion issues seen around most sites, a pre-booking system was implemented from 15 June 2020.
6. Access to HWRCs has been restricted to vehicles only since reopening in May in order to ensure that the sites operate safely in line with the Government guidelines and to support social distancing recommendations. In order to minimise social interaction and the number of people onsite at any one time, measures have been implemented to maintain the health and safety of all site users and operatives, which include preventing pedestrians and cyclists from entering any site.
7. This decision has not proved to be a significant issue, with just 12 enquiries regarding pedestrian access received since May 2020 out of an overall total of just over 3,000 waste related enquiries in the same period. A deputation was made to a meeting of the County Council on 24 September 2020 by two residents who use New Alresford HWRC, requesting that the County Council reviews its position, and citing grounds of discrimination and climate change in support of the proposition.
8. Prior to the pandemic, pedestrian access to HWRCs was strongly discouraged for a number of reasons, primarily customer safety, and it was made clear through onsite signage that this was only accepted at the customer's own risk. No HWRC in Hampshire has designated, separate pedestrian access or was built with pedestrian access in mind, therefore customers choosing to do so have no option but to enter the site using the vehicular entrance.
9. There is an inherent and arguably unacceptable risk to this practice, including a hazard of distraction in such a situation when carrying bulky and/or heavy items. The Health and Safety Executive (HSE) does not look favourably on 'mixing traffic and pedestrians' for safety reasons. The WISH Forum advises that: *"Vehicle movements in the waste and recycling industry represent a risk of serious or fatal accidents to workers and members of the public. The most hazardous activity on CA sites is the movement of vehicles near pedestrians¹."* The WRAP Household Waste Recycling Centre Guide² also notes that: *"Site operatives should ensure that users are not tempted to park outside designated areas and walk to disposal areas, rather than waiting. Site layout and parking should aim to minimise pedestrian interaction with traffic. There should be access to the disposal areas for pedestrians without crossing traffic lanes."*

¹ Waste Industry Safety and Health Forum FORMAL GUIDANCE DOCUMENT: WISH WASTE 26 - Managing health and safety in civic amenity sites – Issue 1 2015

² https://www.wrap.org.uk/sites/files/wrap/INH0449_HWRC_Guide_%20final.pdf

10. In recent years, occasional accidents involving pedestrians (i.e. site users moving about the site on foot) have occurred, such as a pedestrian being struck by a reversing vehicle or tripping over whilst attempting to walk waste into the site.
11. In addition, pedestrians 'walking in' waste have historically faced accusations of queue jumping in busy periods, while site staff have also observed some customers using it as a means to attempt to avoid either the permit scheme or paying trade waste charges, albeit this particular issue has largely disappeared with the introduction of the pre-booking system. During the financial year 2019/20, less than 10 enquiries were received on this topic.
12. At least 17 other county councils, including all of Hampshire's immediate neighbours do not allow access into sites by pedestrians and cyclists. Oxfordshire County Council publicly states on its website that it considers health and safety to outweigh environmental and economic benefits of permitting pedestrian access³.
13. Of the 24 HWRCs in Hampshire, only two are located directly within residential areas (Hedge End and Hayling Island), with a further seven located in industrial estates but within reasonable walking distance (up to 10 minutes) of housing. Although many of these sites have pavements on the highway leading up to (but not through) the site entrance, in some cases the capacity of the footway to support access to sites for pedestrians carrying waste, particularly in some of the industrial estates, is not ideal and requires pedestrians to cross multiple business vehicular accesses to neighbouring premises with dropped kerbs as well as negotiating vans and cars frequently parked on the pavement.
14. The deputation focused on two key threads – inferring that Hampshire County Council is discriminating against the elderly, those with disabilities and low-income families; and failing on climate change by indirectly encouraging car use. A potential impact on physical and mental health was also raised. In addition, it was suggested that the restriction on pedestrian access had stifled opportunities to recycle as well as fuelling an increase in small domestic fly-tipping incidents, although data continues to indicate that the incidence of fly-tipping across Hampshire is comparatively lower so far in 2020.
15. It should be noted that HWRCs are primarily provided for the deposit of bulky household and garden waste items such as furniture and wood, none of which are suited to being carried by pedestrians or cyclists. Carrying heavy and/or bulky items on foot is, as previously outlined above, a risky practice. By contrast, the domestic kerbside recycling service and smaller recycling points provided by district and borough councils offer a convenient and effective alternative for small recyclable items.

³ <https://www.oxfordshire.gov.uk/residents/environment-and-planning/waste-and-recycling/household-waste/household-waste-recycling-centres/visiting-recycling-centres>

Consultation and Equalities

16. The Public Sector Equality Duty, established by the Equality Act 2010 (“the Act”), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.
17. The deputation alleged that residents with disabilities or low incomes could be indirectly discriminated against through the current practice as regular access to a vehicle may not be possible. The County Council does not accept any suggestion that this practice is discriminatory, as it was introduced on health and safety grounds to protect all site users, and is consistent with neighbouring authorities’ practice. However, to continually develop and improve public services, the County Council will investigate and, where appropriate, implement reasonable, safe and proportionate measures to enhance service provision. The current pre-booking system provides a new opportunity to test the impacts of excluding vehicles for short periods in order to safely enable pedestrian and cycle access.
18. It should also be recognised that alternative options exist for ‘low weight’ waste materials such as the kerbside recycling collection and local recycling banks. Waste collection authorities and some charitable organisations also provide an alternative collection service for bulky items such as furniture, albeit sometimes for a fee.

Proposal

19. The current HWRC network is not designed to accommodate pedestrian access, and as a consequence there is no question that pedestrian access at the HWRCs presents a significant safety risk.
20. Providing a dedicated, segregated entrance for pedestrians would be challenging at any of the Hampshire HWRCs due to cost and space reasons, but especially so at a site as small as New Alresford, which is the smallest HWRC in the county. However, in response to the deputation, and the fact that a proportion of the additional enquiries have originated from the Alresford area, it is suggested that a trial could be undertaken at the New Alresford HWRC to examine more closely the impact of enabling pedestrian access on a controlled basis.
21. The existing pre-booking system lends itself to such a trial whereby a period of time could be ‘blocked off’ to vehicle users in order to enable pedestrians and cyclists to enter more safely. Such a trial would enable the Council to quantify the patronage generated by such an approach as well as the impact on existing HWRC users (who would lose a proportion of currently available slots) who visit using vehicles in a controlled way. It should be noted that without the existence of the pre-booking system, it would not be possible to sufficiently segregate

vehicles and pedestrians in a safe manner, and therefore such a trial would be impossible for the safety reasons discussed in earlier in this report.

22. Pedestrians and cyclists that had booked a slot would be asked to wait outside on the pavement, queuing in a socially distanced manner, until invited into the site. It will be very difficult for site staff to identify customers who have booked a 'pedestrian' slot, as compared to identifying pre-booked vehicle users, so this will need to be monitored to ensure the non-vehicle period is not abused by customers parking on the highway and presenting as pedestrians to get around limitations on busy days. Existing site regulations regarding social distancing such as site staff being unable to provide direct assistance or the optional wearing of face coverings in an outdoor environment would remain unchanged.

Finance

23. The financial operation of the HWRC service is predicated on a throughput of waste materials that contributes towards the financing of each site and the wider network. While recyclable material generally attracts a positive income, general waste incurs a disposal cost to the County Council. Closing the site to vehicles even for a short period will naturally result in less bulky material being presented which could have a financial impact. For a small site such as New Alresford, the County Council would anticipate that this impact would be modest and balanced between cost and income changes. However, the outcome of the trial will need to be assessed in relation to the potential impact on other/larger sites, and taken in to account in any future decisions.
24. It is expected that the cost of implementing the trial will be met using existing resources.

Conclusions

25. It is recommended that the Executive Member for Economy, Transport and Environment notes the considerations above and approves the establishment of a three-month trial at New Alresford from mid-January 2021 to evaluate the impact of a designated half hour pre-booked slot on up to three mornings per week to facilitate access to the site by pedestrians and cyclists, while simultaneously restricting vehicle access during that period. The trial would benefit from continuing up to and including the Easter bank holiday weekend in order to evaluate the impact on a traditionally busy period for the HWRC network.
26. A review of operational and safety impacts during that period, including monitoring the relative popularity of the trial, and any issues that arise will be important. As such, it is recommended that authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to alter or cease the trial at any point if circumstances in the Covid-19 response change significantly or any concerns about safety or financial impacts are identified.
27. A formal review will be reported through the appropriate channels following completion of the trial and evaluation of the relevant data and findings.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

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

2. Equalities Impact Assessment:

The trial seeks to evaluate the impact of utilising the existing HWRC pre-booking system to determine if it can be used to manage the safe access of sites by residents who may not have access to a car, or choose to walk or use a bicycle. All impacts are considered neutral.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	Utilities Diversions, Chickenhall Lane, Eastleigh
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to enter into an agreement with Southern Water to divert a mains sewer to enable the Chickenhall Lane site in Eastleigh to be developed.

Recommendations

2. That authority is given to enter into a funding agreement with Southern Water to implement the utilities diversion works in Chickenhall Lane, Eastleigh, as set out in this report, at an estimated cost of £490,900 to be funded from the Waste and Resources capital budget and a contribution from the previous landowner.
3. That authority is delegated to the Director of Economy Transport and Environment to enter into the necessary contractual arrangements, including a funding agreement, in consultation with the Head of Legal Services.

Executive Summary

4. This report seeks to;
 - provide the context to the proposed works;
 - consider the finance for the project and the impact on the budget; and
 - outline the impact that the scheme will have on the County Council's activities.

Contextual Information

5. The site at Chickenhall Lane, Eastleigh (See location plan in Appendix 1) was purchased by the County Council in 2018 as a strategic land purchase

with the potential for development as a site for waste and recycling infrastructure.

6. The site has an existing planning permission for waste activity.
7. The forthcoming Environment Bill 2020 is set to require local authorities to provide consistency in collections of recyclable waste from the kerbside and this change will lead to a need for new infrastructure to manage these materials in Hampshire.
8. The Chickenhall Lane site was purchased by the County Council with a view of being a suitable location for recycling infrastructure to meet the new legislative requirements and work is underway on a feasibility study for a facility on this site.
9. The previous owner of the site had intended to divert the rising main that runs across the centre of the site to enable the development of the facilities that were planned for the site. However, they did not progress beyond the planning stage.
10. As part of the purchase of the site a contribution was negotiated and retained from the purchase price towards the cost of diverting the rising main pipe that runs across the centre of the site from the eastern boundary to the sewage treatment works located next to the site on the western side.

Finance

11. The value of the funding to be provided by the previous owner is £284,000, and the remaining £206,900 will be funded from the Waste and Resources capital budget.

Programme

12. It is anticipated that these works would commence in early March 2021 and be completed by May.

Scheme Details

13. The scheme consists of diverting the existing 600mm diameter rising main pipe that runs from east to west across the site and connects into the sewage treatment works on the eastern side.
14. The rising main enters the site on the western boundary and currently runs directly across the middle of the site to sewage treatment works that are located to the north east of the site.

15. The proposed diversion route is set out in Figure 2 in Appendix 1, and will see the pipe diverted as close to the site boundary as is feasible taking into account the other services, overhead power cables and foul sewer that run through the site.
16. This diversion will enable buildings to be constructed on the majority of the site maximising its development potential.

Departures from Standards

17. Southern Water is the statutory undertaker with control of this pipe and as such, is the relevant authority to carry out these diversionary works.

Consultation and Equalities

18. No consultation has been undertaken with regards to the proposed diversionary works, however, any further plans to develop the site would require a planning application and be subject to full consultation through that process.
19. The proposal is for preparatory works to divert utilities on the Chickenhall Lane site and therefore there is no impact on those with any of the protected characteristics.

Land Requirements

20. The County Council is the freehold owner of the site and as part of the purchase made in 2018 a contribution was secured from the previous landowner that is ring fenced for the purpose of diverting the rising main on the site.

Statutory requirements

21. By virtue of s185 of the Water Industry Act 1991, where a person interested in land wishes to divert a pipe or apparatus in order to facilitate development upon land, they can serve a Notice upon the relevant statutory undertaker requiring the undertaker to alter or remove that pipe/apparatus. In doing so, the statutory undertaker can require such charges as comply with charging rules.

Maintenance Implications

22. Southern Water will retain all responsibility for the utilities infrastructure once the works are completed and there will be no maintenance burden on the County Council.

REQUIRED CORPORATE AND 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:	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>	<u>Date</u>
Annual General Meeting, Council Meeting	18 May 2018
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

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

2. Equalities Impact Assessment:

The proposal is for preparatory works to divert utilities on the Chickenhall Lane site and therefore there is no impact on those with any of the protected characteristics.

This page is intentionally left blank