

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Thursday, 11th March, 2021 at 2.00 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 is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

**1. HARTFORD BRIDGE FLATS JUNCTION IMPROVEMENT SCHEME:
PROJECT UPDATE (Pages 5 - 22)**

To consider a report of the Director of Economy, Transport and Environment seeking approval for the scheme to introduce a fourth arm to the existing roundabout at the A30/A327 Hartford Bridge Flats Junction at an estimated cost of £2.12million.

**2. PROJECT APPRAISAL: BRIGHTON HILL ROUNDABOUT
BASINGSTOKE UPDATE (Pages 23 - 34)**

To consider a report of the Director of Economy, Transport and Environment seeking approval for the improvements scheme at the A30 Brighton Hill Roundabout in Basingstoke at an estimated cost of £19.3million.

3. REVISED PROJECT APPRAISAL: A326 - SOUTH JUNCTION IMPROVEMENTS WATERSIDE (Pages 35 - 46)

To consider a report of the Director of Economy, Transport and Environment seeking approval to increase the value of the scheme from £8.1million to £11.2million to reflect final detailed costing.

4. ARBORICULTURE – POLICY UPDATE FOR NON-ESSENTIAL HIGHWAY TREE WORKS (Pages 47 - 56)

To consider a report of the Director of Economy, Transport and Environment seeking approval for a change of policy for addressing requests for non-safety related works on Highway trees.

5. INTERIM TRANSPORT POSITION STATEMENT – WESTERN BASINGSTOKE (Pages 57 - 72)

To consider a report of the Director of Economy, Transport and Environment seeking approval for an interim transport position statement relating to western Basingstoke in the context of emerging technical work and various development proposals.

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

6. ATF BRIGHTON WAY CYCLE ROUTE BASINGSTOKE (Pages 73 - 100)

To consider a report of the Director of Economy, Transport and Environment seeking approval to implement the Brighton Way Cycle Route scheme in Basingstoke.

7. FARNBOROUGH GROWTH PACKAGE UPDATE INCLUDING LYNCHFORD ROAD ADVANCE WORKS (Pages 101 - 108)

To consider a report of the Director of Economy, Transport and Environment providing an update to the Farnborough growth package transport improvements and seeking approval to spend on advance utilities diversions and related advanced works concerning the Lynchford Road Improvement scheme.

8. PASSENGER TRANSPORT CONTRACTS AND CONCESSIONARY FARES PAYMENTS (Pages 109 - 118)

To consider a report of the Director of Economy, Transport and Environment regarding the arrangements put in place by an earlier decision on local bus and Community Transport contract payments, and contract and concessionary fares payments to taxi-share operators and concessionary fares reimbursement payments to local bus operators. The current arrangements are due to expire on 31 March 2021.

9. PROJECT APPRAISAL: WATERSIDE EAST WEST CONNECTIVITY (PHASE I) (Pages 119 - 130)

To consider a report of the Director of Economy, Transport and Environment seeking approval for Phase 1 of a package of measures to be delivered in 2021/22 to improve East-West connectivity across the southern section of the A326 at Fawley Waterside.

Exclusion of the Press and Public

RECOMMENDATION:

That the public be excluded from the meeting during the following item of business, as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during this item there would be disclosure to them of exempt information within Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the report.

KEY DECISIONS (EXEMPT/CONFIDENTIAL)

None

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

10. T21 STREET LIGHTING PROJECT: UPDATE ON NEGOTIATIONS (Pages 131 - 138)

To consider a report of the Director of Economy, Transport and Environment seeking authority from the Executive Member for Economy, Transport and Environment for concluding contractual negotiations to secure the required provisions to implement the previously approved proposal to replace high-power lamps with LEDs as part of the Transformation to 2021 savings plans.

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

The press and public are welcome to observe the public sessions of the meeting via the webcast.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Hartford Bridge Flats Junction Improvement Scheme: Project Update
Report From:	Director of Economy, Transport and Environment

Contact name: Brandon Breen

Tel: 0370 7795262

Email: Brandon.breen@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to provide a project update on the proposed scheme to improve journey time and congestion at the A30/A327 Hartford Bridge Flats Junction by introducing a fourth arm to the existing roundabout, and to seek the necessary approvals to progress the scheme to Project Appraisal. A local plan and general arrangement scheme plan are included in the appendices to the report.

Recommendations

2. That the Executive Member for Economy, Transport, and Environment approves the design approach for the Hartford Bridge Flats Junction Improvement Scheme, as set out in this report.
3. That authority is given to seek planning permission to progress the construction of the new section of carriageway.

Executive Summary

4. The addition of a fourth arm on the A30/A327 Hartford Bridge Flats Junction will address the needs of traffic seeking to travel southbound on Blackbushes Road from the A327 and the A30 eastbound. This traffic will no longer be required to divert east along the A30 and U-turn at the downstream A30 Blackbushe Roundabout, which currently adds pressure onto the adjacent junction along this important secondary link to the M3 in this area.
5. Specifically, the provision of a fourth arm will result in additional benefits as follows:
 - significant journey time savings are expected to result from the removal of the need for u-turning at the A30 Blackbushe Roundabout, as there

are approximately 240 vehicles making a U-turn in the AM peak hour and 290 in the PM peak hour alone. This causes significant delay to traffic on the A30 westbound and the Blackbushe Airport access. In addition, journey time savings are expected for vehicles that currently U-turn to travel south along Blackbushes Road. In the AM peak hour this is estimated to be 300 vehicle minutes saved, with a corresponding saving of 360 vehicle minutes in the PM peak hour;

- in terms of safety, there will be reduced accident potential associated with a 4-arm roundabout compared to the 3-arm roundabout, due largely to the removal of the requirement for traffic to U-turn at the Blackbushe roundabout; and
- vehicles currently wishing to travel to North Fleet from a westerly direction are likely to use Fleet Road in Hartley Wintney and travel via Elvetham Heath where roads are unsuitable for strategic traffic movements. At present, there are excessive traffic movements via Elvetham Lane by vehicles seeking to avoid the detour to Blackbushe roundabout when travelling from Hartley Wintney and turning right into Blackbushes Road. The fourth arm is required as a priority in order to redress these issues linked to extraneous traffic movements.

Contextual Information

6. The scheme will potentially support employment at Blackbushe Airport adjacent to the junction as well as other enterprises using the Blackbushe Centre and will also support the retention of approximately 7,000 jobs in the Hartley Wintney/Yateley area that contribute around £288 million Gross Value Added to the local economy and supporting proposed innovation and development in the Hart District Local Plan.
7. Improved accessibility to planned new and existing employment sites will provide the opportunity to maximise skill sets for current and new workforces, by supporting business growth and investment.
8. The proposed fourth arm will accelerate the delivery of strategic opportunities by exploiting the junction's location between regional centres. Regionally, the measures support spatial focus and place-based growth by improving transport network efficiency, easing congestion, and removing barriers to business. Locally, enhanced A327 corridor connectivity will directly support the Growth Town ambitions for Farnborough and Step-up Town ambitions for Aldershot.
9. Economic benefits will be secured through reductions in extraneous trips on the network, reducing journey distances and time.

Finance

10. It is estimated that the total scheme will cost approximately £2,121,000. It is planned that this will be funded with £500,000 from Local Transport Funding and the remaining £1,621,000 will be funded by existing developer contributions.
11. The proposed scheme will have an impact on the maintenance budget in future years. This is expected to be approximately £4,500 per annum.

Programme

12.

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (mm/yy)	Estimated 9/21	11/21	11/22	11/23

Scheme Details

13. Blackbushes Road will be re-aligned and the new section of carriageway will be around 300 metres long and will match the cross section of the existing road.
14. The scheme involves the construction of a fourth arm of the existing roundabout junction with the A30 and A327. There will be installation of new street lighting and removal of existing lighting made redundant by the scheme, as well as drainage and planting provision for the works.
15. The old section of Blackbushes Road will be closed and appropriate landscape reinstatement measures taken.
16. The main impact of the proposals will be the removal of some nineteen trees. To mitigate this impact, it is proposed to remove the old road surface and plant new trees in the area between the old and new roads. The area of this is around 2200 square metres, so could easily support the new trees required for mitigation. This could consist of a formal layout with some feature trees, or a more informal woodland scheme with a denser planting mix. Provided the canopy cover can be replaced then, it would be considered adequate mitigation. Therefore, to provide adequate mitigation for tree loss, a suitable planting scheme will be prepared and implemented.
17. A general arrangement layout plan, land dedication plan, and a location plan are included in the appendices of this report.

Departures from Standards

18. This will be reported as part of the final Project Appraisal approval.

Consultation and Equalities

19. This scheme has the full support of Councillor David Simpson, who has been campaigning for these improvements since 2015 and was involved with the development of the original Phase one improvements to construct the original roundabout on the A30 Hartford Bridge Flats.
20. The scheme has the support of Hart District Council and District Councillors.
21. Although there has not been recent consultation, the scheme was well supported by local residents and businesses as part of discussions around the second phase (the fourth arm) during phase 1 scheme consultation in 2014/15. There will of course be an opportunity for public engagement as part of the planning process.
22. There will be an informative public engagement process, which could include a public exhibition in the local area for residents and businesses pending the current Covid 19 pandemic situation at this time. If this is not achievable due to the Covid-19 pandemic, then an online public information process will be undertaken so members of the public and stakeholders can provide their views and comments as well as find out more about the scheme including timescales. Scheme information is also available on the designated Hampshire County Council scheme website.

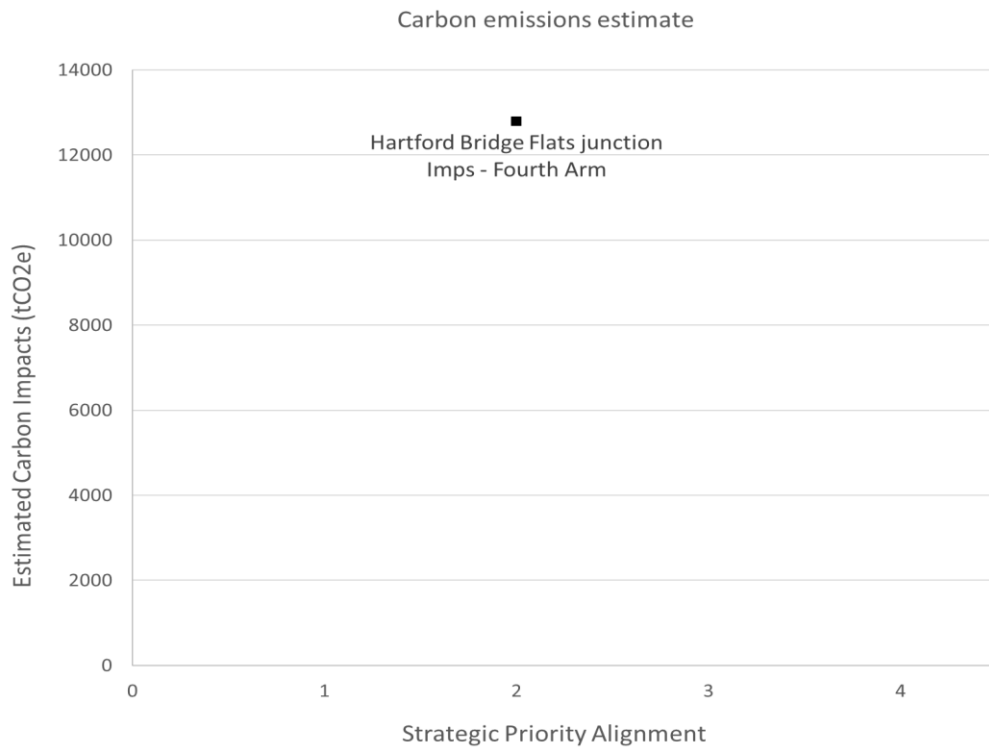
Climate Change Impact Assessments

23. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
24. Drainage will be designed to cope for 1 in a 100 year storm. The surrounding area is flat in nature and all green area and planted with trees at present.
25. In extreme circumstances, strong winds and storm events arising from Climate Change in the future have the potential to affect the proposed infrastructure, but generally the scheme is considered to have low vulnerability to climate change.
26. Carbon emissions will arise from this project from the construction of new roads and installation of drainage elements and lighting.
27. Significant journey time savings are expected to result from the removal of the need to U-turn at the A30 Blackbushe Roundabout, as there are approximately 240 vehicles making a U-turn in the AM peak hour and 290 in

the PM peak hour alone. This traffic causes significant delay to traffic on the A30 westbound and the Blackbushe Airport access. In addition, journey time savings are expected for the traffic that currently no longer needs to U-turn, and estimates are that in the AM peak hour this would equate to be approximately 300 vehicle minutes saved, with a corresponding saving of 360 vehicle minutes in the PM peak hour.

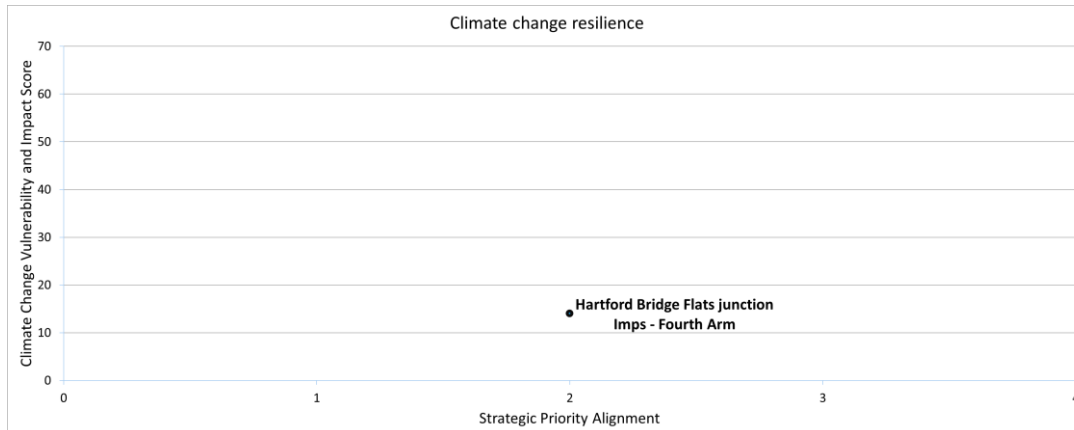
28. Carbon emissions

The graph below provides a simple visual representation of the estimated carbon emissions generated from the scheme against the number of strategic priorities it meets.



29. Climate Change Resilience

The graph below provides a simple visual representation of the scheme's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



Statutory Procedures

30. An amendment to the existing Traffic Regulation Order on Blackbushes Road will be required for the speed limit and clearway. In addition, the revised status of the old Blackbushes Road may require a traffic order, but full details will be reported as part of the final Project Appraisal.
31. Under Schedule 2, Section 3 of the Town and Country Planning Act, planning permission will be required by Hampshire County Council in order to progress with the construction of the new section of carriageway which will tie into the 4th arm of the existing roundabout to the south of Blackbushes Road. Authority is sought in this report to progress the necessary planning application.

Land Requirements

32. In order to implement the scheme, Hampshire County Council will need to acquire the land that is to incorporate the fourth arm. The Elvetham Estate owns the freehold interest in the land, and CEMEX a mineral extraction lease. Terms have provisionally been agreed (subject to contract) with both parties to enable the required land to be transferred to the County Council. Solicitors have been instructed and draft documentation prepared.
33. The scheme design has been revised in order to 'future-proof' the capacity of the junction. Consequently, the area of land required to deliver the scheme has increased (4,502m²). The Elvetham Estate requires a security fence to be erected along the new highway boundary alignment which will be incorporated into the design drawings.
34. Terms agreed for acquiring the subject land were approved on 1 December 2020 by the Assistant Director - Property Services under powers delegated by the Executive Member for Policy and Resources.

35. A land plan is shown in Appendix 2.

Maintenance Implications

36. The Economy, Transport and Environment Department's Asset Management team has been consulted on the proposals and has agreed to the highway materials. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £4,500 per annum.

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

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.

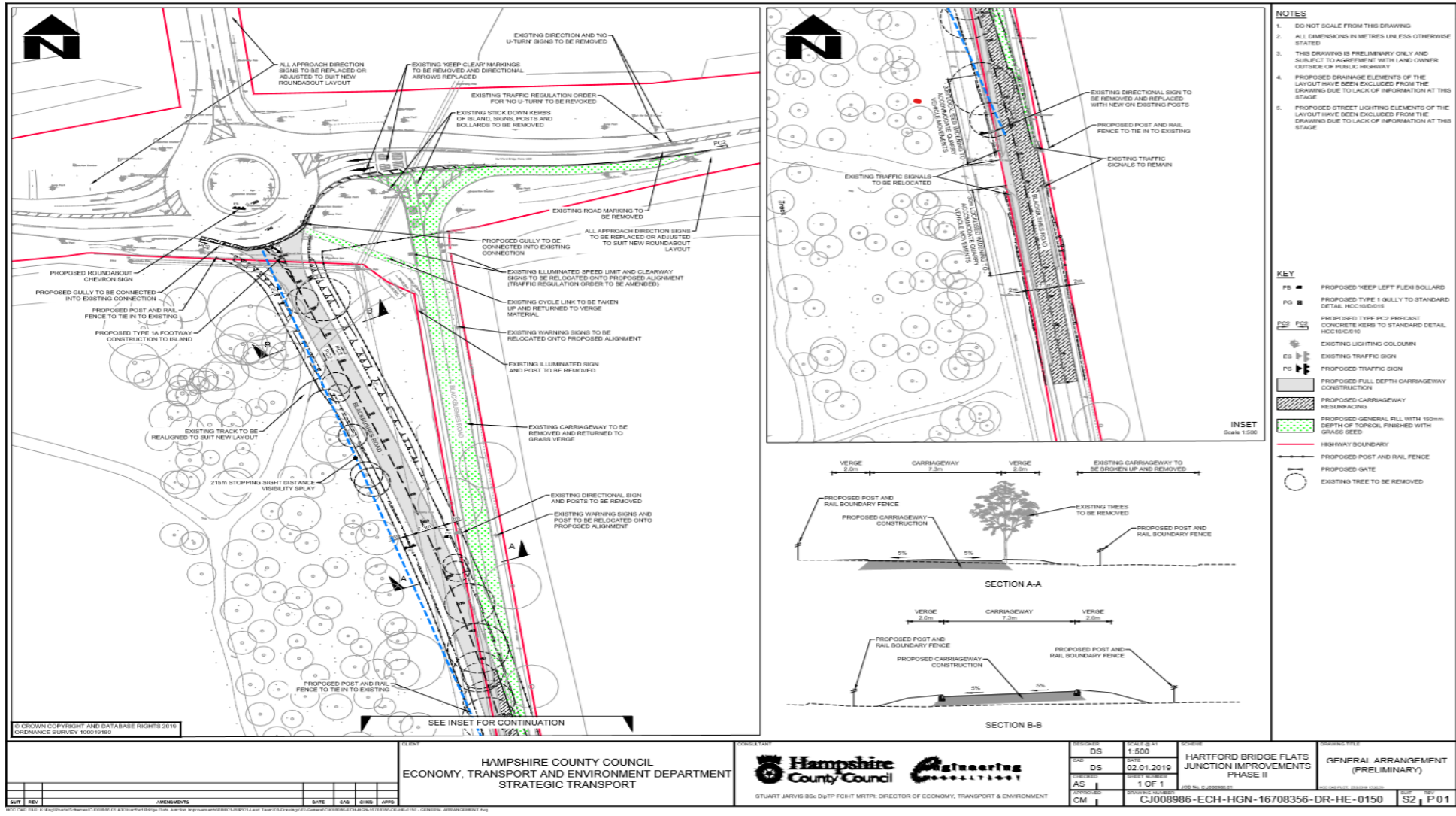
Due regard in this context involves having due regard in particular to:

- 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:

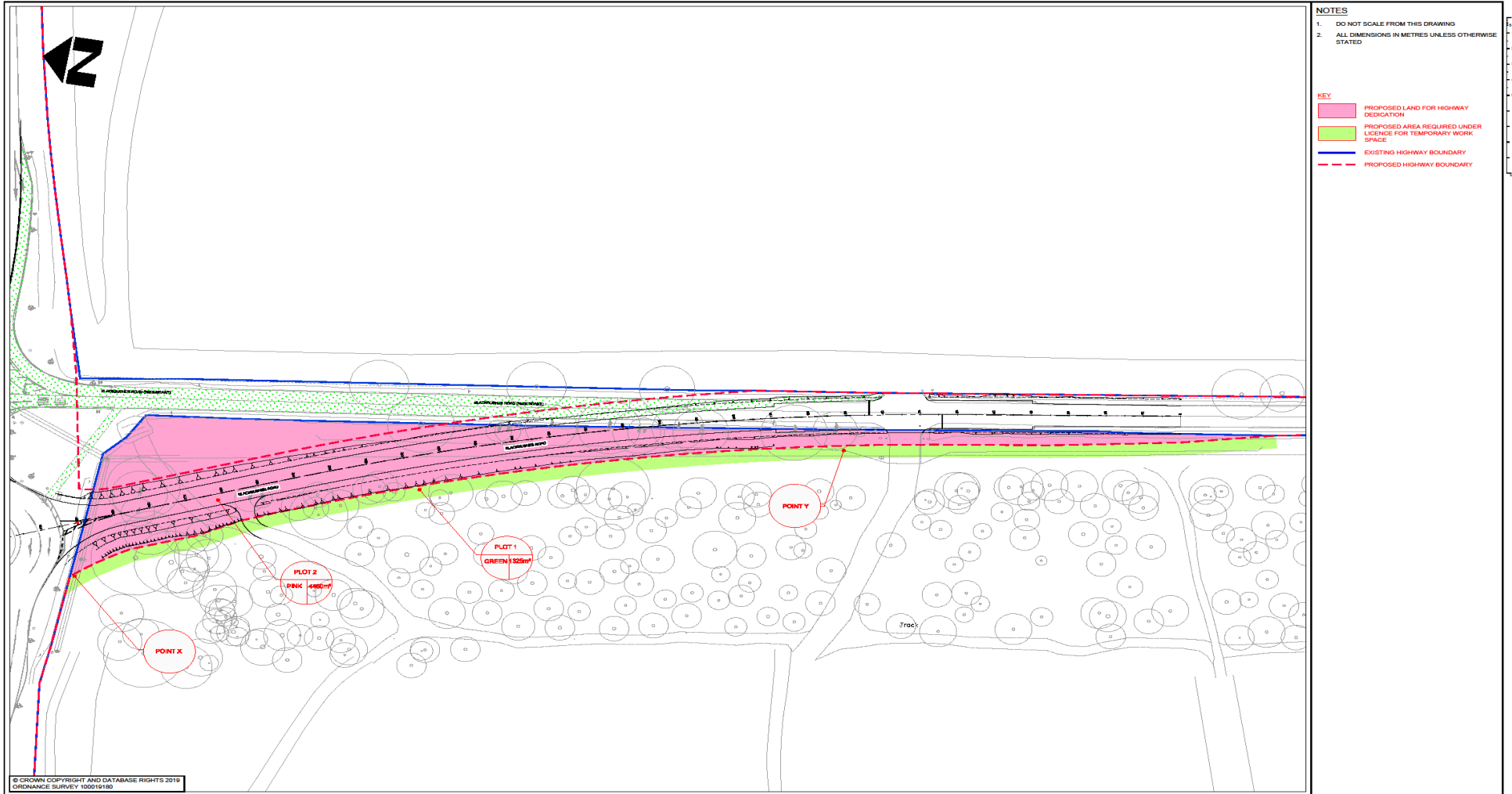
The proposals of this report are procedural and will have a neutral impact on people with protected characteristics. The scheme will be assessed in more detail at the point of Project Appraisal, but it is expected to reduce unnecessary travel, improving overall journey times and safety at the junction with little to no adverse impact on people with protected characteristics.

Appendix 1 General Arrangement



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Appendix 2 Land Dedication Plan



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

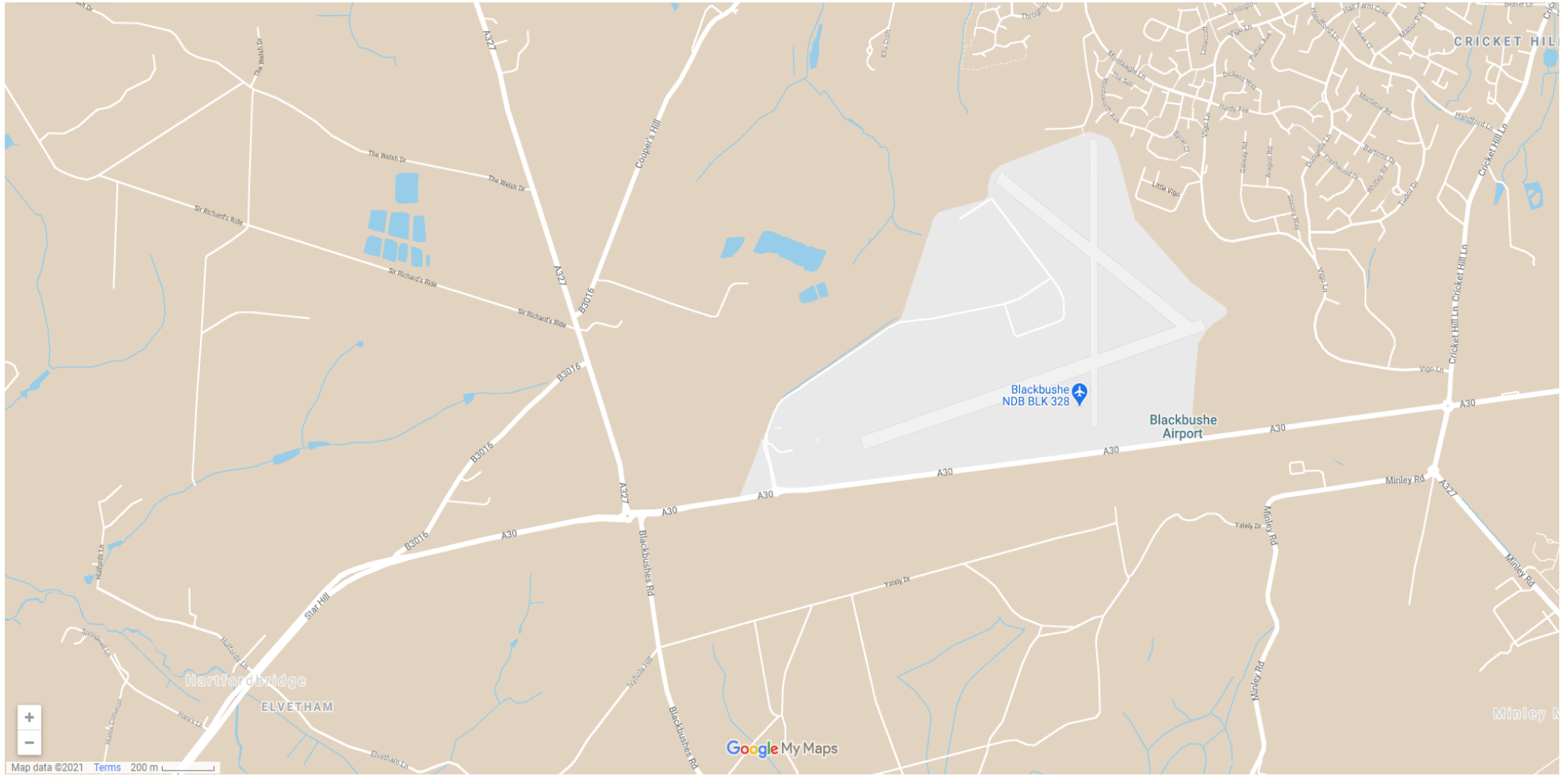
- KEY**
- PROPOSED LAND FOR HIGHWAY DEDICATION
 - PROPOSED AREA REQUIRED UNDER LICENCE FOR TEMPORARY WORK SPACE
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY

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ORDNANCE SURVEY 1000191183

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Appendix 3 Location Plan



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Project Appraisal: Brighton Hill Roundabout Basingstoke Update
Report From:	Director of Economy, Transport and Environment

Contact name: Richard Humphrey

Tel:

Email: @hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide detail and seek approval to implement the A30 Brighton Hill Roundabout Improvement Scheme in Basingstoke. A general arrangement plan is appended to this report.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for A30 Brighton Hill Roundabout Improvements Scheme in Basingstoke, as set out in this report and detailed in Appendix 1.
3. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the A30 Brighton Hill Roundabout at an estimated cost of £19.3 million to be funded from the Local Growth Fund from the Enterprise M3 LEP, and local resources from Hampshire County Council.
4. That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. The A30 Brighton Hill roundabout improvements seek to widen and signalise the existing junction to increase traffic capacity and provide new pedestrian and cycle facilities to better manage peak time and future traffic demand at this critical arterial junction. The improvements also include environment measures to re-landscape and replant the centre island, new street lighting and enhanced drainage. This paper seeks approval to implement the A30 Brighton Hill Roundabout Improvement Scheme in Basingstoke. A general arrangement plan is appended to this report.

Contextual information

6. These improvements form a further phase in the A30 South West Corridor for growth and Hampshire County Council's strategy for improving access to Basingstoke. The improvements will build on and complement the improvements at the Winchester Road roundabout, together with further potential improvements on the corridor, including strategic cycle facilities, Mass Rapid Transit and targeted road capacity improvements.
7. 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.
8. 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 £13million, match funded by £7.65million of local funding.
9. On 2 December 2020, the Executive Member for Environment and Transport, approved a variation of the design, thereby removing the Camrose Link Road and existing subways and retaining the entry onto the roundabout from Western Way.
10. 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 key aims for the scheme 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.

Scheme Details

11. The scheme aims to improve network efficiency and journey times to areas of employment and to accommodate future development, to help promote increased local and regional growth and investment.
12. The proposed improvements will widen the A30 Brighton Hill roundabout and signalise the existing junction to increase traffic capacity and provide new pedestrian and cycle facilities.
13. The existing roundabout will be modified to include signal control on the circulating lanes and all approach arms and widened from two to three circulatory lanes. The A30 Winchester Road south and Brighton Way will be widened from two to three lanes on approach. The existing two-lane approaches to the roundabout from The Harrow Way, A30 Winchester Road north, the

Winchester Road/Pack Lane and Western Way flared approaches will be lengthened to improve traffic capacity.

14. A new 3.0m wide stepped two-way segregated cycle track and 2.0m wide footway will be provided between the A30 Winchester Road, the Harrow Way and Brighton Way and within the roundabout centre island.
15. A new 2.0m wide stepped one-way cycle track and 2.0m wide footway will be provided for a short length on both sides of the A30 Winchester Road, eastbound on The Harrow Way and on Western Way.
16. New 4.0m wide Toucan style signalised crossings will be installed for pedestrians and off-road cyclists, and the speed limit on the roundabout and all approaches will be maintained at 30mph.
17. The new cycle infrastructure been designed in accordance with the Department for Transport guidance for local authorities on designing high-quality, safe infrastructure, Local Transport Note 1/20 Cycle infrastructure design - July 2020.
18. The existing street lighting will be renewed and replaced to an improved standard using LED lamps to provide greater energy efficiency and reduced requirement for routine maintenance.
19. The existing drainage within the roundabout will be replaced with a new sustainable drainage system that utilises new soakaways within the central island verges. Overall, there will be a reduction in surface water out falling into the existing storm water system.
20. Within the extents of the site, the road will be resurfaced to provide a new road surface with road markings.

Finance

21. To reflect the reduction in the scope of the scheme with the removal of the Camrose Link Road, the EM3 LEP £13 million grant allocation has been reduced to £11.65 million.
22. The scheme funding is as follows:

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	3,966	20	Local Transport Plan	1,100
Client Fee	369	2	Developer Contribution	6,550
Supervision	546	3	EM3 LEP Grant	11,650
Construction & Land	14,419	75		

Total	<u>19,300</u>	<u>100</u>	Total	<u>19,300</u>
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<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	52	0.045%
Capital Charge	1,857	1.16%

Programme

23. The proposals for the Brighton Hill Roundabout improvements form part of the County Council's 2020/21 Capital Programme.
24. Key Milestones:

Design audit	March to May 2021
Tender	June to August 2021
Award	September 2021
Construction	November 2021 to November 2023

Consultation and Equalities

25. A public consultation on the initial proposals took place during September 2018. 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
26. To seek the public's views on the removal of the subways from the scheme, a further round of consultation took place between May and June 2020. The outcomes of the consultation were reported to the Executive Member for Environment and Transport on 2 December 2020.
27. Councillor Westbrook has expressed support for the 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 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.
28. Councillor Reid expressed reservations about implementing the improvements without the inclusion of the Camrose link road, particularly given the funding uncertainties for providing a link road in the future. This issue was addressed in the previous decision report on this topic (see background papers). Similarly, he

expressed the view that the capacity improvements should be adequate to accommodate future approved and planned growth in the town.

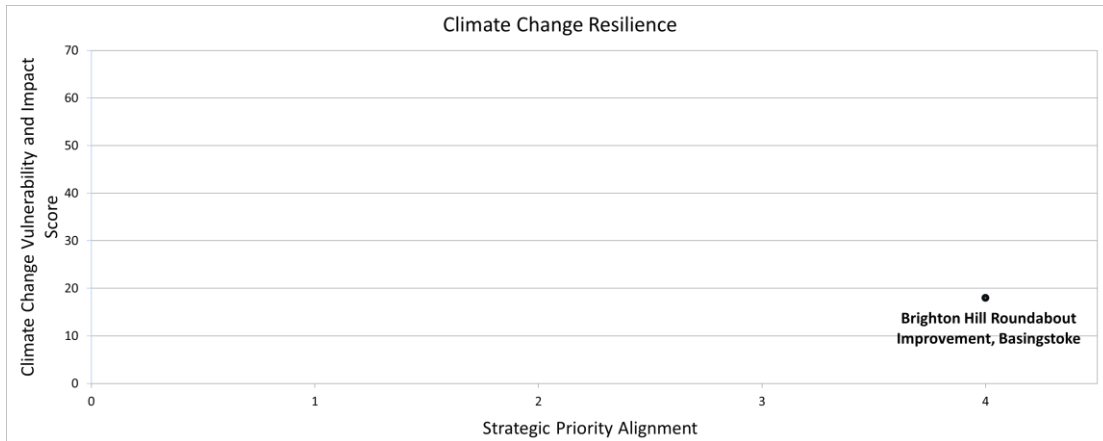
29. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who 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.

Climate Change Impact Assessments

30. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
31. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.
32. During extreme periods of wet weather there is potential for localised surface water flooding within road channels. The drainage has been designed to withstand a 1:100-year storm plus 40%.
33. During prolonged periods of high temperatures some trees may be susceptible to drought. Any tree loss within the scheme's 5 year establishment period will be replaced.
34. The scheme supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel. To mitigate the removal of trees the scheme will provide a net +10% tree replanting. The existing pedestrian subways and steep ramps do not provide access for all users and through the provision of at-grade signalised road crossings, the scheme removes existing barriers to travel within the community.
35. The roundabout improvements will deliver journey time savings and reduced traffic congestion which in turn will reduce fuel consumption and CO2 emissions.

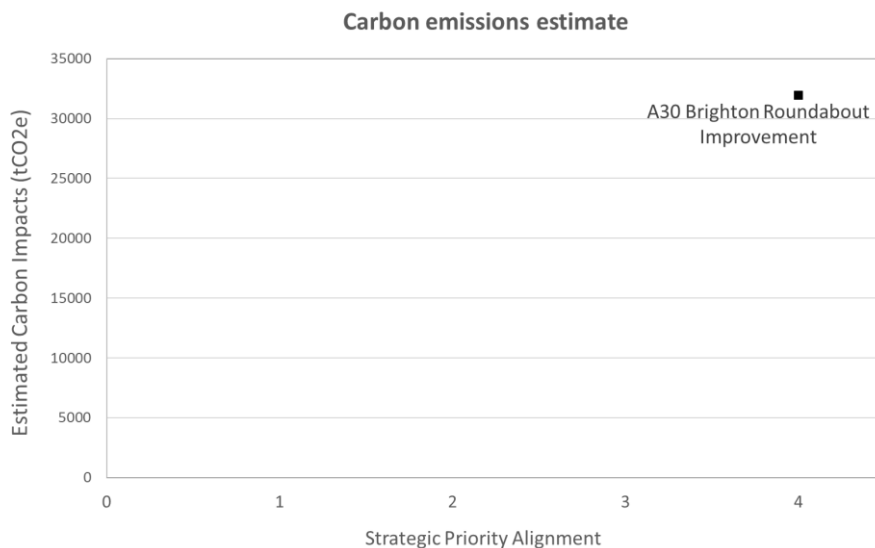
36. Climate change resilience:

The graph below provides a simple visual representation of the scheme’s estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



37. Carbon emissions

The graph below provides a simple visual representation of the estimated carbon emissions generated from the scheme against the number of strategic priorities it meets.



Statutory Procedures

38. The scheme will not impact on any public rights of way, it is not in a nature conservation area, and has no foreseeable impact on any areas of ecological, archaeological or environmental significance.
39. The police have been consulted as required by the Road Traffic Regulation Act and invited to comment on the new toucan crossings. Views are currently awaited and will be fully considered when received.
40. A traffic regulation order (TRO) will be required for the lengths of one-way cycle track to make it an offence to cycle in both directions. The proposed two-way cycle tracks do not require a TRO as the default is two-way. Any TROs will be promoted and processed through established procedures.
41. Where the scheme implements cycle tracks on or alongside existing footways, the existing footway rights will be revised under Section 66(4) and a cycle track created under Section 65(1) of the Highways Act 1980.

Land

42. To deliver the A30 Winchester Road pedestrian and cycle path improvements alongside the Brighton Hill retail park there is a requirement for a licence agreement with the owner of the retail park and with Basingstoke and Deane Borough Council. The licence agreement will be temporary for construction purposes only and will be secured before works commence.
43. To deliver the soakaway drainage within the verge of the A30 Winchester Road there is a requirement for a dedication of land approximately 240m² from Basingstoke and Deane Borough Council, for highway use. Discussions with the Borough Council are on ongoing and progressing positively and will be secured before works commence.
44. Other than the land requirements mentioned, all the land required is within the extents of the existing highway boundary.

Ecology

45. An ecological appraisal report prepared by Hampshire County Council's ecology team in August 2020, identified that the site supports habitats of low ecological value with no evidence of species of interest that would require protection. The existing trees were judged to offer low bat roost suitability, and the ecology team concluded that the proposals will have no adverse impacts on biodiversity.
46. The ground levels within the roundabout have been optimised to retain as many of the existing trees as feasible and to minimise the impact on established trees. Approximately 79 trees identified to be removed, of which 8 are consider large, 10 as medium and 61 smaller trees.
47. Proposed replanting will increase the tree numbers within the roundabout to 82, and Basingstoke and Deane Borough Council has given agreement in principle to plant a further 6 trees on land adjacent to the junction owned by the Borough Council.

Maintenance Implications

48. There will be an increase in the long-term maintenance liability due to the new traffic lights, the carriageway widening, and cycle infrastructure. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, and with the new drainage system, existing maintenance issues will be remedied. However, offsetting the servicing costs saved by removal of the existing aging subway, the net generated increased maintenance has been calculated at approximately £52,000 per annum and should be considered when setting future annual highway maintenance budgets.
49. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The Asset Management team has been consulted on the proposals and is content with the materials specified. By using robust materials and redesigning elements of the kerbing gully and pipework connections there has been an increase in capital costs for the benefit of reduced future maintenance liabilities.

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
EMET decision report: Brighton Hill Improvement Scheme – Camrose Link Road Project Appraisal and Advanced Enabling Works	2 July 2020
EMETE decision report: Brighton Hill Roundabout Project Appraisal Update	2 December 2020

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 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 improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents, and other than the positive impact outlined below, the scheme has been assessed as having a neutral impact on people with protected characteristics.

The proposal provides the County Council with an opportunity to capitalise on funding available to provide improved 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.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FOR LOCATION PLAN AND VOLUME SHEET LAYOUTS AT SCALE 1:500 AND 1:250 REFER TO DRAWINGS C:\008922-ECH-GEN-02104476-DR-HE-1050 OR C:\008922-ECH-GEN-02104476-DR-HE-1001 RESPECTIVELY
 - REFER TO EITHER 1:250 SCALE DRAWINGS C:\008922-ECH-GEN-02104476-DR-HE-0050 TO 0053 OR 1:500 SCALE DRAWINGS C:\008922-ECH-GEN-02104476-DR-HE-0001 TO 0002 WITH RELEVANT VOL CODE INDICATED IN BRACKETS FOR LAYOUTS OF:
 - (###) - VOLUME CODE DESCRIPTION
 - (HDG) - DUCTING AND DRAINAGE (0501 TO 0506)
 - (HEW) - EARTHWORKS
 - (HGN) - GENERAL ARRANGEMENT
 - (HKF) - KERBS, FOOTWAYS AND PAVED AREAS
 - (HLG) - LIGHTING
 - (HPV) - ROAD PAVEMENTS
 - (HSC) - SITE CLEARANCE
 - (HSN) - SIGNS, BOLLARDS AND ROAD MARKINGS
 - (HTS) - TRAFFIC SIGNALS
 - (ELS) - LANDSCAPING
 - (VUT) - STATUTORY UTILITIES
 - (SRW) - RETAINING WALLS AND REINFORCED SLOPES
 - FOR STRUCTURAL INFILL OF SUBWAYS REFER TO ATKINS DRAWINGS

- KEY**
- PROPOSED BOLLARD TYPES WITH SIGNS SEE NOTE 4
 - PROPOSED TYPE PRECAST CONCRETE KERB OR EDGING SEE NOTE 4
 - PROPOSED RED OR BUFF COLOURED TACTILE PAVING SEE NOTE 4
 - PROPOSED LADDER, HAZARD OR TRAMLINE PAVING SEE NOTE 4
 - PROPOSED TRAFFIC SIGN OR STREET NAME PLATE ON NEW POST, POSTS OR LAMP COLUMN SEE NOTE 4
 - PROPOSED REINFORCED GRASS CONSTRUCTION TO APPENDIX 11/1
 - PROPOSED TOPSOIL FINISHED WITH GRASS SEED SEE NOTE 4
 - PROPOSED HIGH VISIBILITY PEDESTRIAN GUARDRAIL SEE NOTE 4
 - PROPOSED RETAINING WALL SEE NOTE 4
 - PROPOSED ROAD MARKING SEE NOTE 4
 - PROPOSED/RELOCATED STREET LIGHTING BY OTHERS
 - PROPOSED TRAFFIC SIGNAL EQUIPMENT SEE NOTE 4
 - PROPOSED/RELOCATED BUS SHELTER AND FLAG
 - PROPOSED TREE PLANTING (MATURE CANOPIES SHOWN) SEE NOTE 4
 - EXISTING TREES TO BE RETAINED
 - EXISTING HIGHWAY BOUNDARY

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NO	REV	DESCRIPTION	DATE	BY	CHKD	APPD
02	P01	FOR INFORMATION	11.01.2021	CLT	JS	MS

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

DESIGNER: NK
SCALE: A0 1:500
DATE: 11.01.2021
CHECKED: JS
DRAWING NUMBER: C:\008922-ECH-HGN-02104476-DR-HE-0150

Hampshire County Council
STUART JARVIS BSc DipTP FCIT MRTPI DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: NK	SCALE: A0 1:500	SHEET NUMBER: 1 OF 1	DATE: 11.01.2021	JOB No: C:\008922-01
CHECKED: JS	DRAWING NUMBER: C:\008922-ECH-HGN-02104476-DR-HE-0150	DATE: 11.01.2021	REVISION: S2	PAGE: P 01

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	A326 South Junction Improvement Works, Fawley Waterside – Update
Report From:	Director of Economy, Transport and Environment

Contact name: Enny Enigbokan

Tel: 0370 779 7761

Email: enny.enigbokan@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to procure and spend up to the increased value of the scheme of £10.45million.

Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the increase to the value of the A326 South Junction Improvement Works scheme from £8.1million to £10.45million, to be approved under delegated authority by the Director of Economy, Transport and Environment, as it is wholly funded through external resources.
3. That the Executive Member for Economy, Transport and Environment gives approval to procure, spend and enter into necessary contractual arrangements to implement the A326 South Junction Improvement Works scheme, up to a total value of £10.45million, including variation to funding agreements to secure additional funding, in consultation with the Head of Legal Services.
4. That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. Following the Executive Member for Economy, Transport and Environment Project Appraisal approval in March 2020, the COVID-19 pandemic has increased the risk position for the project and further contingency is now considered necessary to afford the project improved financial certainty. In

addition to the productivity impacts of COVID-19, cost risks have also increased around the scheme's procurement route, the emerging design issues necessary to accommodate the design requirements of Local Transport Note (LTN) 1/20, and further environmental and construction constraints. This has established a scheme cost value, including risk items in excess of the earlier identified budget. As a result, the total value of this scheme is now increasing from £8.1million to £11.2million. The additional funding required will be provided by FWL, the details of which will be confirmed in an amended Deed of Variation. Within the overall £11.2 million there is £0.75 million of design costs which FWL will pay for directly to the design company. This results in a funding provision and scheme cost of £10.45 million that Hampshire County Council will be responsible for delivering. As such it is the £10.45 million value of the scheme that is being reflected in the capital programme and in the Project Appraisal.

6. The purpose of this report is to seek approval to procure and spend up to the increased scheme value of £10.45 million funded from the SLEP grant of £5.7million, and funding from Fawley Waterside Limited (FWL) of £2.4million with a revised additional contingency sum from FWL of £3.1million, which includes £0.75million design fee, taking the total contingency available to Hampshire County Council to £2.3million.
7. As the whole of the variance in the value of the scheme is to be externally funded, the Director of Economy, Transport and Environment has authority to approve this increase using delegated powers.

Contextual information

8. A business case was submitted to the SLEP by Hampshire County Council in conjunction with FWL. FWL has proposals to transform the old Fawley Power Station site into a thriving residential and commercial waterside community which becomes a destination for employment and leisure activity. Approval of the business case was subject to 12 weeks public consultation and ended 30 March 2020.
9. The Executive Member for Economy, Transport and Environment approved the Project Appraisal for the scheme in March 2020. A funding agreement was executed with the SLEP in June 2020. The FWL delivery agreement was executed in November 2020.
10. The unfolding pandemic, the required procurement route and a change to design guidance have increased the risk position of the project. Discussions have been held with FWL to seek its agreement to increase its contingency to support the project. Should the necessary approvals be granted a variation to the existing funding agreement will be made to increase the agreement's contingency value by £1.3million to £3.1million, which includes £0.75million design fee, taking the total contingency available to Hampshire County Council to £2.3million. This increase to the contingency is in addition to agreed FWL funding of £2.4million, which was established in accordance with the FWL agreement for funding of a project overspend.

11. The A326 South Junction Improvement works is a much-needed highway improvement scheme, with provision for other transport modes, and under the terms of agreements, the scheme will proceed independently of the Fawley Waterside Development. Design development to accommodate new design guidance for walking and cycling is addressing issues raised by third party review of scheme proposals. The A326 capacity improvement scheme is due to be supplemented by a review of East-West Connectivity options that would complement the A326 South Junction Improvement Scheme and emerging Waterside transport policies.

Background

12. The proposed A326 junction improvements will contribute to the resilience of the existing highway network and relieve congestion on a key inter-urban road corridor. The junction improvements will also support and accelerate the delivery of the development at Fawley Waterside whilst mitigating the potential transport impacts associated with the development. They will also help to protect the rural environment of the New Forest by improving capacity on a strategic route (the A326) and helping to ensure that traffic does not divert onto less appropriate more minor routes through the National Park, during times of congestion on the A326.
13. As part of a Waterside Transport Strategy, Hampshire County Council is bringing forward other improvement measures within the Waterside area including proposals for a Large Local Major (LLM) scheme which is likely to include upgrades to junctions and links along the A326 North, including upgrade of some of the single carriageway sections to dual carriageway between Marchwood and the M27 at Junction 2; Transforming Cities Fund measures to enhance provision of north south walking and cycling facilities to provide improved regional connectivity for non-motorised modes; and proposals to supplement and improve A326 east/west connectivity to improve links across the route for non-motorised modes.

Finance

14. The capital scheme value increase from £8.1million to £10.45million will be wholly externally funded with no impact to Hampshire County Council budgets.
15. The scheme is to be funded by the Solent Local Enterprise Partnership (SLEP) grant of £5.7million, and funding from FWL of £2.4million. Costs in excess of the LEP funding agreement will be met with a revised additional contingency sum of £2.3million provided by FWL.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee ¹			SLEP	5,681
Client Fee	333	3.2	FWL	2,435
Supervision	866	8.3	FWL	2,334
			Contingency	
Construction	9,251	88.5		
Total	10,450	100.0	Total	10,450

¹ Due for payment direct by FWL as set out in Paragraph 6.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	49.0	0.043%
Capital Charge	1,000	0.625%

Programme

16. Key Milestones and funding plan:

- detailed design and Tender award (Phase 1) – April 2021;
- Phase 1 construction works complete – November 2021;
- detailed design and Tender award (Phase 2) – July 2021; and
- final scheme completion – April 2022.

Scheme Details

17. The proposed junction improvement works are as follows:

- Junction 3 – Blackfield Road/Church Lane/B3053: Signalised junction proposed, including new crossing facilities;
- Junction 4 – Long Lane/A326 – (Holbury Roundabout): Localised improvements to the existing roundabout (widening of approaches and exit lanes);
- Junction 4b - A326/Holbury Drove: New southbound right-turn ghost island including new pedestrian crossing facilities;
- Junction 4c -A326/Southbourne Avenue: New southbound right-turn ghost island;
- Junction 5 – Hardley Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);

- Junction 6 – Dibden Purlieu Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);
- Junction 7 – Applemore Roundabout (Sizer Way): Localised improvements to the existing roundabout (widening of approaches and exit lanes); and
- Junction 8 – Dibden Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes) and new pedestrian crossing.

18. In order to meet SLEP timescales the scheme will be delivered in phases in the following sequence: - J4, J5, J8 as Phase 1 and J3, 4b, 4c, J6 and J7 as Phase 2.

Departures from Standards

19. The Scheme proposals will be designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
20. The design is currently at detailed design stage and details of any departures from standards will be dealt with in accordance with the Scheme of Delegation.

Consultation and Equalities

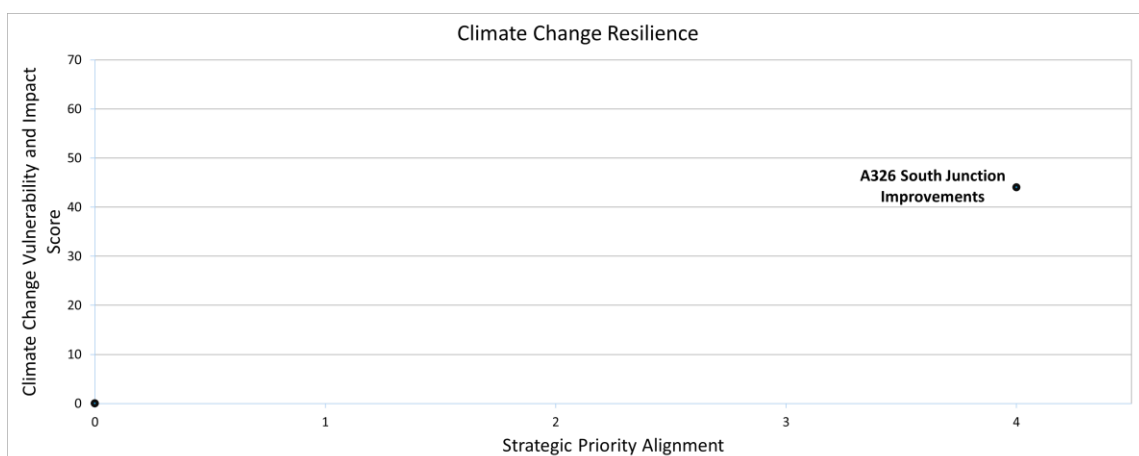
21. The consultation for Fawley Waterside development included information on the traffic implications and mitigation.
22. The vast majority of consultees were very supportive of the principles of the development but had concerns about the existing traffic congestion and how the development could make this worse. They generally supported the junction improvement works but also wanted more strategic transport interventions (such as dualling of the A326 and reopening of the existing freight railway line for passengers) – the former is being considered by Hampshire County Council as part of the overall Waterside Transport Strategy proposals.
23. Consultees responses were received on the walking and cycling measures due to be introduced with ongoing feedback from the Waterside Cycling Action Group. The issues they have identified are being addressed in detailed design development and as part of the wider East/West Connectivity review.
24. This increase to the funding for the A326 South Junction Improvement Works scheme will have a neutral impact upon groups with protected characteristics. An Equalities Impact Assessment will be undertaken for each scheme during the design phase.

Climate Change Impact Assessments

25. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

- Vulnerabilities from this project may arise from exposure to extreme heat events during warmer months. Bituminous road surface often melts under extreme heat stresses and this may apply to this particular scheme;
- Pavement design specification caters for predicted higher temperatures due to climate change, this includes use of environmentally safe stiffer binders to protect against increasing temperatures;
- This particular road is also located within proximity to the coast, (less than 3km to Southampton Water) and is therefore vulnerable to sea level rise, coastal flooding and erosion arising from extreme storm event;
- Highway design standards and specifications allow for extreme events such as a 100-year storm event;
- It is recognised that carbon emissions will arise from construction activities, however, this will be mitigated by the improved efficiency of the junctions by reducing queue lengths and congestion at peak time, following implementation of the proposed improvement works;
- Other mitigations include reduction of the amount bituminous materials planed off during construction; and by use of recycled materials where appropriate, thereby reducing the total amount of waste.

The graph below provides a simple visual representation of the scheme's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



Statutory Procedures

26. Planning permission is not required to deliver the scheme because it has been confirmed as being 'permitted development'.
27. Permanent Traffic Regulation Orders (TROs) and S58 of the New Road and Street Works Act (NRSWA) restrictions will be required for the scheme. In addition, Temporary Traffic Regulation Orders (TTROs) will be required where necessary to reduce speed and manage traffic at the construction stage which will be promoted and processed through established procedures.

Land Requirements

28. All of the land required for the works is within the existing highway.

Maintenance Implications

29. The change in scheme value will not vary to the project's maintenance implications.

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> Project Appraisal: A326 South Junction Improvement Works, Fawley Waterside	<u>Date</u> 10 March 2020

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:

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- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

2. Equalities Impact Assessment:

This increase to the funding for the A326 South Junction Improvement Works scheme will have a neutral impact upon groups with protected characteristics. An Equalities Impact Assessment will be undertaken for each scheme during the design phase.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Arboriculture – Policy Update for Non-Essential Highway Tree Works
Report From:	Director of Economy, Transport and Environment

Contact name: Tim Lawton

Tel: 01962 846753

Email:

Purpose of this Report

1. The purpose of this report is to seek to offer a more permissive position on highway tree works and provide an option for residents to request arboricultural work that may fall outside the current policy criteria, with the cost of these works being funded by the resident on a full cost recovery basis. The start date is proposed as 1 April 2021.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the proposed update to the Highways Maintenance Management Plan (HMMP) Policy for Arboriculture to permit work to be undertaken on highway trees that falls outside of the current Policy, to commence on 1 April 2021.
3. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make minor operational adjustments to the policy if required.
4. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport and Environment to finalise and publish a schedule of appropriate fees.
5. That approval to undertake a review of the operation and effectiveness of the policy update after 12 months be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment.

Executive Summary

6. The County Council recognises the importance of trees and the need to protect them within the highway environment. Effective highway tree management is essential to ensuring trees remain safe, healthy and continue to be a valuable amenity asset to the local community.

7. This paper seeks to offer a more permissive policy position and provide an option for residents to request works to highway trees that may fall outside of the current policy criteria, with the cost of these works being fully funded by the resident.
8. Historically, when Hampshire residents have requested highway tree works to address things like seasonal nuisance that would normally fall outside of the County Council's current policy, such works will not generally be undertaken.
9. The proposed variation to the current policy would give residents the option to request tree works beyond those that would normally be carried out but only where the works would not have a detrimental impact on the tree or trees, and the seasonal nuisance issue is of significant concern.
10. Works to address seasonal nuisance would be approved only in circumstances where the community value, safety and stability of the tree (or trees) is not compromised, for example pruning or crown lifting. Tree felling, tree crown reduction or works which require ongoing maintenance would not be included. The Policy Statement is attached in Appendix A.
11. Works would be carried out by the County Council's Highway Contractor under the existing Hampshire Highways Service Contract with the cost based on term highways contract rates with an additional charge to cover arboricultural officer time and administration. For the majority of works carried out under this policy the total cost should not exceed £500. If works require traffic management measures on the highway, or statutory permission related to protected trees, additional costs would be incurred.

Contextual information

12. There are around 1,500 requests for works to address seasonal nuisance issues each year, which currently are not permitted under the existing policy. As such, the benefit of a more permissive approach could be far reaching across the county.
13. The County Council is seeking to enhance highway services available to the public, which is the primary intention of this proposed policy amendment.
14. At a time when the County Council is working to protect highway trees (with the new Protection of Highway Trees Policy) it is important not to create a policy conflict. However, if carried out in the right way, with specialist advice from Hampshire County Council tree officers, a more sympathetic approach could be established, with residents funding the total cost of any seasonal nuisance related works that are required, in circumstances where the community value, safety and stability of the tree (or trees) is not compromised.
15. It is important to note that some trees are protected by law, such as those with a Tree Preservation Order or located in a conservation area, so works cannot be carried out without the formal written consent of the local district or borough council. In these cases, the cost of the application and associated preparation work by the County Council would need to be met by the resident seeking the works.

16. The removal of healthy trees would not normally be permissible under this proposed amendment, nor would other works that may result in an ongoing increased maintenance burden.
17. A policy update is proposed that reinforces the County Council's desire to retain its highway trees and also offer a more permissive position on highway tree works. The Policy amendment is included in Appendix A.

Finance

18. The cost of works under this policy amendment will be covered by the resident on a full cost recovery basis.
19. The report seeks authority for the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to finalise and publish a schedule of appropriate fees.
20. The scope and extent of the work will be advised by the Hampshire County Council Arboriculture Manager.
21. The typical cost of works to be carried out under this policy amendment is likely to be less than £500. If works required traffic management measures on the highway, or statutory permission related to protected trees, additional costs would be incurred. The annual quantum is difficult to predict as it will be a demand driven service but based on previous years up to 1,500 applications/requests are possible.

Performance

22. Requests to carry out works to address seasonal nuisance would be inspected by the County Council and the resident advised of the scope and cost of the works.
23. The timing of any works would be agreed with the resident taking in to account seasonal considerations and statutory routine maintenance work.
24. The individual public requests for implementation of this policy will be monitored and allocated to a category in the Highways enquiry system. In this way, regular monitoring is available along with dashboard and graph reporting.
25. The operation of the policy amendment will be monitored over the first year to assess its impact in terms of take-up by residents and the effect on the Highway trees asset, resources and wider maintenance programme. This will allow for any amendments to be identified, and delegated authority is requested for the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment to make such amendments if necessary.
26. Works included within this new policy include:
 - Specific Pruning:
Specific pruning will be specified by reference to individual branches or limbs, alive or dead, and will normally cover the removal or shortening of between 1-10 branches or limbs around 50-500mm in diameter. The work

- will not normally be intended to substantially alter the shape or dimensions of the tree;
- General pruning:

General pruning will include but not be limited to:

 - i – removal of dead, dying, diseased, damaged branches
 - ii – severance of ivy
 - iii – removal of suckers and epicormic growths up to 5m height
 - iv – standard highway clearances
 - v - removal or shortening of branches from buildings or other structures and
 - vi – removal of other items eg ropes, tree houses, guards, grilles etc;
 - Crown lifting

Crown lifting is defined as the removal of all tree growth and branches or parts thereof which are below or which extend below a specified height above the ground, as appropriate depending on the size and species of the tree.

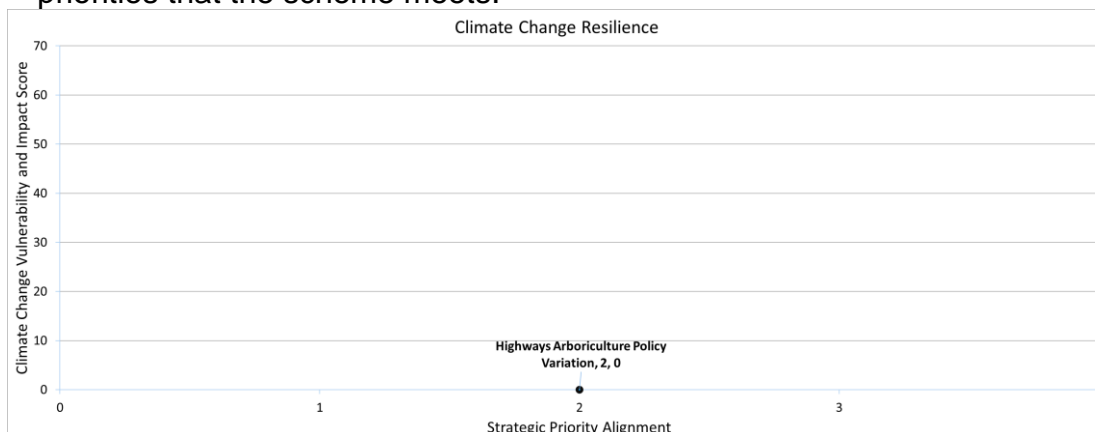
Consultation and Equalities

27. The impact on groups with protected characteristics has been assessed as being neutral. The proposed policy variation enables residents a choice of whether to request works to address a non-statutory concern. It does not reduce the current service standards, but offers an additional possible service for residents of properties near highway trees. The operation and impact of the policy will be assessed after a year, including a review of equalities impacts.

Climate Change Impact Assessments

28. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
29. A full assessment of climate change vulnerability was completed as the initial vulnerability assessment showed that the project is at minimal risk from the climate vulnerabilities because this project constitutes a variation to established policy rather than a physical project. The principles of the policy variation will not be affected by climate change impacts.
30. The climate change mitigation tool was not applicable because this decision to amend the policy cannot be assessed within the tool.
31. This policy variation will not normally involve the removal of or the planting of trees.

32. The graph below provides a simple visual representation of the policy update's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



Vulnerability Impact and Strategic Priority Matrix

Conclusions

- 33. The proposed policy variation will provide a more permissive approach by the County Council, where residents can request minor works on highway trees to address seasonal nuisance issues, or similar.
- 34. All non-safety amenity works undertaken on behalf of residents would be chargeable on a full cost recovery basis.

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:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

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

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:

- 2.1. The impact on groups with protected characteristics has been assessed as being neutral. The proposed policy variation enables residents a choice of whether to request works to address a non-statutory concern. It does not reduce the current service standards but offers an additional possible service for residents of properties near highway trees. The operation and impact of the policy will be assessed after a year, including a review of equalities impacts.

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Appendix A

Highways Maintenance Management Plan Policy Update for non-essential tree works.

Introduction

Highway trees are public assets, playing a key role in the conservation of Hampshire's biodiversity as well as enhancing the environment for residents. The aim of this policy is to assist residents where a highway tree is causing a seasonal nuisance beyond what might be reasonably expected from a highway tree.

Where tree works to address seasonal nuisance that are not included within routine maintenance within the Highways Maintenance Management Plan (HMMP) are requested, this policy outlines the process for such requests, the extent of works and the mechanism for implementing this, with the aim of providing a more permissive Policy whilst providing clarity of the process for County Council staff, elected members and residents.

Policy Statement

The County Council will routinely carry out remedial action for any trees, hedges and shrubs on the highway which are regarded as an actionable nuisance, represent a hazard or require remedial work to make good damage or decay or deformed growth.

In addition to, and separate from, the routine maintenance mentioned above, where seasonal nuisance from a highway tree causes significant concern to a resident and the concerns are deemed reasonable by the arboricultural manager, non-essential works can be carried out provided that:

- i. The works are not detrimental to the health or form of the highway tree/s.
- ii. The works do not create a need for ongoing, cyclical pruning.
- iii. The resident pays the full cost of the required work on a cost recovery basis plus an administration fee.

To help determine whether requested works are proportionate or not, other factors will be considered including, but not limited to, amenity value, landscape value, comparison with nearby trees and mitigation opportunities.

The final decision on carrying out non-essential tree works will normally be made by the Arboriculture Manager, in consultation with the Assistant Director (Highways, Traffic and Engineering) as required, with due regard to the points above.

Some trees are protected by law, for example having a Tree Preservation Order, or being located in a conservation area, so works cannot be carried out without the formal written consent of the local district or borough council, which must be obtained before works will be considered under this Policy. The County Council will make relevant applications as part of the works, the full cost of which will be paid by the resident requesting the works.

If approval is given, and once any costs are received by the County Council, the County Council will carry out the requested works. The works carried out will be the minimum necessary to address a specific nuisance only.

Scope

The policy covers the maintenance of all highway trees.

Additional Information

This policy forms part of the Highways Maintenance Management Plan (HMMP) and supplements policy HW4.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Interim Transport Position Statement – Western Basingstoke
Report From:	Director of Economy, Transport and Environment

Contact name: Hannah Roper

Tel: 03707 794421

Email: Hannah.roper@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to agree an interim highways transport position statement related to growth potential to the West of Basingstoke. It is a means of clarifying the Highway Authority's priorities for transport infrastructure and planning of future development.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the interim transport position statement for Western Basingstoke, as set out in the report, as a means of clarifying the Highway Authority's priorities for transport infrastructure and planning of future development.
3. That the Executive Member for Economy, Transport and Environment approves the interim position statement being used to form the basis of future highway development control responses related to development in Western Basingstoke.

Executive Summary

4. This paper explains why an interim transport position is needed for emerging land use plans to the west of Basingstoke. It discusses a number of transport infrastructure issues that may be associated with those land use changes and proposes a number of interim statements which will serve as guidance to the local planning authority and developers when seeking to bring forth future development.

Contextual information

5. Basingstoke and Deane Borough Council has recently embarked on its Local Plan Update (LPU) process, as the current plan period only extends to 2029. As part of the update the Borough Council has started to engage with Hampshire County Council as Highway Authority to discuss the transport implications of the new Local Plan/Local Plan Update (LPU). Furthermore, the

Local Planning Authority is setting out a vision for growth to the west of Basingstoke which indicates that this is an area where large land use changes are being considered.

6. To the West of Basingstoke there are a number of large sites that have been granted planning permission and are building out. This includes the Manydown North Development and large housing sites alongside the A30 including Kennel Farm, Hounsome Fields and the Golf Course. Beyond this there are a number of large development proposals that landowners/developers, hospital trusts or others are promoting as either live applications, exception sites or ones to be considered for inclusion in future Local Plans. These include:
 - a significant regional distribution centre (that is a live planning application due for determination in March 2021);
 - potential relocation of an expanded North Hampshire and Basingstoke Hospital; and
 - proposals for significant housing and employment growth being advocated by developers and landowners as part of a Manydown South development, for which conceptual plans have been submitted as part of the LPU 'call for sites' in the Borough Council's recent Issues and Options consultation.
7. The current planning system is based on establishing Local Plans with relatively short timelines. In the context of development of the scale being considered, identifying and safeguarding strategic transport infrastructure requires a much longer strategic view than one local plan time horizon. If a long-term view, such as the one being sought to take in the development of an interim highways position, is not taken, development has potential to come forward in piecemeal and potentially conflicting ways.

An Interim Transport Position

8. The Highway Authority has developed an interim transport position which is intended to set a strategic transport framework within which the Local Planning Authority, landowners and developers can masterplan their proposals and bring them forward. It will guide any conversations the highway authority has with the local planning authority, developers, scheme promoters or the wider community.
9. The status as 'interim' reflects the fact that planning over such a long time period is subject to a great deal of uncertainty about matters of detail which may only become clear over time. It is also a reflection of the fact that many of the land use changes mentioned above have no planning status as they are not included in a current local plan. The interim position may be developed into a more formal highways planning position as future land uses become more certain or if the Local Planning Authority adopts them into future planning documents with formal status. It is anticipated that the LPA will use the interim transport position as a basis of direction for the Transport Assessment which will present the evidence base for the LPU. Authority is sought to use the interim transport position as a basis for highway development control responses around Western Basingstoke.

10. It is not normal practice to engage in developing interim transport positions for potential future development not included in a local plan. This would be expensive and potentially abortive which would be a poor use of public money. However, this development situation in Western Basingstoke is rare. It is one of a very few in Hampshire where the scale of development is as significant and where the Local Planning Authority has also recognised the potential in its 'Vision for land north of M3 J7'.
11. For the purpose of developing the interim position Hampshire County Council has had regard to the land uses mentioned above in order to give an indication of the scale and type of land use changes that are being considered. In doing so the County Council as local highway authority is not presupposing a future land use or indicating support or otherwise for any particular development. In the absence of a defined long term future land use plan the following quantum end state of development has been used for the purpose of testing the interim position:
 - 11,000 residential units (266.76 ha);
 - employment (67 ha);
 - hospital with Intensive care unit and Research facility
 - assume 35ha dedicated to hospital internal floor area of 115,000 sqm - 840 bed spaces, ancillary space 4,500 sqm, parking for 2,800 spaces (1,800 staff, 1,000 visitor) 140 units of staff accommodation;
 - 15ha dedicated to hospital research facility;
 - Primary Schools to serve the development;
 - Secondary School; and
 - University campus, possibly included in the above hospital research facility or Local/District centre.
12. The logic behind the interim position is explained in the rest of this report and is summarised into interim statements. They are based on the end state land use assumptions set out above. They have then been tested using the North Hampshire Transport Model 2019 (NHTM19) base model. This is a robust evidence base that is an up-to-date Department for Transport (WEBTAG) compliant transport model.

New Highway Infrastructure

13. The provision of a new strategic relief road/bypass does not appear to be warranted between the A30 near to J7 of the M3 and the A339. To ensure clarity in the terminology used, in this context a relief road bypass is considered to be characterised as high capacity, probably dual carriageway standard, faster (50+mph) road with few on and off junctions. Its critical purpose being to move large volumes of motorised traffic at speed. The reason such a road is not needed is because there is no evidence to support the need to provide a sub-regional or through traffic movement function as its primary purpose. This is not surprising as other strategic routes (A34, M3/A33) cater well for the north-south longer distance traffic.
14. The evidence for this is that, of the total vehicles travelling eastbound on A339, around 36% continue on the Ringway North and around 30% of vehicles follow Ringway West to move towards central Basingstoke. A small proportion of

traffic moves towards A33 Northbound and around 14% of vehicles join M3 at Junction 6 and continue Eastbound. Very little traffic is observed to be moving towards M3 Southbound, heading in the direction of Winchester.

15. Traffic moving Westbound on A339 of which around 15% of vehicles are the through traffic from London and M3. A small proportion of traffic can be seen originating from A33 north and the majority of the traffic is originating from central Basingstoke through the Ringway West and North. Minimal traffic is observed to be originating from M3 south and Western Basingstoke.
16. The Local Planning Authority and landowners/developers should plan to deliver a development link road to distribute development traffic to the A30/M3 J7 and to the A339 from the development. Modelling suggests that the road will predominantly carry development generated traffic and serve a local movement function. It also suggests that the trigger for completing a whole route link is likely to be reached at higher potential levels of growth. In the meantime, it can be built out in parts over time, to serve development traffic needs. The evidence for this is that the levels of traffic generated by the development itself are generating the need for the link road not through traffic. At higher levels of growth this level of traffic cannot reasonably be accommodated by the existing local road.
17. The link road would vary in its form across its length reflecting the evidence that demand is highly variable at different points along its length. At some points it would need to carry higher development traffic flows at which point its form would probably be of a wider single carriageway standard (except at critical junctions) and be of a 30mph/40mph speed profile. In lower capacity stretches the road would be narrower and have a speed profile of between 20/30mph. The road should be designed to support a 'movement' function for local traffic while at the same time having a strong 'place making' function along most, if not all, of its length. Such a road might be characterised by active frontages, slower traffic speed, multi modal use and many junctions serving the local traffic function of the link.
18. The Local Planning Authority and Developers are encouraged to safeguard and plan to deliver a development link road through their developments. They should make use of existing local modelling tools (or updates thereof) to determine the demand, capacity requirements and trigger points for when they would need to deliver parts of the route over time. They are also asked to consider and work with the highway authority to plan its form in line with the expected function of carrying local development traffic and facilitating a strong placemaking role.
19. It is considered essential to have a north-south active modes (walking and cycling) link of high quality, linking the developments north of the railway with those to the south. High quality means direct (probably a new rail crossing), prioritised access, comfortable, safe to use and well integrated into the movement strategies for each development. It is important for this be delivered in the early stages of any development south of the railway. This will establish and lock in active travel behaviours and may be vital in linking schools with their future catchment areas.
20. Crossing the railway with a local public transport or Mass Rapid Transit service in the shorter term would be desirable but not essential. This is because it is

recognised that other options exist for public transport services that could facilitate a good public transport offer without a railway crossing at that stage.

New Highway Infrastructure: Interim Statement

21. **Statement 1:** Based on current anticipated development levels, it is not anticipated that a new strategic western relief road/bypass (providing a sub-regional transport function for through traffic) will be required to connect the A30/M3 J7-A339. This position may need to be revisited in subsequent Local Plan Transport Assessment work, once development plans are finalised or if there is a significant change in the type and scale of growth within the Borough or within other regional growth plans, particularly at Winchester and/or West Berkshire.
22. **Statement 2:** The Local Planning Authority and landowners/developers should plan to deliver a development link road to distribute development traffic to the A30/M3 J7 and to the A339 from the development. The Local Planning Authority and developers should plan for land for a route to be safeguarded, if required, through the current LPU (2038) and within masterplans, so that the ability to provide such a route is not prejudiced by development taking place to a shorter timescale.
23. **Statement 3:** To assist with this process the Local Planning Authority and developers should explore, within the master planning process, the form and function of a development-led new local Distributor road (ultimately linking to the A30 and A339) with the use of the NHTM19 transport model, to establish when a road of this nature will be required and its likely capacity to inform the safeguarding requirements.
24. **Statement 4:** Upon developing land to the South of the railway the Local Planning Authority developers should plan to deliver active modes routes, including a new or enhanced active modes link across the railway, facilitating direct and convenient access between developments both north and south of the rail line.

Mass Rapid Transit

25. As outlined in the Basingstoke Transport Strategy (<https://www.hants.gov.uk/transport/strategies/transportstrategies/basingstoke-transport-strategy>) a step change in the provision of public transport is essential and the priority element required to ensure that future development is well connected by an attractive and viable public transport service.
26. The strategy sets out that this will be best achieved through a town wide Mass Rapid Transport (MRT) network made up of priority corridors (on the existing network and within new development) and a new rail/bus transport interchange in the town. The services should be high frequency, fast, reliable and comfortable and penetrate the strategic development areas, key employment and leisure destinations. The County Council is currently developing more detailed plans for the A30 MRT corridor and also a town wide 'blueprint' of the whole network to ensure it can be connected across the town.
27. A key design principle of future public transport services is that they should be supported by creating the right incentives (e.g. complementary parking

charges and provision, integrated ticketing) to support a commercial operation without long lasting subsidy. Future land use masterplans and their access strategies should seek to embody this principle and should not rely on long term revenue intensive support options for traditional bus services.

28. Park and Ride to the west of Basingstoke may have a role to play in supporting future MRT options. Consideration should be given to identifying a facility in association with a potentially relocated hospital. This would need to be developed in association with the town centre/leisure park regeneration and their associated parking management strategies which should complement the operation of a successful park and ride service.
29. MRT infrastructure should allow sufficient priority over other traffic to facilitate its successful commercial operation, higher mode share aspiration and minimised journey times by public transport. These are all required to make the MRT offer as competitive as possible against the private car alternative. Developers should consider infrastructure that gives guaranteed reliability, so solutions like those listed below:
 - transit-only sections of route, akin to a BRT busway or a parallel transit route;
 - transit/bus lanes in each direction;
 - transit/bus lanes in the key locations;
 - transit/buses running with general traffic in areas where congestion does not arise and where this best serves communities;
 - gating of traffic at the entry to sections combined with approach transit/bus lanes to manage congestion; and
 - no specific physical priority but adoption of Cooperative Intelligent Transport Systems (C-ITS) strategies to manage transit/buses and general traffic through signal junctions.

Mass Rapid Transit: Interim Statements

30. **Statement 5:** The LPU and developers should build MRT into their movement strategies and masterplans and, where desirable, provide the necessary infrastructure. They will need to take account of the County Council's emerging study work on a network wide blueprint for MRT and specific work on the A30 corridor. They will also need to develop the network within their own site plans and to serve future residents. Developers should adopt the MRT network and its sustainable transport principles into their master planning, as per the MRT Vision.
31. **Statement 6:** The LPU and developers should be clear that the LHA will require them to demonstrate as part of their masterplans and access strategies that MRT or other public transport services will have long term commercial viability, not requiring ongoing subsidy.

Crossing the Railway Line (Manydown sites)

32. It will be expected that the railway line between Manydown North and South West Basingstoke will require suitable crossings to ensure adequate north -

south connectivity. Discussions with Network Rail indicate a strong preference for such infrastructure to be in the form of bridges however further exploration of tunnelling should be pursued to establish whether this could be a viable option. The highway authority considers that crossing of the railway will be required at some time as a direct result of the development.

33. To ensure sustainable connections between Manydown North and development south of the railway can be put in place, the provision of a bridge for active modes is considered essential. This is needed at an early stage and before a crossing for road traffic. It would need to be of good quality, which means a minimum of 4 metres width, segregation for pedestrians and cyclists in accordance with LTN1/20 design standards and it must be direct and well connected to suitable routes on either side. This will help promote walking and cycling in the short-medium term planning horizon, rather than encourage general traffic movements for short distances within the south west development areas. The crossing could be created at the point of the existing footbridge north of Dorset Gardens, although it is anticipated that it would need to be replaced to meet the quality standards required.
34. Initial traffic modelling work indicates that a vehicle crossing will be triggered at higher levels of growth. It is impossible to say at this time what the trigger point is as it can be conditional upon how successful the development masterplans are in achieving transport sustainability and promoting public transport, walking and cycling. At this time it remains unclear if that crossing would need to facilitate all vehicle movements. This is because the need to provide for public transport and MRT will be related to the development movement strategies and plans and the MRT design work which is currently progressing and being led by the County Council. When this work is completed it will become clearer. In the meantime, the LPU and developers are requested to plan for its delivery.
35. It is suggested the LPU reviews its current land safeguarding for the railway crossing indicatively safeguarded in the current Local Plan policy SS.10 as part of the North Manydown development site and align this with a new safeguarding for the south of the railway line. It is likely the safeguarding will need to provide land further east towards Dorset Gardens and be wider to allow for the appropriate active modes crossing and future MRT and road connections to the bridge decks.
36. Further work with Network Rail is required to agree the exact location and design of the crossing/s and it should be noted that Network Rail's position on crossing types and locations may change over time.

Crossing the Railway (Manydown sites): Interim Statements

37. **Statement 7:** A high quality active modes crossing of the railway will be required at an early stage to support growth to the south of the railway line. It would need to be of high quality, of at least 4metre width and designed for segregated use compliant with the requirements of LTN 1/20.
38. **Statement 8:** It is expected that when the need for a development link road is fully triggered it will require a road bridge crossing of the rail line. It is likely that the bridge will initially be required to facilitate future MRT provision. Its

potential use for other vehicles would need to be kept under review and appropriate consideration should be given to how appropriate priority is given to public transport and other modes if and when that time comes.

39. **Statement 9:** That the Local Planning Authority should, in conjunction with the landowner, review and refine the existing land safeguarding for the railway crossing (and accesses to the crossing points) within North Manydown. Furthermore, it should ensure that appropriate safeguards are in place to the south of the railway, including land safeguardings if required, in association with Statement 4 on Highway Infrastructure.

Local Road Network and Sustainable Transport

40. It is important that the impacts of development on the local highway and transport network are mitigated through a multi-modal approach, taking into account the priorities set for public transport and active modes. The strategies should have ambitious but realistic targets for transport sustainability and carbon neutrality. As such the development masterplans should aim to achieve high levels of self-containment and incorporate mode share targets, similar to those in a town centre. The following issues will need to be addressed.
41. Widening and/or junction improvements along the A30 (south west Basingstoke) need to be considered to accommodate dedicated MRT infrastructure and cycle lanes (separated from pedestrians). Study work underway will identify the land required for safeguarding along this route in order to develop the MRT network and will be recommended for inclusion in the LPU.
42. In order to ensure efficient traffic operation of key “A” roads, such as the A30, accesses from the development onto A roads and other key routes should be kept to a minimum. Developers should seek to optimise their proposed new accesses and where possible collaborate with other developers so that new accesses can, where appropriate and desirable, serve multiple developments. New accesses onto “A” roads should only be proposed where there are no other reasonable alternatives.
43. More detailed analysis of the impact of development on the local road network will need to be explored in the transport assessment of the local plan and by developers advocating sites in latter stages of the planning process. The County Council has made available a new transport model (NHTM19) for the planning authority and developers to use to test future land use changes.
44. Notwithstanding the need to undertake new transport assessment work there are considered to be a number of junctions where the Highway Authority already has an understanding of the impacts of growth and where it is considered likely that improvements will be needed which may also require safeguarding in a future local plan.
45. One such junction, located within Kempshott, is known as Fiveways. The transport assessment for the current Local Plan, and developer’s mitigation package for North Manydown planning application, identified a short-term improvement to the signalised junction at Fiveways to cater for development

within the current Local Plan. It is now very unlikely to withstand additional growth and demand beyond 2029.

46. A high-level desktop analysis of the junction suggests a new or significantly modified junction, potentially with a new approach to area wide traffic management is likely to be required. There is a reasonable probability that land outside of the highway boundary may be needed to achieve a new junction. The transport assessment for the new local plan should seek to identify a solution and, if required, land safeguarding for appropriate land to enable delivery.
47. Another is the Camrose Link scheme which was part of the Brighton Hill Roundabout scheme improvement. The link was removed from the scheme for planning reasons but is important to deliver in the medium term, to complement the main roundabout scheme. The planning authority should also safeguard a Camrose Link in any future development of the football club land as part of a package to facilitate the planned level of development to the west.
48. In order to mitigate and offset the impact of increased traffic caused by development and support carbon neutrality ambitions, developers are advised to look beyond the immediate development boundary and at area wide traffic solutions that could enhance the transport sustainability of neighbouring urban areas in Basingstoke. Sustainable traffic management, mode priority treatments and the reallocation of road space, such as the following examples, should be considered in dealing with the adjacent local transport network that could be retrofitted into existing established areas:

Low traffic neighbourhoods:

- traffic cells are created where through-traffic is restricted by barriers like bollards or planters;
- urban boulevards/avenues or people-friendly main roads with safe space to cycle, generous pavements, planting, seating; and
- connected quiet streets that link the traffic cells with safe crossings across the boulevards/main roads. This creates a town wide network of direct routes for walking and cycling that any age or ability can use.

Filtered permeability:

- filtering out through traffic on local streets but maintaining access via certain roads for residents; and
 - public transport priority, measures to speed up the journey times of buses.
49. It is likely that implementing such approaches to mitigate or offset the impact of development on the local transport network will lessen the magnitude of traditional highway capacity improvements that may have historically been applied through a predict and provide approach.
 50. The same sustainable traffic management principles, concepts and treatments outlined in paragraph 26 should be applied to the design and layout of new development also. The focus should be on maximising the internalisation of trip making to within the development boundaries and reducing the need to travel.

Local Road Network and Sustainable Transport: Interim Statements

51. **Statement 10:** Achieving transport carbon neutrality and transport sustainability from future development should be a key goal. In doing so ambitious but realistic targets for self-containment and mode share should be applied. Developers may also need to offset their impact by looking beyond their development boundaries.
52. **Statement 11:** The local planning authority may need to include a number of land safeguardings in its LPU. Consideration should, in particular, be given to the need for safeguardings at the Fiveways junction, the Camrose Link and for a segregated cycle facility on the A30.
53. **Statement 12:** New accesses onto “A” roads should be kept to a minimum and should not unduly affect the safe and efficient operation of key routes. They should be designed to be efficient in transport capacity terms and only be proposed where there are no other reasonable alternatives. Joint arrangements serving multiple development sites may be considered where this improves efficiency and meets other objectives.

Rail

54. Hampshire County Council is not a rail authority but is responsible for developing integrated transport strategies. At this time it is not the County Council’s intention to formally develop or assess a detailed business case for a new rail station specifically serving planned development to the west of Basingstoke. This is because this can only be done when there is more clarity on future land uses, once the impact of the pandemic on rail demand is better understood and when the nature of the new rail and interchange infrastructure is more firmly established. In the meantime, the County Council will be keen to explore, with the rail sector, the Local Planning Authority and third part scheme promoters the strategic high level business case better.
55. A number of factors need to be considered when developing rail proposals. It remains unclear at this time if rail and MRT would compete with each other or if they would have different catchments and customers. MRT is known to be a significantly more affordable and practical transport solution for shorter journeys of up to approximately 10 miles. For journeys beyond this distance rail can often offer a quicker more attractive proposition to some customers.
56. In high level terms a critical mass of population is needed to serve a station. A population in excess of 10,000 is typically required to generate sufficient demand to justify a viable service. With this in mind, it suggests that whilst rail may have potential it may not be viable until the latter end of development build out. In the meantime, MRT is likely to be key to locking in higher levels of mode share by public transport.

Rail: Interim Statement

57. **Statement 13:** Hampshire County Council does not see the provision of a new rail station to the west of Basingstoke as a prerequisite for planned residential or other development to the west of the town. However, it does recognise that such provision could provide additional journey options for residents across the wider area. Pending the development of any business case for a new (or

reopened) rail station, the County Council retains an open mind as to the potential benefit.

Strategic road network M3 junction 7

58. The performance of the M3 junction 7 is the responsibility of Highways England (HE) which manages the Strategic Road Network (SRN). HE has for some time held concerns about the safety of the M3 in this vicinity, principally because of the increase in traffic at the point where the M3 and A30 merge and diverge. There is a known issue about safety problems caused by the short weaving distance between the junctions 7 and 8. HE is also concerned that growth to the west of Basingstoke may trigger a need for a large capacity enhancement at junction 7. To date the work required to determine if this is the case or if future growth can be accommodated safely has not been done. The lack of clarity at this time creates significant uncertainty.
59. A high-level model assessment of the impacts on the immediate **local** road network leaving junction 7 and operated by the County Council has been undertaken. These initial results suggest that the A30 arm of J7 will come under strain in the future as will the A30 Southwood corner signalised junction. This junction may require significant improvement, possibly a large gyratory rather than single junction, in order to operate efficiently. At the present time it is unknown, pending more detailed study work, whether the land required to deliver the scale of improvement required is currently contained in the highway boundary and whether third party land will be required.
60. In the absence of a local plan allocation for much of the development potential to the North of Junction 7 there is a risk that piecemeal highway improvement plans will come forward for the local junctions. This means each development could come forward on a 'first come-first served' basis, and that the junctions and links might need to be improved multiple times to respond to each development in turn. In practice, if a trigger point for a large-scale enhancement was reached the developer that triggers it would need to meet the full brunt of the cost. These in turn would highly likely impact that development's viability.
61. If HE and the County Council (as local highway authority) were to develop a long term motorway and local junction and link improvement plan it would have limited planning status. This is because there is no Local Plan allocation on which to base a plan and so it would not be binding on any developer. The cost of optioneering, feasibility and developing a plan is likely to be expensive and is not something to be done lightly when there is no land use allocation and when public funding is potentially involved.
62. The Local Planning Authority and developers should consider the criticality of resolving this issue now or awaiting the next local plan update when relevant future land allocations may or may not be made. They may wish to arrange for a study to be commissioned in agreement with the two accountable Highway Authorities.

Strategic Road Network: Interim Statements

63. **Statement 14:** A strategic study is needed to understand the impact of growth on M3 junction 7, which is the responsibility of Highways England and the immediate local road network including the A30 Southwood Corner signalised junction, which is the responsibility of the County Council.
64. **Statement 15:** Until a study is complete, it cannot be determined whether the impacts on J7 and the A30 are capable of mitigation. The work is, therefore, required in order for the highway authorities to determine what infrastructure interventions are required and to take a view on the acceptable impact of future development.

Consultation and Equalities

65. Engagement on the principles of this interim transport position for Western Basingstoke has been carried out with key partners and organisations. This includes, with landowners, County Councillors for Western Basingstoke, Basingstoke and Deane Borough Council officers and lead members, Highways England and the Hampshire Hospitals Federation Trust.
66. All organisations supported the development of this Interim Transport Position Statement. Most commented that the clarity it creates is very beneficial and helps create a useful framework for growth.
67. The County Council attended the Basingstoke and Deane Borough Council Senior Management Board, which is a meeting of the senior leadership and Members and presented a draft interim position. The Board encouraged the County Council as highway authority to take a leadership approach. It was keen to see the County Council develop more detailed highway and transport plans. In particular this meant helping to resolve the uncertainty around infrastructure solutions around M3 Junction 7. Statements 14 and 15 relate to this. The board expressed support for work to be done to test the business case for a new station to the west of Basingstoke as per statement 13. They also requested that a high level of ambition should be sought for all future development to consider its carbon neutrality and sustainability in transport terms, as per statements 10 to 12. There was also support for the MRT statements.
68. Many other views expressed related to new highways and local road infrastructure. There was general support for these but also a recognition that there are still many uncertainties to be resolved over time and when considering the details further when they become known. It was noted that the Borough's Vision for Growth north of Junction 7 and that of the interim transport position are complementary. This bodes well for the integration of the interim position into the future Local Plan.
69. Developer's views on the interim position are more mixed. In general, there is support for the interim position. The benefit being that it creates a framework and alleviates some of the uncertainty about the future. However, it also establishes an informal position on a number of issues which have cost implications which impact on development commercial and potentially masterplans. These issues will not be resolved at this time and are likely to play out during the planning process and development planning negotiations.

The key issue here appears to be the statement that developers should plan to deliver a development link road. In doing so it puts the onus on developers to consider how they would provide the link within their development, it also places a fiscal incentive on developers to avoid the need to trigger more expensive infrastructure by creating well thought through and sustainable transport masterplans. Developers would also like more certainty around infrastructure solutions around junction 7 and the immediate local road network and see value in this being studied. Statements 14 and 15 apply to this.

Climate Change Impact Assessments

70. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
71. As an interim position statement with limited planning status, it is not considered necessary to complete the climate change tool/ carbon assessment at this stage. A carbon assessment may be required in due course as the interim transport position is adopted into the Local Plan, future transport strategies, scheme studies and or schemes prior to delivery.
72. A general carbon neutrality approach is included in the approach to local road network and sustainability. It reflects the fact that recent audit work undertaken by the Carbon Trust for the County Council has identified that transport contributes 37% to all carbon emissions from all sectors. Transport is also the sector which appears hardest to reduce when compared to other sectors like energy. It therefore places a high level of ambition on developers and the Local Planning Authority not only to look at a traditional approach to transport mitigation but also how that mitigation can support adopted carbon neutrality targets from the transport consequences of development. It also suggests developers look beyond their immediate boundary to offset their carbon impact by retrofitting transport measures in existing urban areas of Basingstoke that reduces existing carbon impacts from transport.

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>
Basingstoke Transport Strategy	16/07/2019

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:

This decision seeks approval for an interim highways transport position statement for Western Basingstoke and does not have a direct impact on residents at this stage. Therefore, it has been assessed as having a neutral impact on groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	ATF Brighton Way Cycle Route, Basingstoke Cycle Route Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Richard Humphrey

Tel: 01256 362077

Email: richard.humphrey1@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide detail and seek approval to implement the Brighton Way Cycle Route scheme in Basingstoke.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Brighton Way cycle route Scheme in Basingstoke, as detailed in Appendix 1 of this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed Brighton Way cycle route scheme at an estimated cost of £551,202 to be funded from the Active Travel Fund from the Department for Transport and developer contributions.
4. That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. The County Council has recently secured £3.28 million of funding from the Department for Transport's (DfT) Active Travel Fund, which aims to provide a range of measures to create better spaces for walking and cycling in local communities.
6. The scheme to add a new cycle route along the Brighton Way was included within Hampshire's successful Tranche 2 bid for grant funding.
7. While the funding has been made available by the DfT, it is important to note that this scheme also supports the County Council's established priorities to

improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

8. The new Brighton Way cycle route will link through to improved cycle infrastructure on the A30 Brighton Hill roundabout and will extend the cycling provision through to the junction with Sullivan Road.

Contextual information

9. The scheme will provide a fully segregated cycle track along Brighton Way from Brighton Hill Roundabout to Sullivan Road. The scheme will link directly into the cycle routes that will be provided through Brighton Hill Roundabout as part of the planned improvement scheme there. The cycle track has been designed in accordance with the latest national guidance, which aims to provide higher quality cycle routes that will be safe and attractive to use and segregate cyclists from other modes.
10. The new 3.0m wide cycle track will be built alongside the existing footpath in Brighton Way. It will be constructed at a lower level than the footpath and be separated from it with a chamfered kerb that is detectable by users with impaired vision. The height difference between the stepped cycle track and the footpath will be 50mm which is recommended within the DfT's guidance in Local Transport Note 1/20.
11. The existing footpath will be replaced with a new 2.0m wide footpath. The existing concrete slabs will be removed and replaced with asphalt surfacing.
12. The new footpath and cycle track will be lit with new street lighting placed at the furthest edge of the footpath and will be spaced to provide constant lighting levels along the scheme.
13. The surface water from the new footway and cycle track will drain into nearby verges and will supply water to trees and hedgerows along the route. There is no need for additional surface water drainage along the cycle track.
14. Localised tree crown lifting and trimming of overhanging branches will be undertaken in advance of the works and outside of bird nesting season, to provide sufficient headroom over the cycle track and to ensure that new street lighting is effectively lighting the route. In addition, localised vegetation will be cut back to improve sight lines between pedestrian and cyclists, specifically around the footpath link to Cumberland Avenue.
15. Based upon advice from Hampshire County Council's arboriculturist and to protect existing tree roots along Brighton Way, a no dig construction method has been adopted within the tree root protection areas along the cycle track and footpath. However, along the furthest most edge of the footpath a trench will be dug to lay cabling for power to the street lighting. It has been agreed with the arboriculturist that this can be undertaken by hand digging or other mechanical methods that do not damage trees roots and harm tree life.

Finance

16. The scheme is funded from Tranche 2 of the DfT's Active Travel Fund which has a programme grant value of £3.28 million to be spent by March 2022. The bid to the DfT was for £3.45 million with an estimate of £410,000 for Brighton Way. The difference between the bid and award was apportioned across all schemes within the Tranche 2 programme, including 'School Streets' pilots, resulting in a revised budget of £394,000 for Brighton Way.
17. However, since then the estimated cost has increased and it is proposed to use additional developer contributions to fund the shortfall. A significant element of the increase in cost and the subsequent proposal to add developer funding is for an enhanced higher standard scheme, compliant with the Department for Transport's Local Transport Note 1/20. This is an upgrade on the basic standard proposed in the bid to the DfT. It is important to support and encourage active travel by providing a premium facility to link in with the enhanced walking and cycling facilities planned for the Brighton Hill roundabout.
18. At the bid stage for Tranche 2 the constraints around working around the tree roots and need for a no-dig construction were not understood. Following subsequent and more detailed design the cost of the scheme is now currently estimated at approximately £551,202 based upon a 16-week construction period.
19. The scheme cannot be funded in whole from the DfT Active Travel funding without putting other Tranche 2 schemes at risk of being undeliverable from the remaining funding. Therefore, the scheme funding will be partly underwritten by local developer contributions.

20. The scheme funding is as follows:

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	107	19	DfT Active Travel Funding	394
Client Fee Supervision	22	4	Developer Contribution	157
	22			
Construction & Land	400	73		
Total	<u>551</u>	<u>100</u>	Total	<u>551</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	8.9	0.008%
Capital Charge	53	0.033%

Programme

21. The proposal for Brighton Way cycle route forms part of the wider Tranche 2 Active Travel Fund improvements for the County.

22. Key Milestones:

Completion contract audit

Tender April to May 2021

Award June 2021

Construction July 2021 to November 2021

Consultation and Equalities

23. A public consultation on the proposal took place from 25 January for four weeks. There were a total of 114 responses. The findings from the consultation are attached to this report as Appendix 2.

24. The consultation found 64% of respondents in favour of the Brighton Way cycle route. 15% of respondents were not in favour of the scheme and the remaining 21% were unsure.

25. Brighton Way is within the Basingstoke South East ward represented by the local member, Councillor James. Councillor James has expressed support for the proposed enhanced scheme. He has also asked that consideration be given to extending the cycle route further along Brighton Way beyond Sullivan Road but acknowledges the constraints in delivering within this round of Active Travel funding.

Climate Change Impact Assessments

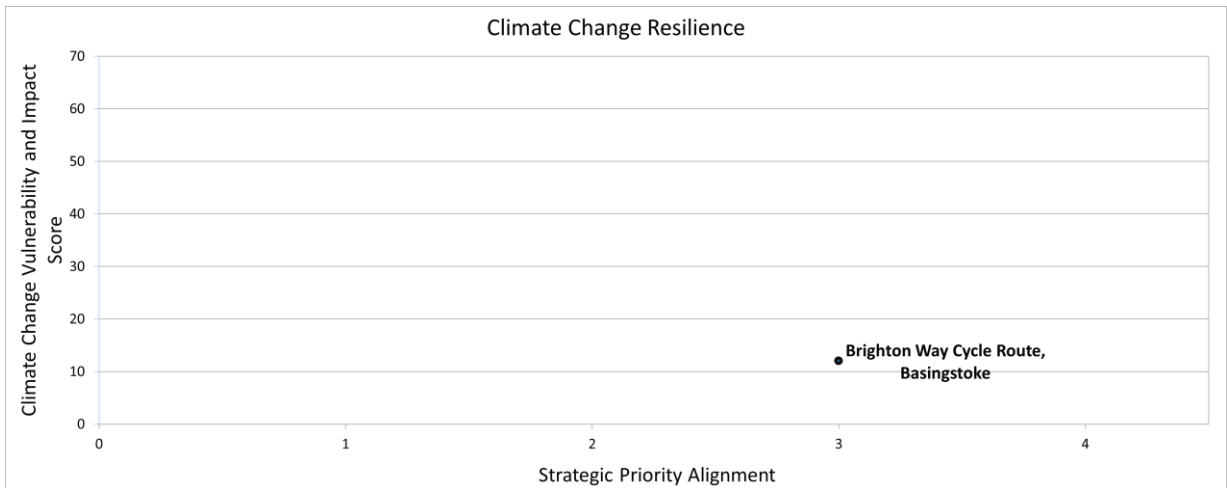
26. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

27. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to exposure to severe weather and to

extreme heat events but no more than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

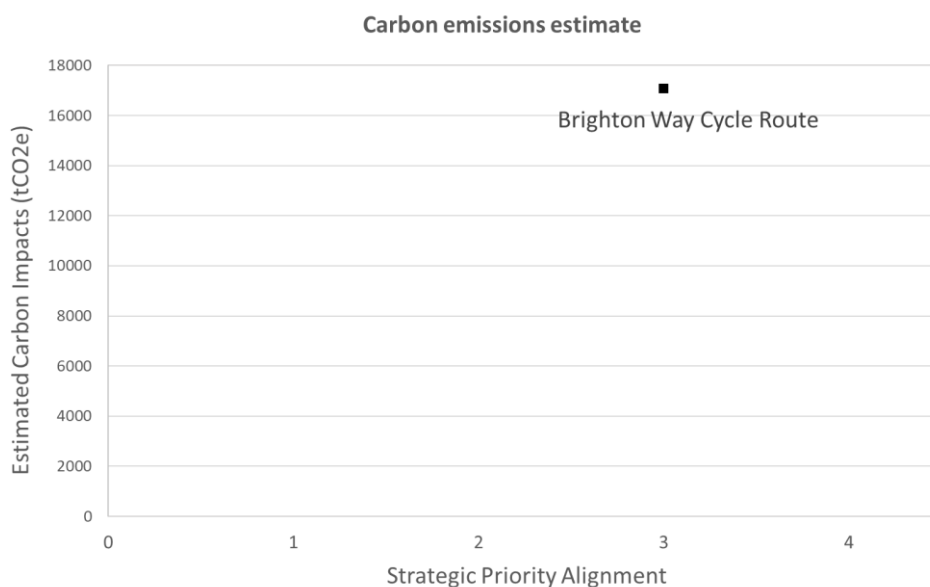
- 28. During extreme periods of wet weather there is potential for localised surface water flooding within cycle track channels if the surrounding ground is saturated, but with an effective cycle track width of 3m it is unlikely to restrict usage.
- 29. The scheme supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel.
- 30. Climate change resilience

The graph below provides a simple visual representation of the scheme's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



31. Carbon emissions.

The graph below provides a simple visual representation of the estimated carbon emissions generated from the scheme against the number of strategic priorities it meets.



Land Requirements

32. No third-party land is required for the scheme. All works are within existing highway and are permitted development.

Statutory Procedures

33. Where the scheme implements cycle tracks on or alongside existing footways, the existing footway rights will be revised under Section 66(4) and a cycle track created under Section 65(1) of the Highways Act 1980.

Ecology

34. The ecology assessment for the scheme is partially captured under the ecological appraisal report for the adjacent Brighton Hill roundabout improvements prepared by Hampshire County Council's ecology team in August 2020. This concluded that the area supports habitats of low ecological value with no evidence of species of interest that would require protection. Whilst the existing trees were judged to offer low bat roost suitability, it was acknowledged that along the Brighton Way footway, the low level of lighting could offer suitable corridor habitat for bats commuting and foraging. A preliminary ecological appraisal of the whole cycle route will be completed during February to identify any necessary action before construction.

35. Advanced tree works, limited to crown lifting of branches over the cycle track and cutting back of hedgerow alongside the back of the footway are required

and ideally must be completed ahead of bird nesting season to prevent disturbance to nesting birds. These works are likely to commence in mid-March and be within bird nesting season. As such, a pre-works survey will be carried out to advise on extents of tree and vegetation works. Should any nesting birds be found then works around these areas will be completed once fledglings have left the nest.

36. The existing hedgerow alongside the back of footway has become overgrown and will be cut back by a depth of 1m. All hedge clearance is within the existing highway boundary. The largely domestic-type hedge is not connected to anything more suitable for species.

Maintenance

37. There will be a minor increase in the long-term maintenance liability with the implementation of this scheme. The increased maintenance cost has been calculated at approximately £8,900 per annum and should be considered when setting future annual highway maintenance budgets
38. The materials that will be used in the construction of the scheme are standard highway materials and will match those of the site. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team, who are content with the materials specified.

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> EMETE Capital Programme Monitoring	<u>Date</u> 14 January 2021
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:

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- 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 improved cycle infrastructure surfaced footways and new street lighting will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on government funding available to provide choices for active travel that benefit health and wellbeing. The scheme has been assessed as having a neutral impact on people with protected characteristics, though enhanced facilities will be provided to assist users with visual disabilities including tactile paving and a raised kerb to the footway edge to help guide users along the new route.

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- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - REFER TO DRAWINGS CJ009218-ECH-(###)-02104363-DR-HE-0001 WITH RELEVANT VOL CODE INDICATED IN BRACKETS FOR LAYOUTS OF:
 - (###) - VOLUME CODE DESCRIPTION
 - (HKF) - KERBS, FOOTWAYS AND PAVED AREAS
 - (HLG) - LIGHTING
 - (HSC) - SITE CLEARANCE
 - (HSN) - SIGNS AND ROAD MARKINGS
 - (VUT) - STATUTORY UTILITIES

- KEY**
- PROPOSED TYPE PRECAST CONCRETE KERB OR TIMBER EDGING. SEE NOTE 3
 - PROPOSED BUFF OR RED COLOURED TACTILE PAVING. SEE NOTE 3
 - PROPOSED LADDER/TRAMLINE PAVING SEE NOTE 3
 - PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION. SEE NOTE 3
 - PROPOSED FOOTWAY RESURFACING. SEE NOTE 3
 - PROPOSED TOPSOIL FINISHED WITH GRASS SEED. SEE NOTE 3
 - PROPOSED WHITE OR YELLOW COLOURED ROAD MARKING. SEE NOTE 3
 - EXISTING HIGHWAY BOUNDARY

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

SUIT	REV	DATE	CAD	CHKD	APPD
S2	P01	24.08.2020	DF	JS	
FIT FOR INFORMATION					
AMENDMENTS					

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

CONSULTANT

 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER NK	SCALE @ A1 1:250	SCHEME A30 BRIGHTON HILL ROUNDABOUT IMPROVEMENTS, BASINGSTOKE	DRAWING TITLE BRIGHTON WAY CYCLE TRACK GENERAL ARRANGEMENT
CAD DF	DATE 24.08.2020		
CHECKED JS	SHEET NUMBER 1 OF 1	JOB No. CJ009218.01	HCC CAD PLOT: 09/10/2020 12:36:27
APPROVED IS	DRAWING NUMBER CJ009218-ECH-HGN-02104363-DR-HE-0001	SUIT S2	REV P 01

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Active Travel Fund consultation Brighton Way cycle scheme

Filter(s) applied: *All Respondents*

This report uses data as submitted at 12:00 on 23 February 2021

Please note: For samples of below ten data is suppressed. This is to ensure that respondents' confidentiality is protected, and to avoid the risks of interpreting the responses of small groups. Where data is suppressed in tables this is represented with an asterisk (*), and on charts data is not shown for small sample sizes.

Background

This report summarises the responses to the Brighton Way Active Travel Fund consultation Response Form. The consultation ran from 25 January 2021 to 22 February 2021. There were a total of 114 responses.

This report covers the **114** responses to the Response Form that meet the filters described above. As all questions were optional, base sizes for individual questions may be lower than this figure.

Report contents

Page 2: Respondents' views of developments to increase Active Travel in the local area

Page 3: Respondents' views on the proposed changes to Brighton Way

Page 9: Respondents' views on the impacts of proposed changes to Brighton Way

Page 10: Respondents' views on the whether Brighton Way is pleasant for Active Travel

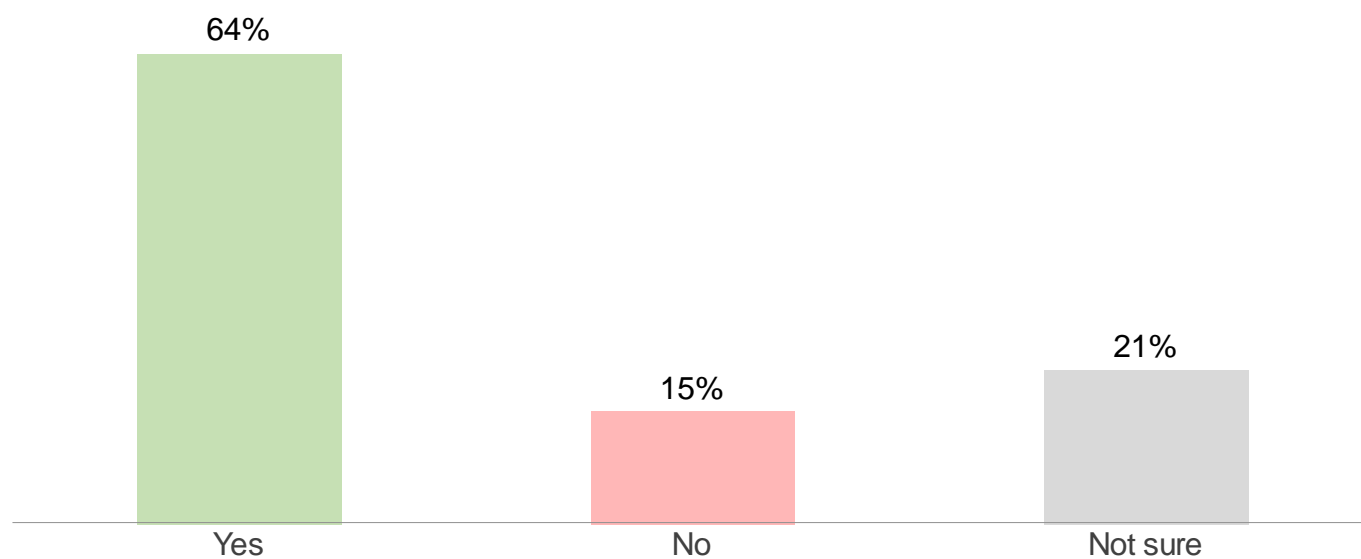
Page 11: Respondents' views on safety when travelling along Brighton Way

Page 12: Respondents' travel habits

Page 14: Who responded?

Active Travel Fund consultation Brighton Way cycle scheme

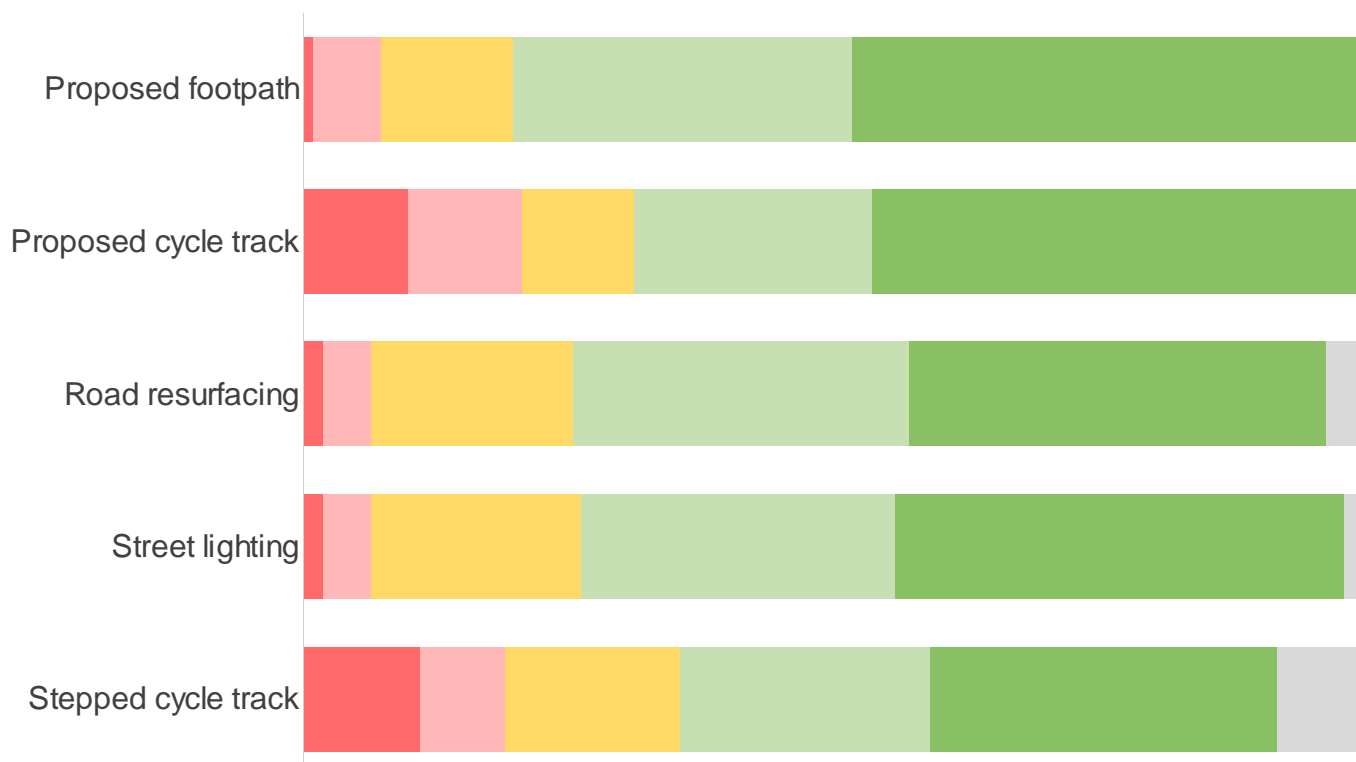
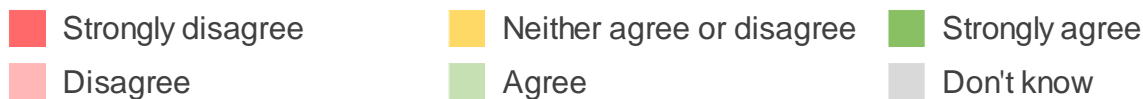
Do you think that developments to increase Active Travel would benefit your local area?
(Responses of those who live in the Basingstoke area, base: 92)



Active Travel Fund consultation Brighton Way cycle scheme

Respondents' views on the proposed changes to Brighton Way

Do you agree or disagree with these proposed changes to Brighton Way?

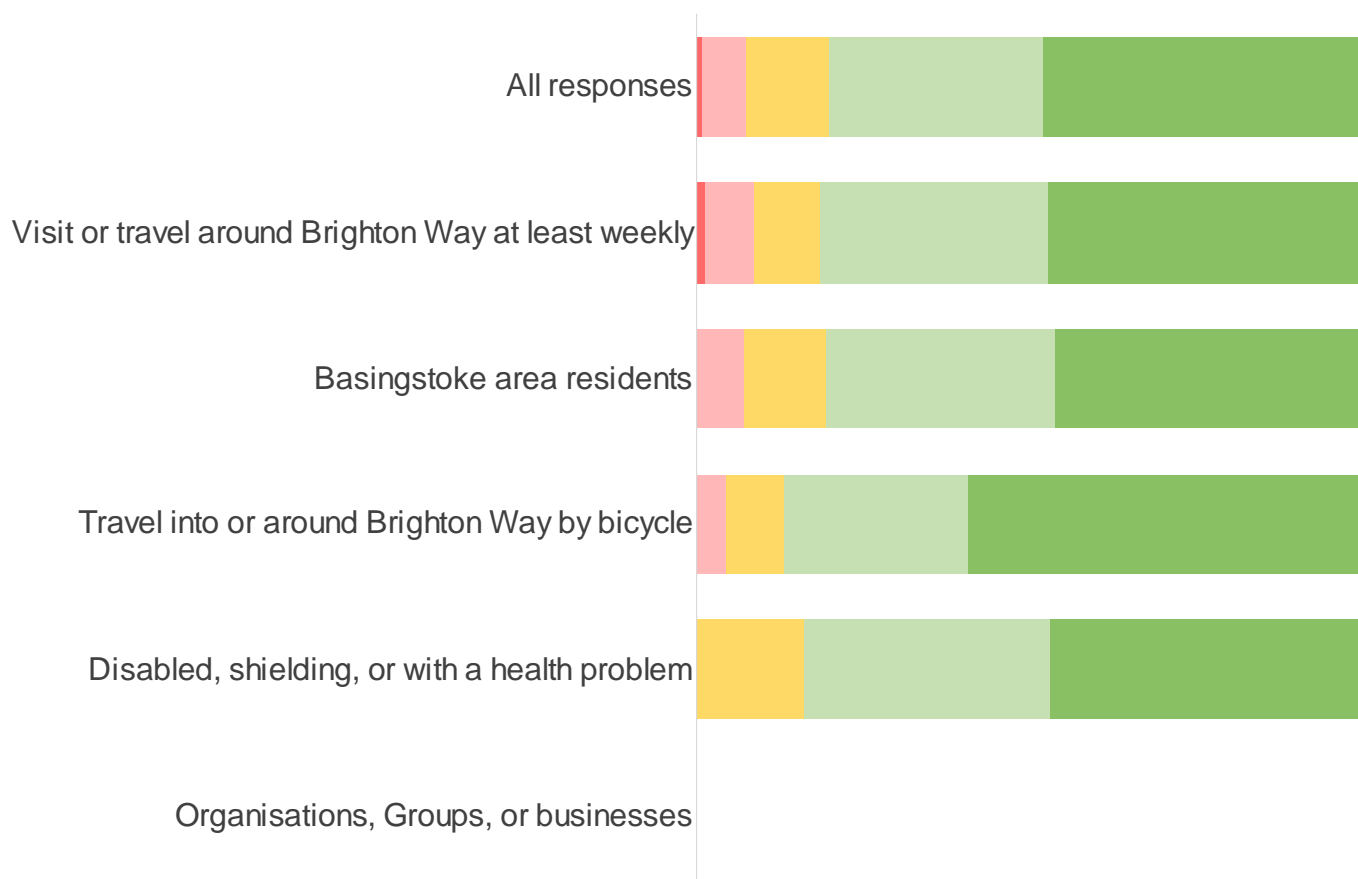
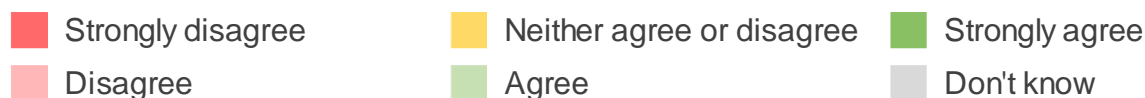


	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
Proposed footpath	112	1 1%	7 6%	14 13%	36 32%	54 48%	- -
Proposed cycle track	112	11 10%	12 11%	12 11%	25 22%	52 46%	- -
Road resurfacing	110	2 2%	5 5%	21 19%	35 32%	43 39%	4 4%
Street lighting	111	2 2%	5 5%	22 20%	33 30%	47 42%	2 2%
Stepped cycle track	110	12 11%	9 8%	18 16%	26 24%	36 33%	9 8%

The analyses on the next five pages show the level of agreement by the type of respondent

Active Travel Fund consultation Brighton Way cycle scheme

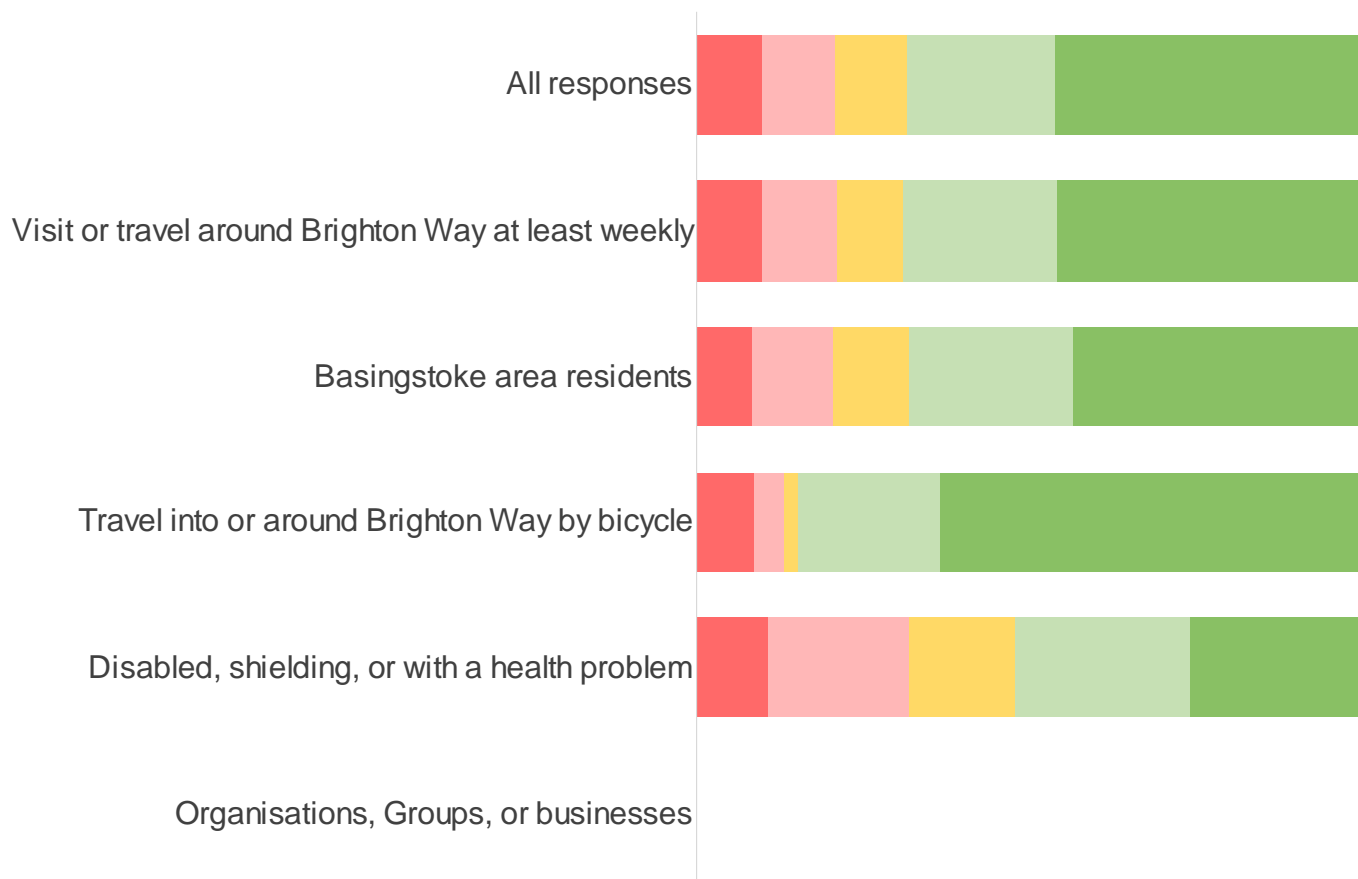
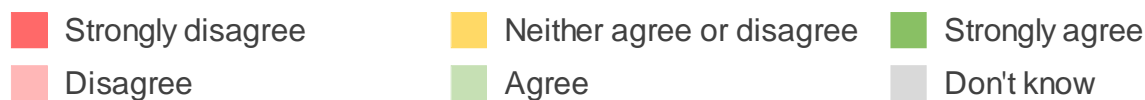
Agreement with proposed footpath by respondent group



	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
All responses	112	1 1%	7 6%	14 13%	36 32%	54 48%	- -
Visit or travel around Brighton Way at least weekly	82	1 1%	6 7%	8 10%	28 34%	39 48%	- -
Basingstoke area residents	99	- -	7 7%	12 12%	34 34%	46 46%	- -
Travel into or around Brighton Way by bicycle	47	- -	2 4%	4 9%	13 28%	28 60%	- -
Disabled, shielding, or with a health problem	19	- -	- -	3 16%	7 37%	9 47%	- -
Organisations, Groups, or businesses	-	* *	* *	* *	* *	* *	* *

Active Travel Fund consultation Brighton Way cycle scheme

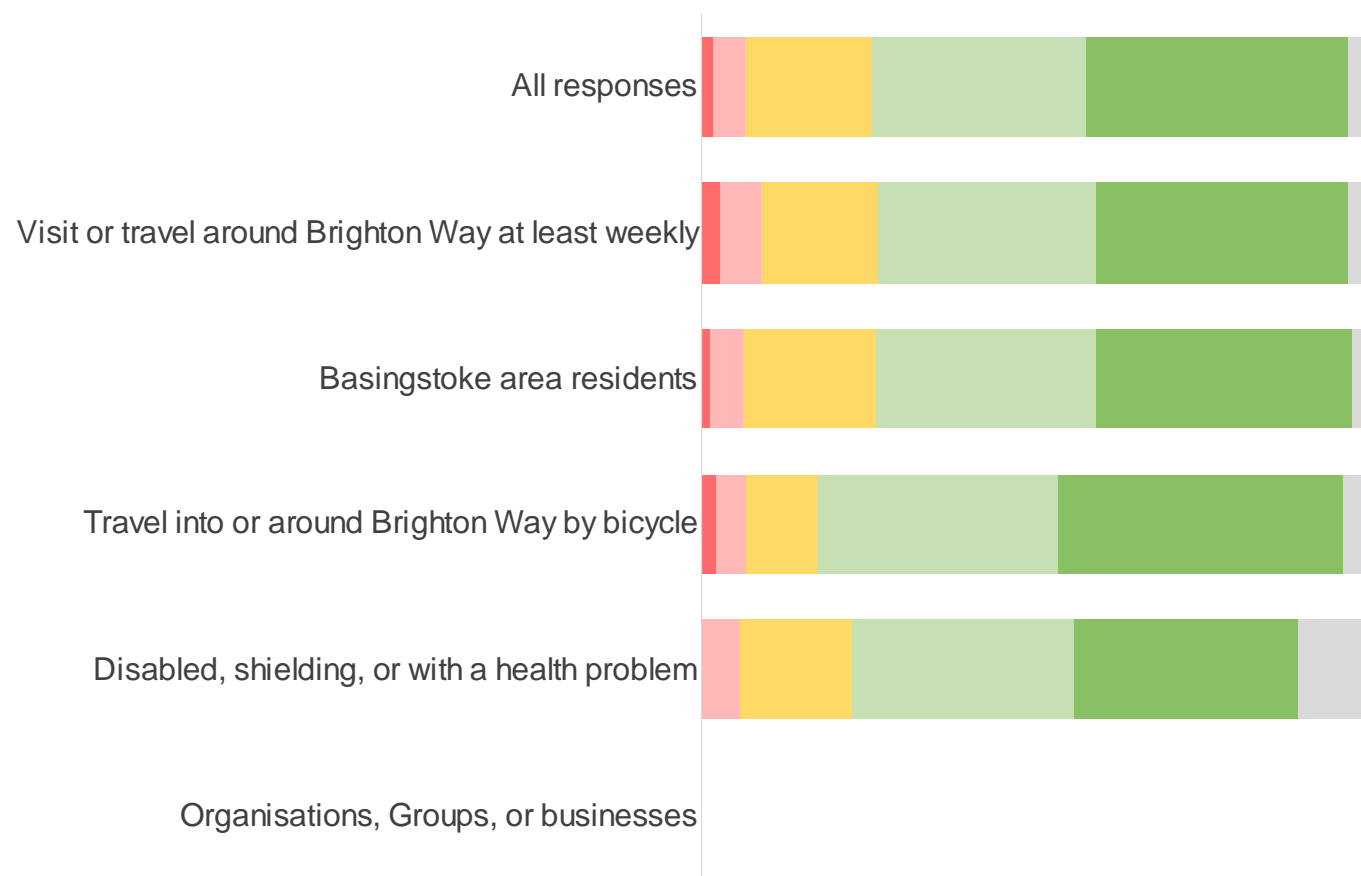
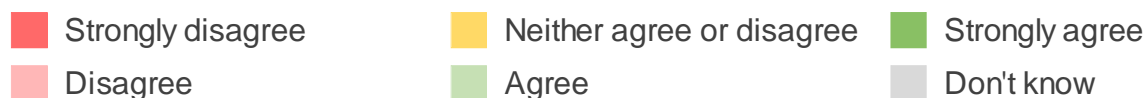
Agreement with proposed cycle track by respondent group



	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
All responses	112	11 10%	12 11%	12 11%	25 22%	52 46%	- -
Visit or travel around Brighton Way at least weekly	82	8 10%	9 11%	8 10%	19 23%	38 46%	- -
Basingstoke area residents	98	8 8%	12 12%	11 11%	24 24%	43 44%	- -
Travel into or around Brighton Way by bicycle	47	4 9%	2 4%	1 2%	10 21%	30 64%	- -
Disabled, shielding, or with a health problem	19	2 11%	4 21%	3 16%	5 26%	5 26%	- -
Organisations, Groups, or businesses	-	*	*	*	*	*	*

Active Travel Fund consultation Brighton Way cycle scheme

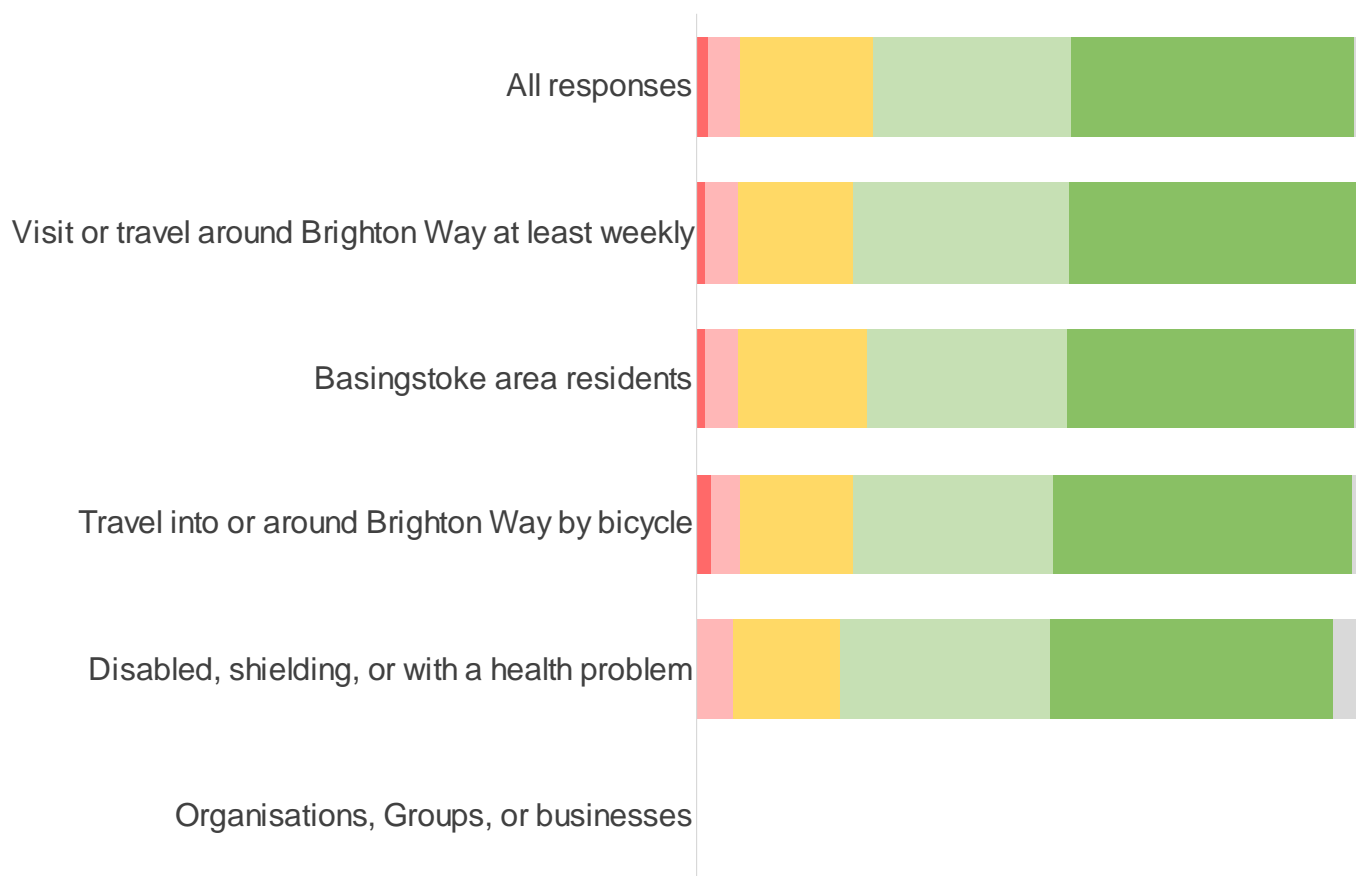
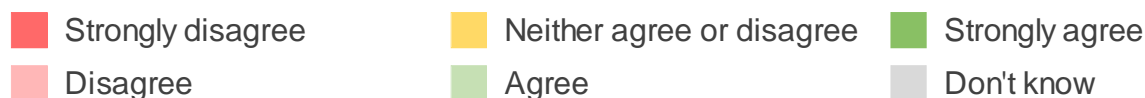
Agreement with proposed road resurfacing by respondent group



	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
All responses	110	2 2%	5 5%	21 19%	35 32%	43 39%	4 4%
Visit or travel around Brighton Way at least weekly	80	2 3%	5 6%	14 18%	26 33%	30 38%	3 4%
Basingstoke area residents	97	1 1%	5 5%	19 20%	32 33%	37 38%	3 3%
Travel into or around Brighton Way by bicycle	47	1 2%	2 4%	5 11%	17 36%	20 43%	2 4%
Disabled, shielding, or with a health problem	18	- -	1 6%	3 17%	6 33%	6 33%	2 11%
Organisations, Groups, or businesses	-	* *	* *	* *	* *	* *	* *

Active Travel Fund consultation Brighton Way cycle scheme

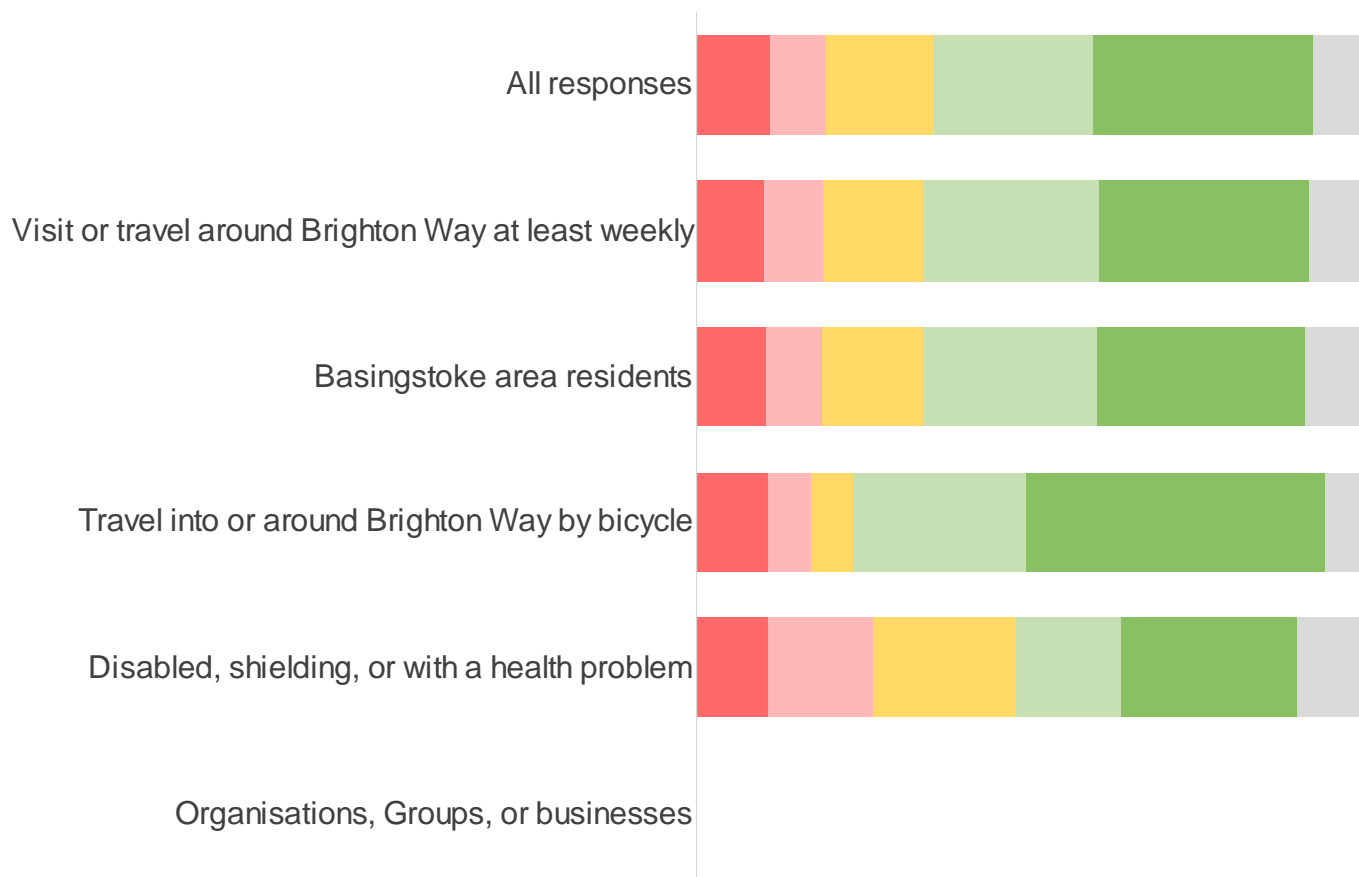
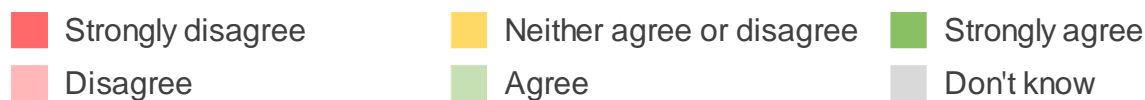
Agreement with proposed street lighting by respondent group



	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
All responses	111	2 2%	5 5%	22 20%	33 30%	47 42%	2 2%
Visit or travel around Brighton Way at least weekly	81	1 1%	4 5%	14 17%	26 32%	35 43%	1 1%
Basingstoke area residents	98	1 1%	5 5%	19 19%	29 30%	42 43%	2 2%
Travel into or around Brighton Way by bicycle	47	1 2%	2 4%	8 17%	14 30%	21 45%	1 2%
Disabled, shielding, or with a health problem	19	- -	1 5%	3 16%	6 32%	8 42%	1 5%
Organisations, Groups, or businesses	-	* *	* *	* *	* *	* *	* *

Active Travel Fund consultation Brighton Way cycle scheme

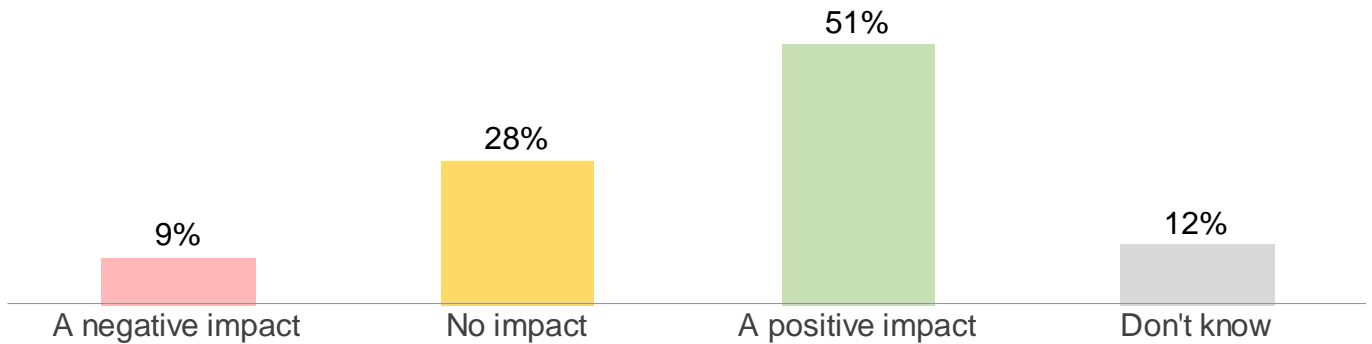
Agreement with proposed stepped cycle track by respondent group



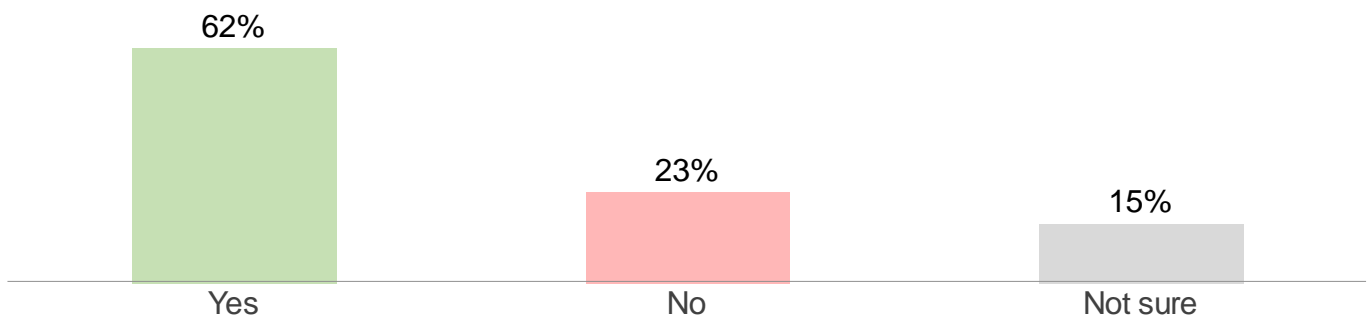
	Base	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Don't know
All responses	110	12 11%	9 8%	18 16%	26 24%	36 33%	9 8%
Visit or travel around Brighton Way at least weekly	80	8 10%	7 9%	12 15%	21 26%	25 31%	7 9%
Basingstoke area residents	97	10 10%	8 8%	15 15%	25 26%	30 31%	9 9%
Travel into or around Brighton Way by bicycle	47	5 11%	3 6%	3 6%	12 26%	21 45%	3 6%
Disabled, shielding, or with a health problem	19	2 11%	3 16%	4 21%	3 16%	5 26%	2 11%
Organisations, Groups, or businesses	-	*	*	*	*	*	*

Respondents' views on the impacts of proposed changes to Brighton Way

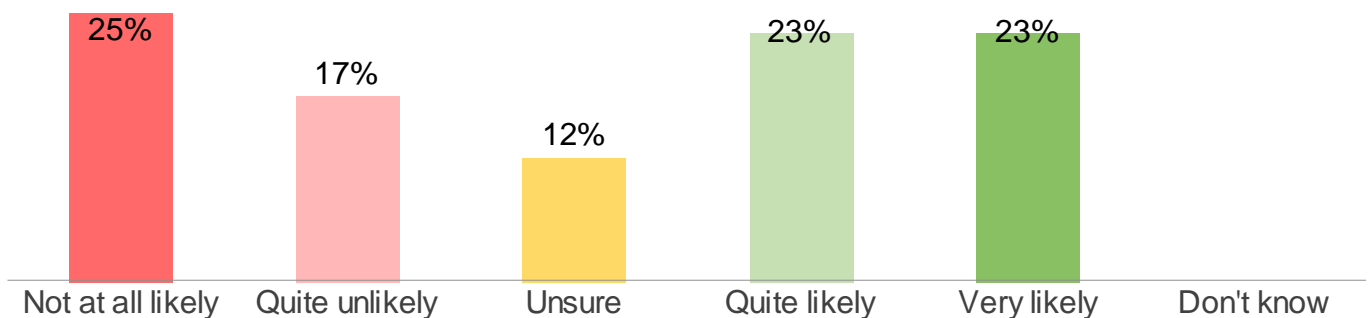
What kind of impact do you think the Active Travel proposal for Brighton Way would have on your journeys? (Base: 113)



Would you want to undertake more journeys using Active Travel methods, if local routes support this? (Base: 112)



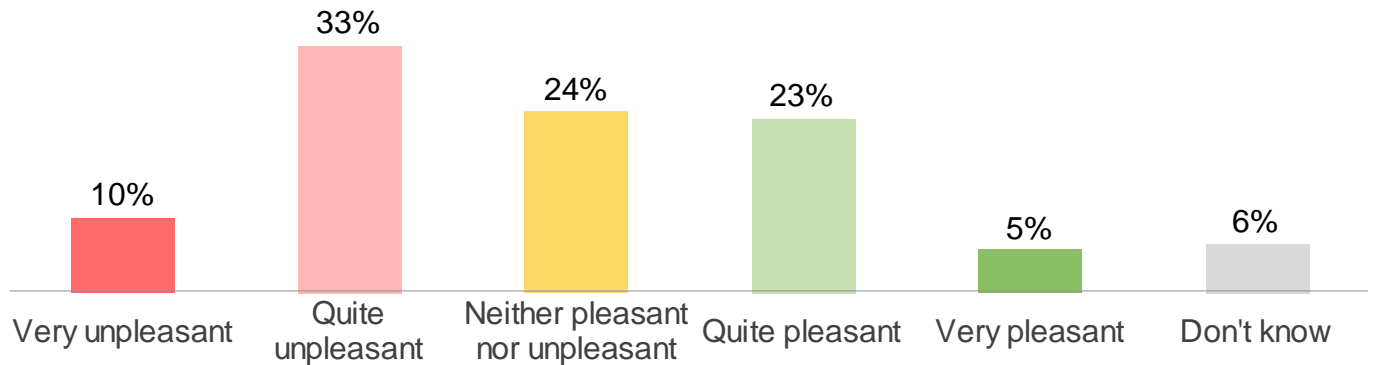
If you don't regularly cycle (or expect to regularly cycle after the COVID-19 pandemic) into or around Brighton Way, how likely is it that the proposed cycle track would encourage you to cycle in the area more often? (Base: 52)



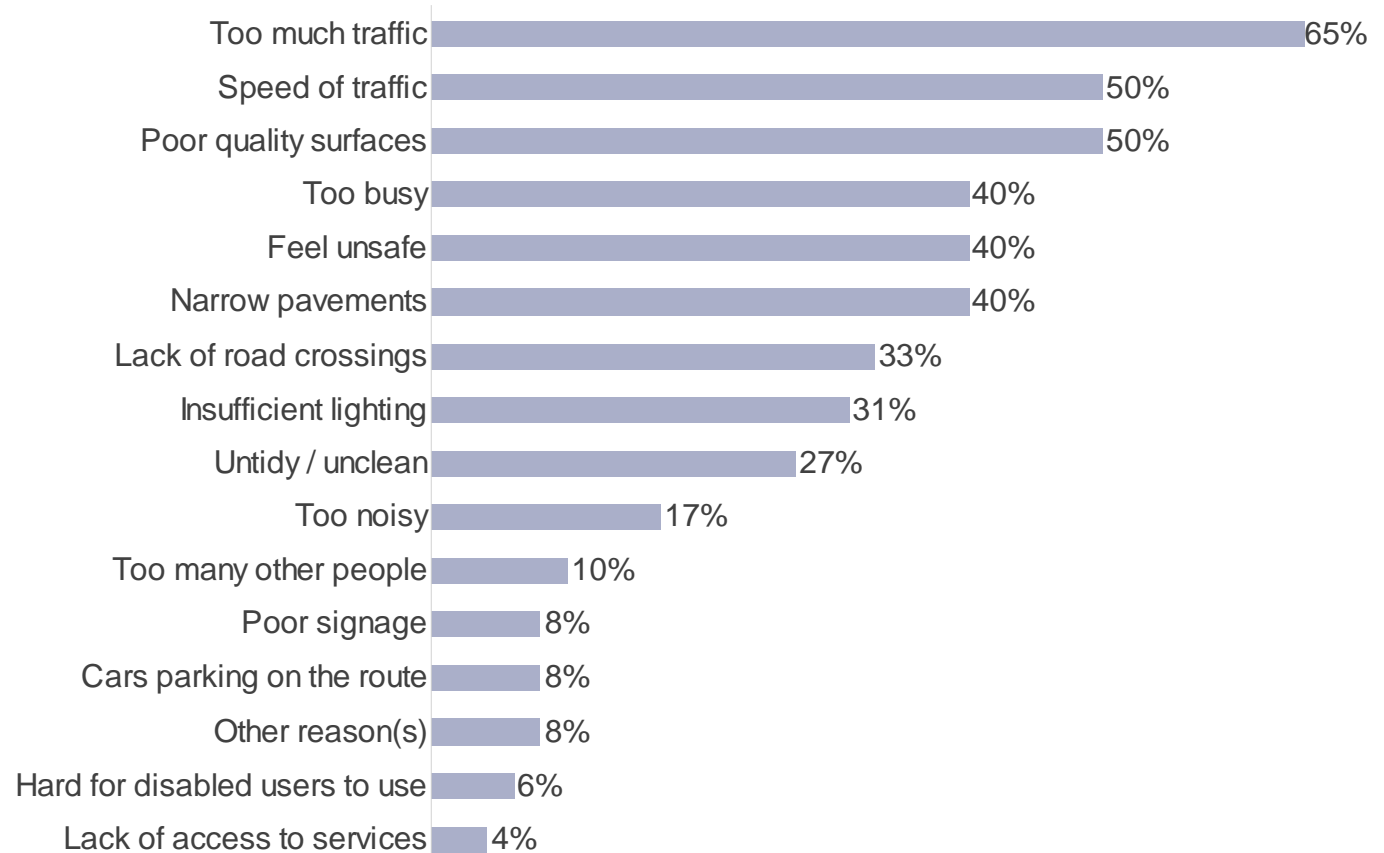
Active Travel Fund consultation Brighton Way cycle scheme

Respondents' views on the whether Brighton Way is pleasant for Active Travel

How pleasant do you feel Brighton Way is currently for Active Travel? (Base: 114)



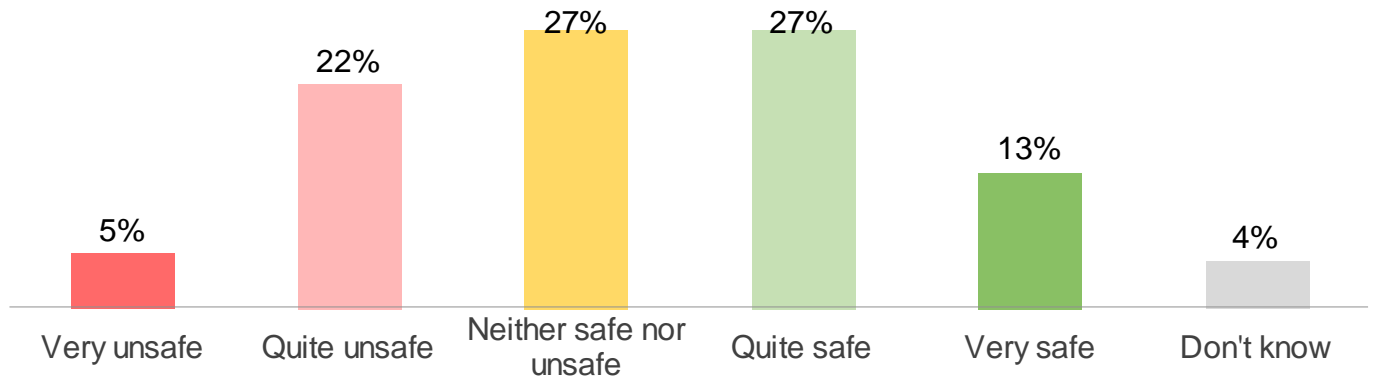
Why do you feel that it Brighton Way is unpleasant for Active Travel? (Multi-code, asked to respondents who responded that Brighton Ways was 'quite unpleasant' or 'very unpleasant' for Active Travel, base: 48)



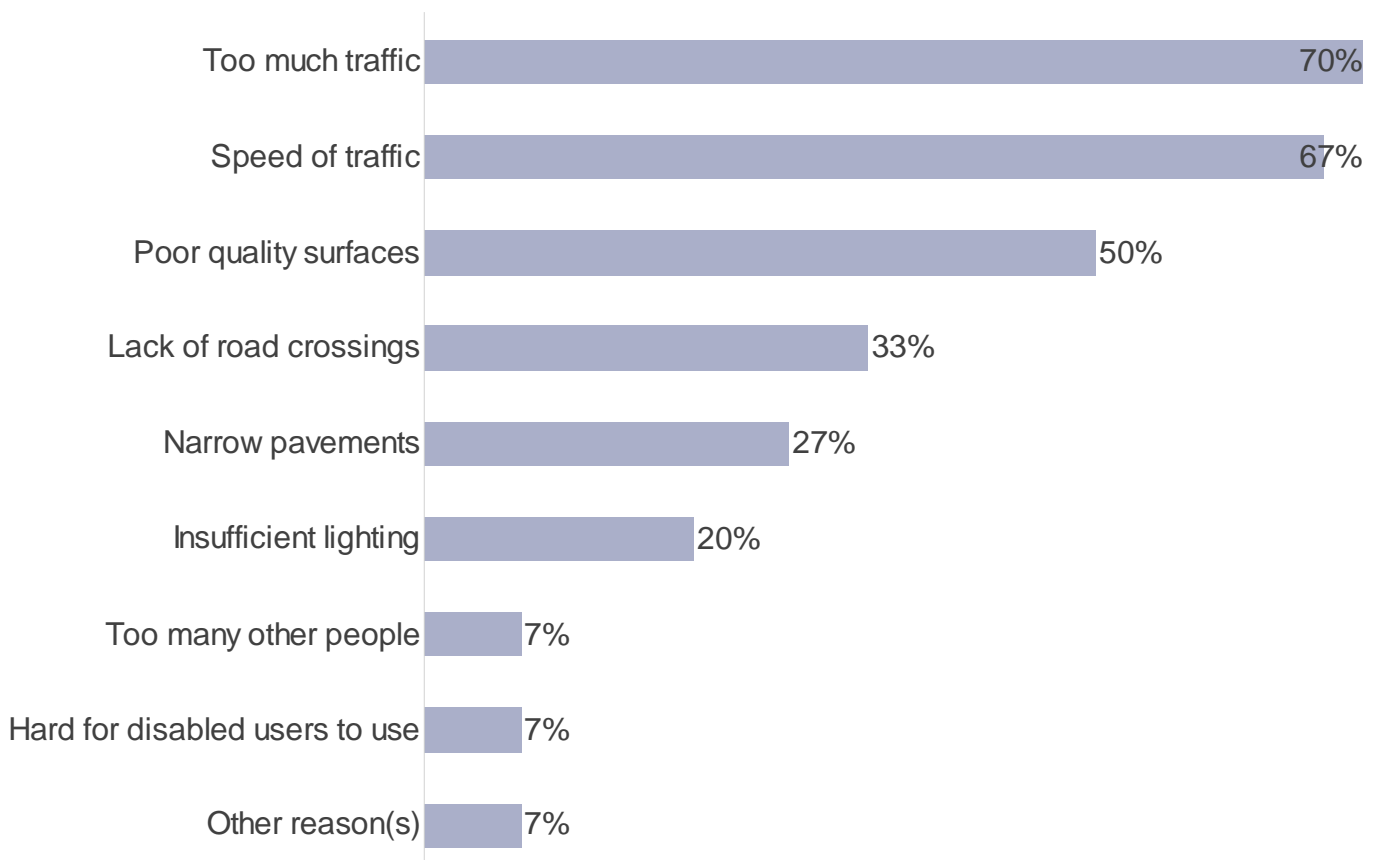
Active Travel Fund consultation Brighton Way cycle scheme

Respondents' views on safety when travelling along Brighton Way

How safe do you feel currently travelling along Brighton Way? (Base: 113)



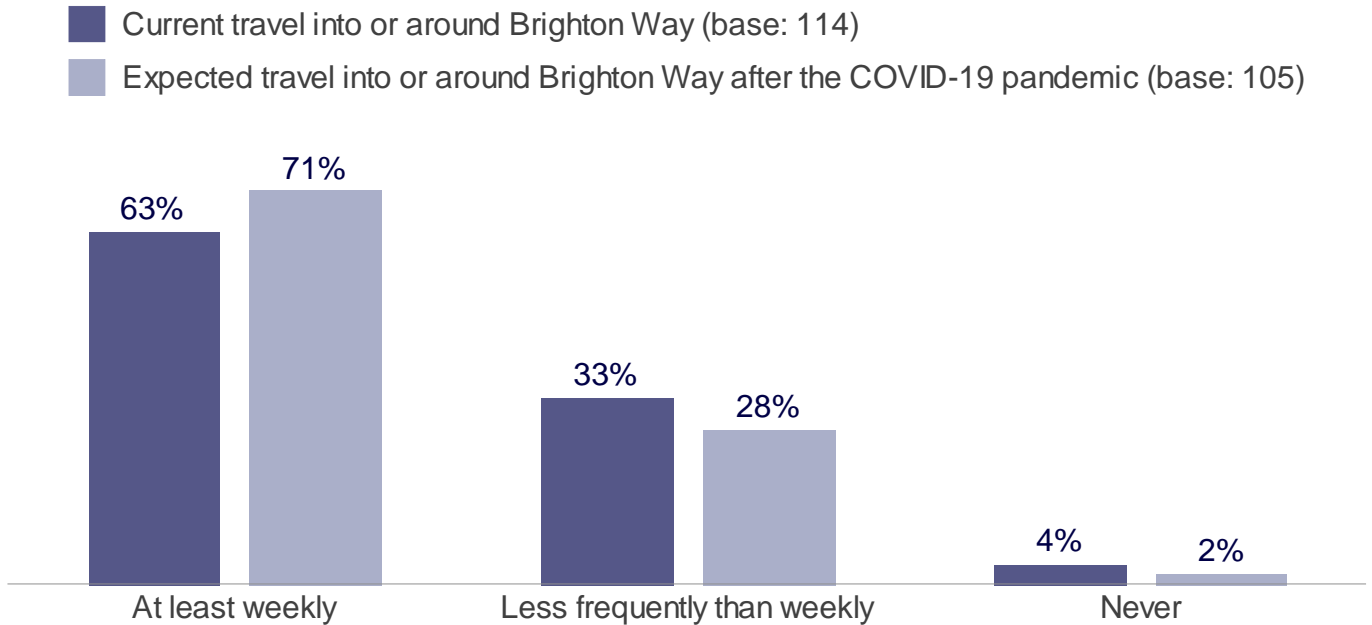
Why do you feel that Brighton Way is unsafe? (Multi-code, asked to respondents who responded that they felt 'quite unsafe' or 'very unsafe' when travelling along Brighton Way, base: 30)



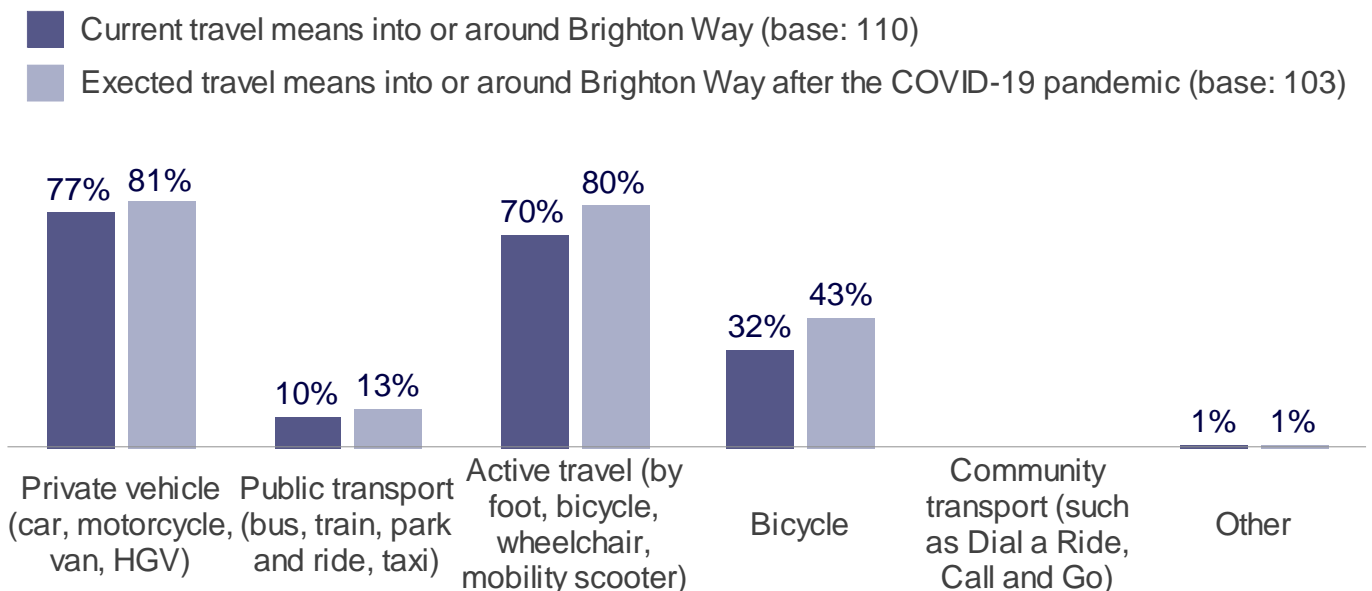
Active Travel Fund consultation Brighton Way cycle scheme

Respondents' travel habits

Frequency of travel into or around Brighton Way

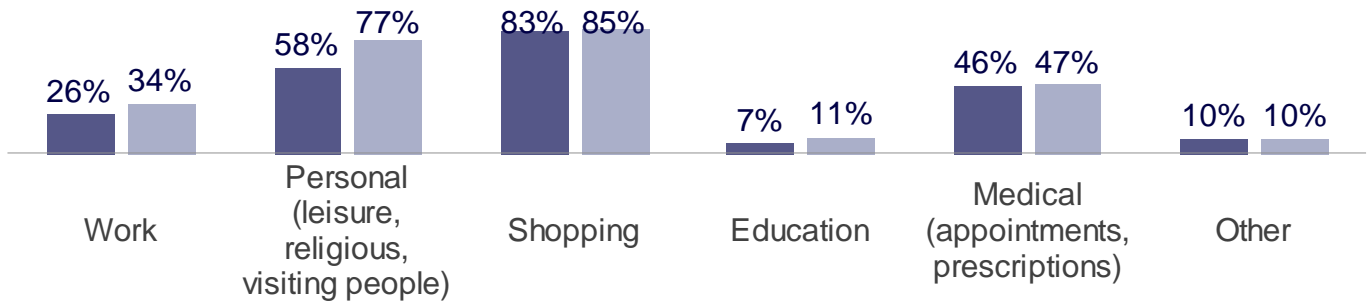


Mean(s) of travel into or around Brighton Way (multi-code, asked to those who responded that they travelled into or around Brighton Way)

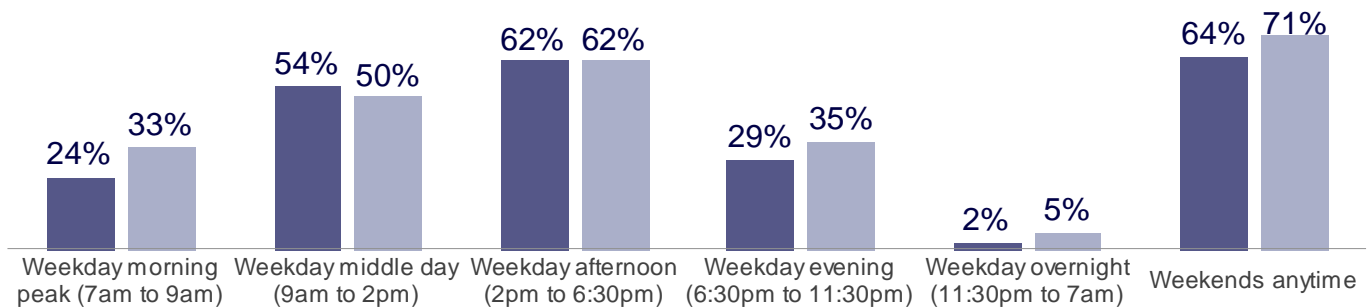


Active Travel Fund consultation Brighton Way cycle scheme

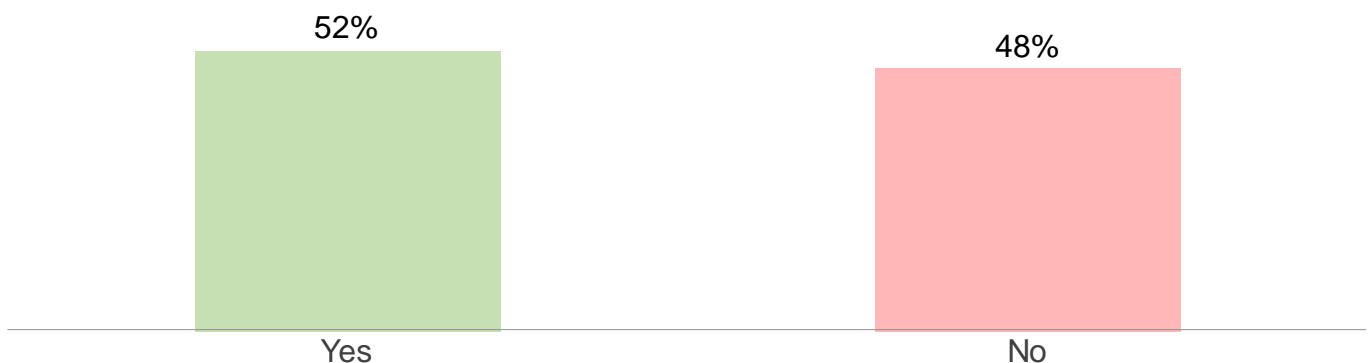
Reason(s) for travel into or around Brighton Way (multi-code, asked to those who responded that they travelled into or around Brighton Way)



Time(s) of travel into or around Brighton Way (multi-code, asked to those who responded that they travelled into or around Brighton Way)



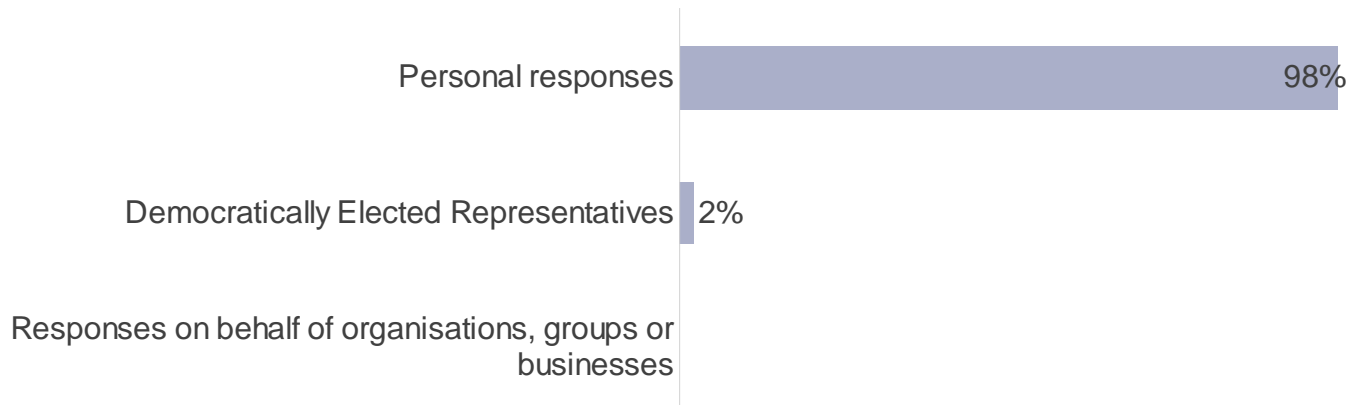
Thinking about the last six months, have you taken short journeys (of up to five miles) using Active Travel that you would have normally taken via private vehicles? (Base: 112)



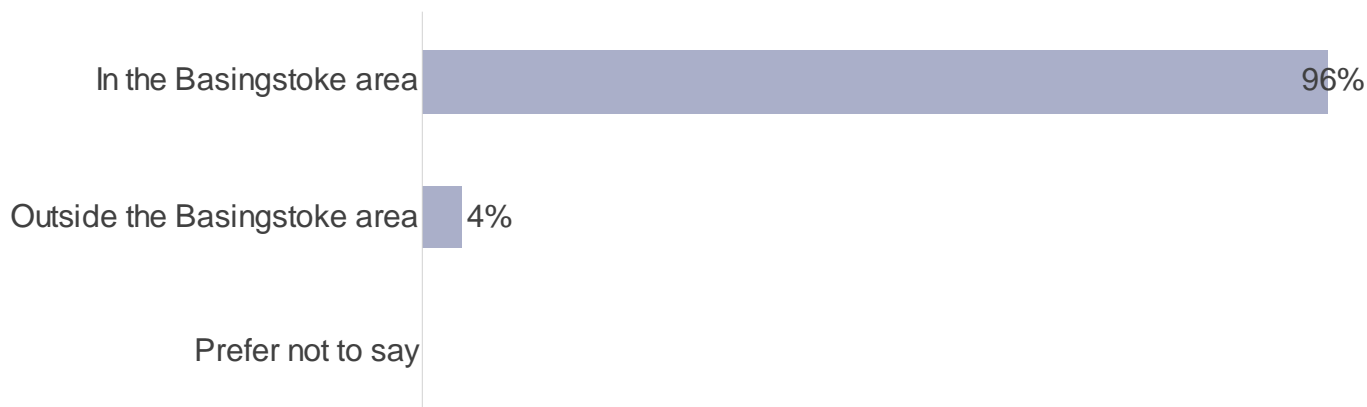
Active Travel Fund consultation Brighton Way cycle scheme

Who responded?

Type of response (base: 112)

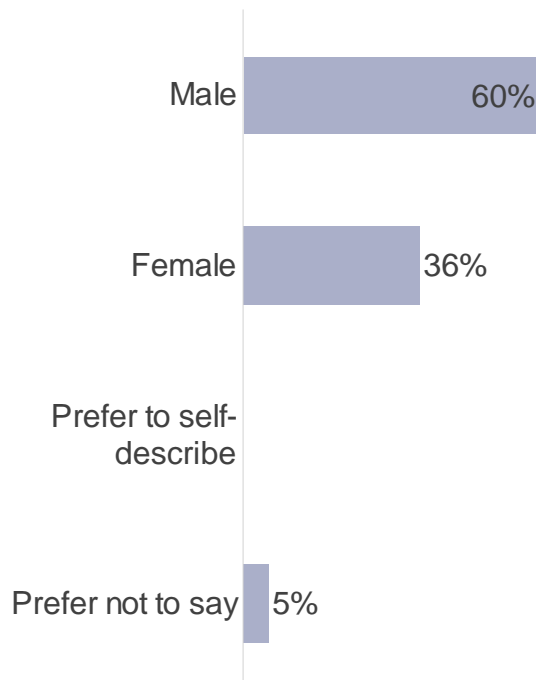


Where do you live? (Base: 103)

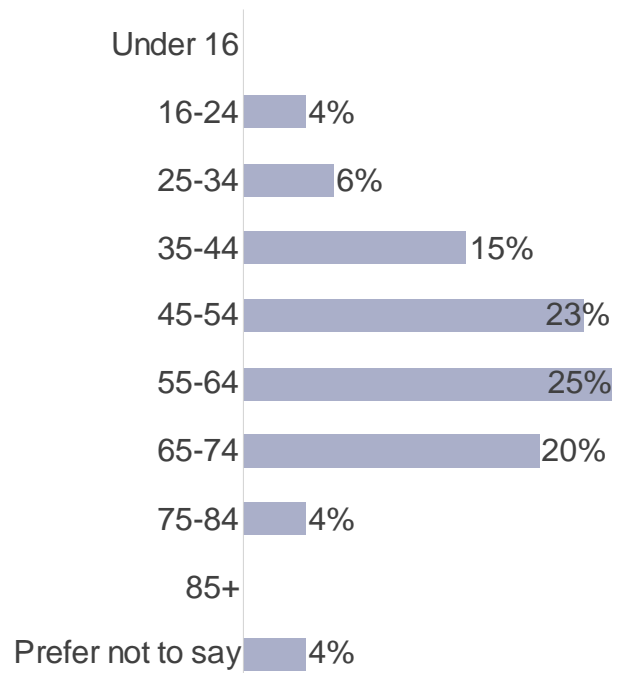


Active Travel Fund consultation Brighton Way cycle scheme

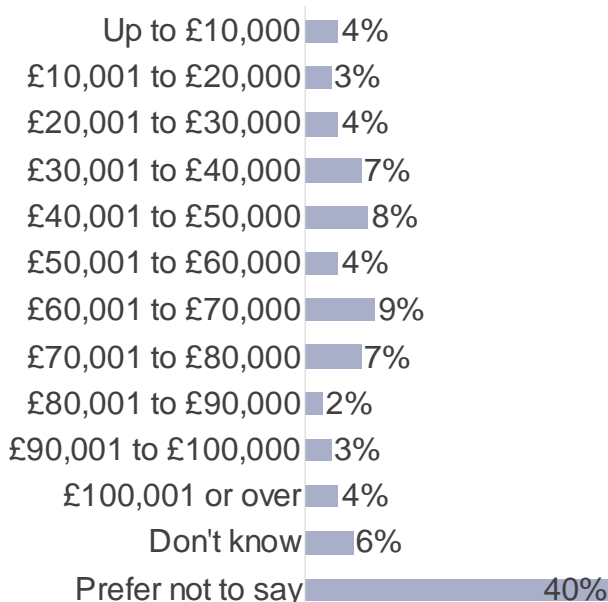
Gender (base: 109)



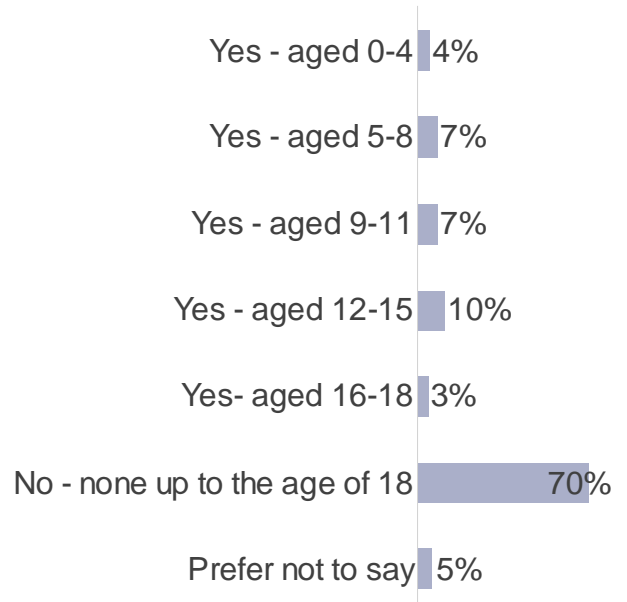
Age (base: 110)



Total annual household income, from all sources, before tax and other deductions (base: 107)

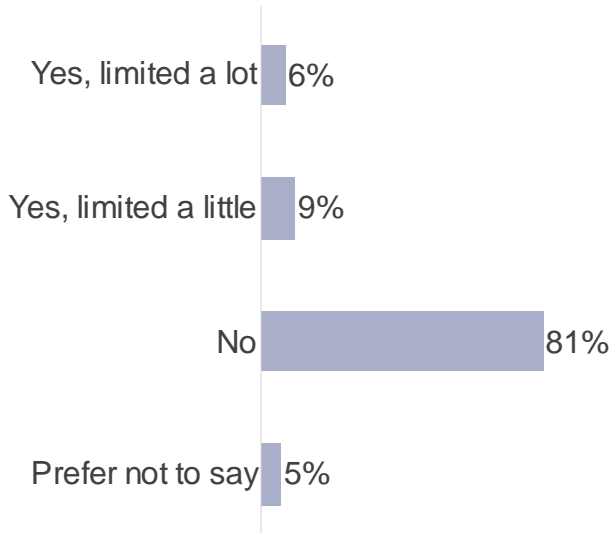


Presence of children or young people up to the age of 18 living in your household (multi-code, base: 106)

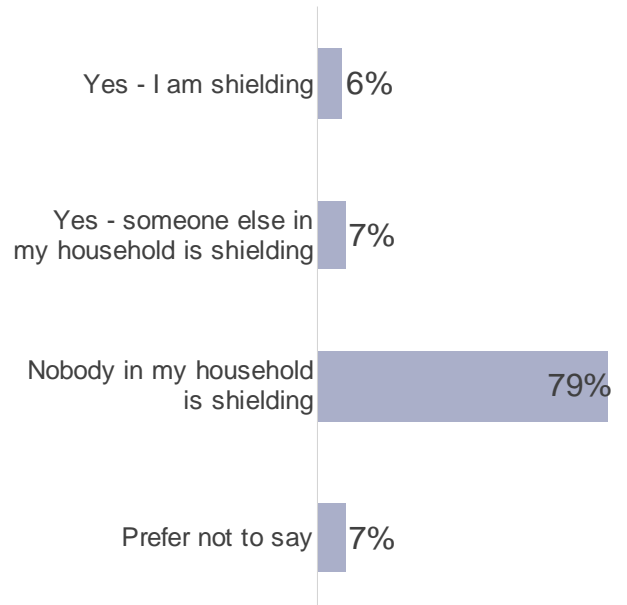


Active Travel Fund consultation Brighton Way cycle scheme

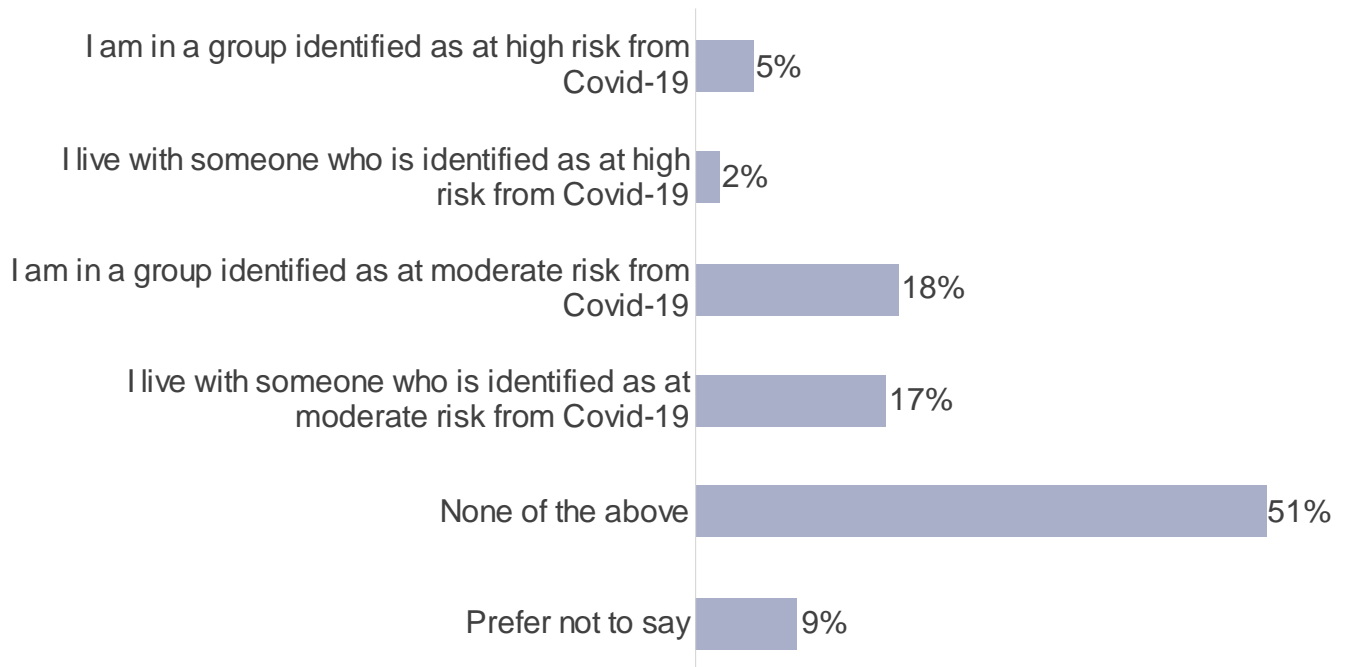
Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Base: 109)



Are you, or is anyone in your home, currently shielding due to COVID-19? (Multi-code, base: 110)



Which of the following apply to you? (Multi-code, base: 109)



HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Farnborough Growth Package Update including Lynchford Road advance works
Report From:	Director of Economy, Transport and Environment

Contact name: Alen Chanamoto

Tel: 0370 779 1953

Email: alen.chanamuto@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update to the Farnborough growth package transport improvements and seek approval to spend on advance utilities diversions and related advanced works concerning the Lynchford Road Improvement scheme.

Recommendations

2. That the Executive Member for Economy, Transport and Environment gives approval to procure and spend, and to enter necessary contractual arrangements in consultation with the Head of Legal Services, to implement the advanced utility diversions for the Lynchford Road improvements, as well as any necessary street furniture and vegetation removal, at a cost of £0.76million to be funded from Local Growth Funding awarded by the Enterprise M3 LEP.
3. That the Executive Member for Economy, Transport and Environment gives approval to adjust the scope of the Farnborough growth package to include improvements along Alexandra Road, Old Lynchford Road and Camp Road.
4. That authority to make arrangements to implement the works, including minor variations to the design, delivery arrangements or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. This paper seeks to:
 - gain approval to commence advance utility diversions as set out in this report for the Lynchford Road scheme; and
 - gain approval to amend the scope of the Farnborough growth package.
6. In July 2020, the Executive Member for Economy, Transport and Environment agreed to explore an optional alternative to a preferred Scheme previously approved by the Executive Member for Environment and Transport in January

2019. The changes are intended to retain the project aims and enable improved provision for cycling, walking and vehicle parking to the northern side of Lynchford Road.

7. Since the Executive Member for Economy, Transport and Environment meeting in July 2020, the design work has developed further and stakeholder engagement events have taken place with various scheme stakeholders including Rushmoor Borough Council, North Camp Support Group, North Camp Matters, local retailers, Cycle Lobby Groups and Farnborough International to gauge their views of the proposals.
8. Local concerns including loss of parking, lack of motorcycle parking, loss of trees and impact of ecology were discussed with stakeholders and where possible these have been addressed within the updated design. Areas for additional tree planting have also been identified in the latest design for the optional alternative scheme.
9. Discussions with regards to the impact of the updated Local Transport Note (LTN) 1/20 on the proposed cycling routes have also been discussed with the local cycling lobby and incorporated into the design for the optional alternative scheme to achieve a more LTN1/20 friendly scheme.
10. A four-week public consultation event commenced on 1 February 2021. A Project Appraisal to report the consultation results and seek approval to implement a preferred design for the main improvements for Lynchford will be brought to the Executive Member for Economy, Transport and Environment in due course.

Contextual information

11. In November 2017 approval was secured from the Executive Member for Environment and Transport to undertake a detailed public and stakeholder consultation on the Farnborough Growth Package. The consultation explained the need to invest in transport in Farnborough and presented a range of “in principle” transport interventions across Farnborough.
12. On 13 March 2018, the Executive Member for Environment and Transport resolved to identify Lynchford Road and Invincible Road as priority schemes, and in relation to Lynchford Road, that further feasibility design work should be undertaken to identify a deliverable scheme, including engagement with the local community and consideration of the potential to mitigate air quality issues on the Blackwater Valley Relief Road. The intention at this stage was for Lynchford Road scheme to be delivered as 3 phases.
13. On 15 January 2019, approval was given to take forward further design and development work for Phase One of the scheme and to submit a business case to the EM3 LEP. The business case was submitted on 5 March 2019, and on 28 November 2019 the EM3 LEP approved the business case and a funding grant of £6.7million.

Advanced Enabling Works

14. Approval to proceed with advance enabling works including the diversion of utilities for Lynchford Road ahead of the main contract will enable the main works to proceed less affected by utilities and reduces the project risk of delays associated with accommodating utility diversions within activities of the main works programme. In addition, the approval will give the scheme an advantage with regards to achieving spending timescales set out by the EM3 LEP. The advanced works will be complementary to options being progressed.
15. No advance works which supports one option over another will take place at this stage.
16. Localised vegetation and street furniture removal will be required to facilitate the diversion of utilities. No trees are expected to be felled during these utilities works.
17. The utilities to be diverted include BT Openreach assets, Southern Gas mains, South East Water assets, SSE assets and Virgin assets.
18. The current estimated cost for the advanced enabling works is around £0.76m and the Council will be entering into a formal agreement with the utilities companies to carry out these works. The intention is for the utilities companies to carry all works including vegetation and street furniture. However, The Council will work with the utility companies throughout the design process to identify any cost efficiencies that can be achieved by doing these works through existing highways and maintenance contracts it has in place.

Change of Scope to Farnborough Growth Package

19. In January 2019, authority was given by the Executive Member for Economy Transport and Environment to enter into a funding agreement with the Enterprise M3 Local Enterprise Partnership for the delivery of Phase One of the Lynchford Road scheme and the Invincible Road Scheme. These schemes formed part of the Farnborough Growth Package. To better reflect changing national and local policy, provide operational efficiencies, and take advantage of further funding opportunities available, the Farnborough Growth Package is being expanded to include the schemes below. These schemes are not included within the Phase 1 package of works that was given approval in January 2019.

Active Travel Fund – Old Lynchford Road & Camp Road

20. Further changes to Old Lynchford Road and Camp Road are planned as part of the Active Travel Fund to increase walking and cycling infrastructure.

Blackwater Gold Grid – Alexandra Road

21. The Alexandra Road Improvement Scheme initial proposals support the delivery of bus priority and intelligent transport systems improvements at Alexandra Road to reduce car-based travel in North Camp. This forms part of the Black Water Gold Grid 1 project.

North Camp Low Traffic Neighbourhood Scheme

22. Capacity improvements along Lynchford Road should reduce the amount of traffic that uses the residential and commercial streets in North Camp as short cuts. Low Traffic Neighbourhoods would provide the opportunity to rebalance the streets and spaces within North Camp for people, not traffic, and create a safer and more liveable neighbourhood.

Consultation

23. An online public engagement event commenced on 1 February 2021, this lasted four weeks and results of the consultation event will be brought to the Executive Member for Economy, Transport and Environment in due course.

24. The engagement covered not only the Lynchford Road scheme but also elements of the Blackwater Gold Grid (Alexandra Road), Active travel schemes (Old Lynchford Road and Camp Road) and early engagement on a Low traffic neighbourhood scheme at North Camp.

25. The proposals for Lynchford Road improvements form part of Hampshire County Council's 2020/21 Capital Programme.

26. The project delivery timescales for the Lynchford Road scheme are set out below:

Milestones	Expected
Detail design completion	June 2021
Project Appraisal	June 2021
Tender	August/ September 2021
Construction Start	November/ December 2021

Finance

27. The breakdown of advanced Utilities diversion costs is set out in the table below.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	5	0.7	Local Transport Plan	0
Site Clearance	10	1.3	Developer Contribution	0
Diversion Works	745	98.0	Local Enterprise Partnership	760
Total	760	100.0	Total	760

Climate Change Impact Assessments

28. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of

being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

29. An initial Vulnerability Assessment was conducted and has concluded the scheme diversionary work can be considered to have an overall low level of vulnerability to changing climatic indices. Results from the screening tool suggest that any vulnerabilities to this project arise during construction from strong winds and storm events. However, the materials to be used and construction methodologies for the diversion works will be compliant with the appropriate design and construction standards (Design Manual for Roads and Bridges) and British Standards. The location does not require any additional considerations in terms of more resilient materials.

30. The scheme diversion works supports one of the key strategic priorities:

Green Economic Growth & Prosperity – the diversionary works include the replacement of key utilities with the aim of improving energy efficiency and facilitating delivery of the main Lynchford Road widening works.

31. A full climate change impact assessment for each of the schemes in the Farnborough Growth Package will be brought forward when a project appraisal is completed.

Land

32. At this stage of the design, the utilities work does not require additional land, and all works including vegetation removal are expected to be carried out within land designated as highway.

Future Direction

33. A Project Appraisal to report the consultation results and seek approval for a preferred design for the main improvements for Lynchford will be brought to the Executive Member for Economy, Transport and Environment in due course.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Lynchford Road Farnborough Growth Package	02/07/2020
Farnborough Growth Package – Lynchford Road and Invincible Road Improvements	15/01/2019
Farnborough Growth Package and Blackwater Valley Gold Grid	13/03/2018
Farnborough Growth Package and Blackwater Valley "Gold Grid"	14/11/2017
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:

- 2.1. The proposed improvements to Lynchford Road aim to deliver capacity improvements to address existing congestion and accommodate future growth in travel demand in the area. The proposals also aim to improve conditions for pedestrians and cyclists as well as enhancing the public realm within North Camp Village centre.
- 2.2. This decision to approve the diversion of utilities and changing the scope of the Farnborough growth package will have a neutral impact on residents with protected characteristics, and as the scheme progresses to the detailed design stage, a project appraisal will be brought forward which will include an equalities impact assessment of the implementation of the Scheme.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Passenger Transport Contracts and Concessionary Fares Payments
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 07562 434680

Email: lisa.cook@hants.gov.uk

Purpose of this Report

1. This report updates and modifies the arrangements put in place by a decision made by the Executive Member for Economy, Transport and Environment on 19 November 2020 on the same subject. The current arrangements are due to expire on 31 March 2021.
2. The purpose of this report is to seek agreement to make amended concessionary fares reimbursement payments to local bus operators for the period 1 April 2021 to 30 September 2021 in the light of the latest Department for Transport guidance.
3. The report seeks agreement to continue the existing policy of paying 100% concessionary fares payments to Community Transport operators.
4. The report also seeks agreement to extend the existing policies of paying 100% local bus and Community Transport contract payments, and 80% contract and concessionary fares payments to taxi-share operators.
5. The report outlines additional financial support to assist Community Transport operators in the recovery and operation of their services until 30 September 2021 in view of the loss of user income which they continue to experience as a result of COVID-19.

Recommendations

6. That the Executive Member for Economy, Transport and Environment gives authority to make concessionary fares reimbursement payments to local bus operators from 1 April 2021 to 30 September 2021 based on the percentage of the pre-COVID bus network that they operate during the period, in line with the latest Department for Transport (DfT) guidance (issued on 13 January 2021), to be met from existing budgets.
7. That the Executive Member for Economy, Transport and Environment gives authority to extend the current policy of making 100% local bus and Community Transport contract payments to operators, 100% concessionary travel payments

to community transport operators and 80% contract and concessionary travel payments to Taxi-share operators, to cover the period from 1 April 2021 to 30 September 2021, to be met from existing budgets.

8. That the Executive Member for Economy, Transport and Environment gives authority to revert to pre-COVID payment arrangements for Taxi-share services as soon as social distancing requirements are able to be safely removed and services are able to return to pre-COVID service.
9. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make amendments to the payment arrangements before 30 September 2021 if COVID related restrictions are significantly reduced and local bus and community transport services are able to safely return to pre-COVID levels, in line with any guidance issued by the DfT.

Executive Summary

10. This report proposes that in line with the latest DfT guidance, concessionary fares reimbursement payments to local bus operators should reflect the percentage of the pre-COVID 19 level of network they provide, rather than the existing policy of reimbursement at 100% of pre-COVID 19 levels, for the six-month period from 1 April 2021.
11. The report also proposes that concessionary fares reimbursement payments to Community Transport operators and tendered contract payments to local bus operators and Community Transport operators remain at 100% of pre-COVID levels for the six-month period from 1 April 2021.
12. This report also proposes extending the current policy of paying Taxi-share operators (contract and concessionary travel payments) at 80% of the funding levels provided before any downturn in service provision or patronage, from 1 April 2021 to 30 September 2021 to provide continuity for the users of these services, in accordance with government guidance and ongoing messaging from the Department for Transport.
13. The proposed funding extensions will be in addition to Exceptional Cost Payments to Community Transport operators, available through application with supporting evidence to assist with any service adjustments needed in recovering a service and any lost user income.
14. These proposals will contribute to Hampshire's economic growth as recovery progresses, enabling passengers to access their place of employment in addition to health, retail, social, educational and leisure facilities.
15. These proposals contribute towards Hampshire's strategic aim of enabling its residents to live safe, healthy and independent lives.
16. The proposed change to concessionary fares reimbursement payments may result in a saving to the County Council's concessionary fares budget for 2021/22, depending on the level of bus network provided by operators.

Contextual information

17. In line with Cabinet Office and DfT guidance and Procurement Policy Notes, the County Council and its funding partners (a number of district councils) committed to maintaining full contract and concessionary travel payments to operators of local bus and community transport services and 80% payments to taxi-share operators for the period to 31 March 2021, as a result of the impact of the COVID-19 pandemic on local transport services. On 15 January 2021, DfT issued revised guidance on how Local Transport Authorities should reimburse local bus operators for concessionary fares.
18. There are still many variables affecting the numbers of people returning to passenger transport services which continue to impact on the ability of transport operators to return to financial viability. These include lockdowns and tiered restrictions, the speed of the vaccination programme, social distancing restrictions, the publication of the Government's National Bus Strategy due in 2021 and the ongoing level of financial support provided by the DfT for local bus services.
19. The approach recommended in this report takes the latest guidance into account and proposes a way forward to 30 September 2021, which will provide certainty for operators of local bus, Community Transport and taxi-share services. It also provides financial certainty for the County Council and may deliver a cost saving on the concessionary fares budget for 2021/22.
20. Each of the current supported service areas is now considered in turn where further information on current operations is provided.

Local Bus

21. Usage of local bus services is estimated to be down by approximately 70-80% due to the Government's advice over the lockdown period for the public to avoid any non-essential travel and the continued advice to work from home where possible.
22. Local bus services supported by the Council are now in most cases operating at a frequency of between 90-100% of pre-COVID levels. Therefore, the support offered by the County Council is between 10% and 0% depending on the contract.
23. The maintenance of 100% contract payments supports the sector to enable operators to continue with this approach and provide the capacity required to meet demand. This capacity is particularly important to provide for critical workers, essential journeys and for school and college transport.

Taxi-share Services

24. As the first lockdown eased, the Taxi-share services saw steady growth from a low of circa 13% and usage was again extremely low during the January 2021 lockdown.
25. Recovery is slower on these services in comparison to local bus for a number of reasons. Firstly, following guidance from Public Health, capacity is limited to one person per journey. Secondly, generally these services are used by passengers to access retail, not employment. Thirdly, these services are predominately

used by concessionary pass holders, many of whom may fall into the vulnerable category and therefore may still be reluctant to use public transport.

26. The maintenance of 80% contract and concessionary travel reimbursement payments supports the taxi-share operators to continue providing services, so that services will be still available as restrictions ease.
27. The DfT has indicated that it will publish guidance on the transitional arrangements for how Local Authorities should cease financial support, provided through the CBSSG programme, for local bus services. Taxishare services are not eligible for this support and therefore, the final recommendation seeks authority for the proposed different approach.

Community Transport Services

28. Community Transport operators have continued to provide services since the start of COVID-19 although these have taken different forms in response to the different stages of the pandemic. These have ranged from operators offering their normal services, through to resources being focused on supporting users in other ways, e.g. taking essential services like prescriptions and shopping to them. Currently, services are focused on transport to health appointments and vaccinations.
29. The recovery of these services has gone through various cycles with journey numbers rising and falling in response to the changing circumstances of the pandemic although numbers have been significantly lower than for the same period during 2019. The recovery of the Minibus Group Hire schemes has proved very challenging due to social distancing requirements.
30. Many of these services are jointly funded with partners and during the COVID-19 period, full payments to operators have been maintained and it is now proposed that these arrangements continue into the 2021/22 financial year. This will allow work to recover these services to continue, ensuring the financial sustainability of operators to continue in the longer term.
31. Even with the Council and its funding partners maintaining these payments, operators are unlikely to be able to cover the overall cost of operating their services due to the lower user income, a situation which is likely to continue whilst social distancing remains in place.
32. The financial shortfall faced by Community Transport operators can be supported through the Exceptional Cost Payment process under the terms of the current contract provision. This allows operators to apply for and receive additional payments to cover any additional expenditure or reduced income due to factors outside their control in relation to the operation of a contract. This should ensure the longer-term sustainability of the sector and these services.

Concessionary Travel

33. In line with government guidelines the County Council has continued to make full Concessionary Fares payments to Local Bus and Community Transport operators based on the average payments which operators received for 2019/20. Payments to operators of taxi-shares have been made at 80% of the payment levels which they received for 2019/20.

34. The most recent government guidance suggests that local authorities can take a slightly different approach for the coming financial year in respect of concessionary travel payments to local bus operators. Whilst using the average reimbursement levels which operators received in 2019/20 as the starting point, the guidance suggests that the payments to operators can now reflect any reduction in network services that operators are now providing. For example, if an operator is now only providing 80% of the services which they were providing during 2019/20, then payments would be based on 80% of the concessionary travel reimbursement which they received during 2019/20.
35. The principle of the funding packages provided by the DfT since the outset of the pandemic has been that operators should be no better or no worse off as a result of COVID-19. As a result, their advice sets out that any shortfall in income which operators experience as a result of this proposed change in approach can be claimed through the Coronavirus Bus Service Support Grant (CBSSG). Should this approach be approved, operators will factor this shortfall into their claims from the DfT. It is proposed that the council should adopt this approach for the period 1 April to 30 September 2021.
36. Concessionary Fares payments to Community Transport operators will continue to be based on the average payments which operators received for 2019/20. Payments to taxi-share operators will continue to be made at 80% of the average payments which operators received for 2019/20.
37. During COVID-19, there have been a number of temporary changes to the scheme so that people with an Older Person's bus pass could use bus services before 9.30am on weekdays, which has supported key workers, people accessing vaccine appointments, health appointments and essential shopping.

Finance

38. The proposals in this report have no adverse budgetary impacts on the existing budgets for passenger transport services. Payments will continue to be funded through the Local Bus, Community Transport and Concessionary Fares budgets. The Exceptional Cost payments to Community Transport operators can also be paid from these budgets for the six-month period from 1 April 2021.
39. As a result of following DfT guidance on Concessionary Fares payments to local bus operators, the proposals may result in be a saving to the Concessionary Fares budget. Any saving will depend on the level of bus service network operated.
40. The table below sets out the existing and proposed contract payment and concessionary fare reimbursement arrangements.

Service	Existing Contract payments	Proposed Contract Payments 1/4/21-30/9/21	Existing Concessionary Fare Reimbursement	Proposed Concessionary Fare Reimbursement 1/4/21-30/9/21

Community Transport	100% of pre-COVID levels	100% of pre-COVID levels	100% of pre-COVID levels	100% of pre-COVID levels
Local Bus	100% of pre-COVID levels	100% of pre-COVID levels	100% of pre-COVID levels	The same % as the level of pre-COVID service that is being provided
Taxishare Services	80% of pre-COVID levels	80% of pre-COVID levels	80% of pre-COVID levels	80% of pre-COVID levels

Procurement

41. A variation has been made to the local bus, community transport and taxi-share contracts to enable the Council to give relief to the operator on the basis that the operators have experienced COVID-19 related hardship. It is proposed that these variations are extended in order to enable the County Council to continue with the financial support outlined in this report.

Due Diligence for Ongoing Payments to Passenger Transport Operators

42. The government advice within the Procurement Policy Notices (PPNs) sets out the principle that when suppliers accept financial support from a local authority they are agreeing to operate on an “open book basis” and therefore will provide evidence that a profit is not being generated as a result of this financial support.

43. The variation mentioned above sets out this principle within the contracts held by operators of local bus, community transport and taxi share services.

Future Arrangements

44. The County Council is working within the Local Resilience Forum Public Transport Sub-Group. This group comprises representatives from bus and rail operators and a number of neighbouring local authorities.

45. The group is developing a short, medium and long term Recovery Plan for bus services to aid the sector’s recovery and to build back the commercial bus network to pre-COVID levels. Part of the work focuses on reducing the reliance of the bus network on public subsidy.

Equalities Impact Assessment

46. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council’s equality objectives. Under the proposals in this report, contract and concessionary fares payments to operators remain unchanged for the remainder of this financial year and therefore there will be no further impact upon those groups with protected characteristics.

Climate Change Impact Assessments

47. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
48. The continuation of payments to public and community transport operators has helped to maintain public and community transport services and capacity during the lockdown, which supports the County Council's climate change priorities. The tools to assess specific impacts on climate change adaptation and mitigation were utilised and found not to be applicable on the grounds that the decision relates to funding recommendations which protect capacity and operation of public and community transport, and therefore these provisions are not subject to climate variables.

Conclusions

49. The proposals set out in this report provide continued support to the bus industry in Hampshire and will help ensure the longer-term sustainability of the Community Transport sector. They also enable the County Council to assist the economic recovery from the COVID-19 pandemic in Hampshire.
50. The proposals are consistent with the latest advice from the Department for Transport and have no adverse budgetary impacts on the County Council. By continuing to provide vital support to the bus industry and Community Transport sector at this time, the County Council is maintaining positive and productive partnership working between transport operators and Hampshire County Council.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Passenger Transport Contracts and Concessionary Fares Payments	<u>Date</u> 19 November 2020
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 proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives. Under the proposals in this report, contract and concessionary fares payments to operators are maintained until 30 September 2021 and therefore there will be no further impact upon those groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 March 2021
Title:	Project Appraisal: Waterside East-West Connectivity (Phase 1)
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Day

Tel:

Email: Peter.day2@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for a Phase 1 of a package of measures to be delivered in 2021/22 to improve East-West connectivity across the southern section of the A326.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Waterside East-West Connectivity (Phase 1) package of schemes, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements for the Waterside East-West Connectivity (Phase 1) package of schemes, as set out in the supporting report, at an estimated cost of £610,000 funded from Section 106 contributions, underwritten by Local Transport Plan (LTP) integrated transport capital funds, subject to Cabinet approval of the addition of the full East-West Connectivity Package of schemes to the 2021/22 Capital Programme at a value of £970,000.
4. That authority to make the arrangements to implement Phase 1 of the East-West Connectivity package, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. This report seeks to set out the background to the project and gain approval for the implementation of pedestrian and cycling improvement measures to improve East-West connectivity in the Waterside area.

6. Policies for the Waterside area are being established to provide capacity to enable movement of those already living and working in the area and the forecast increase associated with delivery of the Local Plan and economic growth. The main vehicular route connecting Waterside communities and places of work with other destinations is the A326. This route experiences significant traffic volumes at peak times and is due to have capacity improvements delivered through the A326 South Junction Improvement Works and potentially the A326 Local Major Scheme. In the meantime, the route severs communities from access to the New Forest national park as East-West connections across the A326 make access for recreation difficult and constrained. To address this constraint a package of East-West Connectivity measures is proposed for the 2021/22 Capital Programme. This would allow for their delivery in line with existing programmes of work and provision of enabling infrastructure.

Contextual Information

7. The Waterside area sits between Southampton Water in the east and the New Forest National Park in the west. The area is segregated from the Park by the A326 which runs north south adjacent to the Park boundary. The A326 provides the area's principal arterial route and carries high levels of commuting and service traffic to and from the Waterside's communities and industrial centres. As such the A326 experiences significant peak time congestion and acts to sever the communities to the east from the National Park, making access to recreation difficult and constrained.
8. Ensuring that connectivity is improved is a key objective of the current Waterside Multi Modal Study. The strategy develops the objectives set out in Hampshire County Council's 2017 Interim Waterside Transport Policy. It recommends the need to develop a fully integrated multi-modal Transport Strategy, to include enhanced public transport, cycling and walking routes to improve connectivity between the Waterside and Totton communities, and to provide better access to and from the strategic road network.
9. The Interim Waterside Transport Policy had as one of its recommendations, the need 'to enhance access to the National Park by ensuring the A326 does not present a barrier to movement by non-motorised users'. Addressing the severance created by the A326 is necessary to support this policy.
10. A package of highway capacity improvements is currently being delivered along the southern section of the A326, following the award of grant funding from the Solent Local Enterprise Partnership (SLEP) and a planning permission application for the Fawley Waterside development. These improvements which aim to reduce delays and improve journey times for the A326 incorporate walking and cycling measures, but these are limited in their scope and focus, do not fully adhere to more recent policy guidance for cycling and walking, and as such additional measures are now proposed to further enhance east west connectivity and address current gaps in access from the Waterside to the New Forest. The opportunity will also be taken to

deliver measures included in the emerging Local Cycling and Walking Infrastructure Plan (LCWIP), to help provide enabling infrastructure for latent travel demand.

11. Consultation is due to take place on Local Cycling and Walking Infrastructure Plans for the Waterside and the New Forest in Spring 2021. The LCWIPs will seek to identify a series of routes to enable a legible network to be established which facilitates crossing the A326 in places where people need to gain access in a safe and well-designed way. Provision for cyclists, walkers, and equestrians to move with ease and confidence between the Waterside settlements and the National Park for recreational purposes is the desired outcome and will be achieved by ensuring the Waterside LCWIP and the Forest Wide LCWIP provide strong desire lines to increase permeability and enhance opportunities for active modes. These plans will be supported by early investment in East-West connectivity.
12. The main routes for access from the Waterside to the New Forest for walking and cycling routes are provided at junctions along the A326 corridor. The area being considered for East-West connectivity is shown in the plan below. This extent is included to provide connections from the south of Marchwood, including National Cycle Network route 2 (NCN2) as well as other routes to improve accessibility.



13. Improvements to East-West connectivity will also take account of the proposals being developed as part of the Transforming Cities Fund (TCF) scheme for improvements to North-South routes for cyclists and pedestrians. The TCF measures aim to provide a continuous cycle facility between Eling and Fawley, through the creation of several new sections of shared-use cycleway. The scheme is due for delivery during 2022 and 2023. They will also benefit from a speed limit review and consultation that is being

commenced in February 2021. This will allow measures to be explored that enhance compliance with LTN 1/20.

Finance

14. Estimates	£'000	% of total	Funds Available	£'000
Design Fee	60	10		
Client Fee	80	13		
Supervision	30	5	S106	610
Construction	440	72		
Land	0	0		
Total	<u>610</u>	<u>100</u>	Total	<u>610</u>

The package of measures will be funded by LTP funding, with the expectation that sufficient S106 contributions will be received to cover the cost of this work, though the timing of these contributions remains uncertain at the current time.

15. <u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	3.7	0.003%
Capital Charge	59	0.037%

Programme

16. The Phase 1 package of measures is due to be delivered in 2021/22, where possible as part of existing construction activities. Further phases will be brought forward and each will be subject to separate approvals within the limits of the £970,000 set out within the budget allocation.

Scheme Details

17. The final package of measures for East-West connectivity relies upon consultation feedback from the LCWIP programme to confirm all of its details. This Project Appraisal is seeking approval to implement the following elements as the first phase:
- an upgrade to the NCN2 crossing of the A326 at Applemore Roundabout, to include additional cycleway and footpaths relocated from the north to the south of the junction and a new signalised crossing;

- an upgrade to walking and cycling connections at Holbury Roundabout, including a new crossing and improvements to the existing shared used path;
- more general enhancements to East-West crossing facilities typically including improvements/extensions to existing cycle paths and footways to allow connections that are appropriate and accord with LTN 1/20 design guidance; and
- formalising and improving signage for crossings across the A326 in between junctions to improve safety for recreational routes.

Departures from Standards

18. The package of measures will be designed to comply with Department for Transport and Hampshire County Council standards for highway improvement and pedestrian/walking schemes. Any departures from standard that arise will be dealt with in accordance with the scheme of delegation.

Consultation and Equalities

19. A consultation programme is due to commence in Spring 2021 on the Waterside and New Forest LCWIP and for the Waterside Transport Strategy. The results from these exercises will contribute to measures to be included as part of the next phase of this package.
20. During consultation for the A326 Improvement Scheme in March 2020 responses were made on walking and cycling issues by local interest groups. The specific issues that have been raised are related to East-West crossings across the A326, the provision of signal-controlled facilities and the impact of current speed limits on existing facilities. These are being taking into account in development of measures to improve East-West connectivity and will be delivered as part of Phase 1.
21. The proposed package of measures delivers improvements to walking and cycling routes to connect Waterside communities with public open space in the New Forest. At this stage, it is considered that the Scheme as currently set out would have a positive impact for all pedestrians and cyclists, including people with reduced mobility due to age or disability by providing improved pedestrian and cyclist crossing facilities at a variety of locations and improved footways. The improvements therefore have a neutral impact on groups with protected characteristics.

Climate Change Impact Assessments

22. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate

change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

23. Screening of the package of schemes has identified the following anticipated outcomes:
- the measures are at long term risk of flooding due to their proximity to Southampton Water and issues associated with groundwater flows. These will be mitigated as far as possible in scheme design for significant events;
 - there may be an impact as a result of changes in temperature rises with materials due to be used in construction; and
 - the measures have strategic climate change significance as they support non-vehicular travel and therefore meet the strategic priorities of Improved Wellbeing and Health and Improved Connectivity.

The graph below provides a simple visual representation of the scheme's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



24. A carbon mitigation impact assessment has not been undertaken as the set of measures in support of active travel cannot be assessed within the tool.

Statutory Procedures

25. Planning permission is not required to deliver the package of measures as they will be within or adjacent to the highway boundary and therefore be 'permitted development'.
26. The details of any required changes to Traffic Regulation Orders will be confirmed on selection of package measures. Temporary Traffic Regulation Orders (TTROs) will also be confirmed on selection of package measures. Required orders will be promoted and processed through established procedures.

Land Requirements

27. All measures within the package will be delivered from within existing highway land and, where they are part of existing schemes, within the extent of agreed highway works.

Maintenance Implications

28. Maintenance costs have been assumed based on two Toucan crossings being included in the measures and a number of pedestrian/cyclist facilities. The proposed scheme will have an impact on the maintenance budget in future years, which is expected to be approximately £3,700 per annum.

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:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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

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- 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 proposed package of measures delivers improvements to walking and cycling routes to connect Waterside communities with public open space in the New Forest. At this stage, it is considered that the Scheme as currently set out would have a positive impact for all pedestrians and cyclists, including people with reduced mobility due to age or disability by providing improved pedestrian and cyclist crossing facilities at a variety of locations and improved footways. The improvements therefore have a neutral impact on groups with protected characteristics.

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