

## EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day

**Date and Time** Thursday, 18th November, 2021 at 2.00 pm

**Place** Remote Meeting - Remote

**Enquiries to** [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk)

Carolyn Williamson FCPFA  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

## AGENDA

### ~ Executive Lead Member for Economy, Transport and Environment ~

#### Deputations

To receive any deputations notified under Standing Order 12.

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

##### 1. WINCHESTER MOVEMENT STRATEGY - CONSULTATION AND ENGAGEMENT (Pages 5 - 18)

To consider a report of the Director of Economy, Transport and Environment regarding an update on the Winchester Movement Strategy (WMS) and seeking approval to undertake public engagement and consultation on the proposals and plans in the WMS. The report is also seeking approval for officers to undertake any consultation of the individual schemes listed in the action plan as they emerge through engagement and the detailed design process.

**2. PROJECT APPRAISAL: FARNBOROUGH GROWTH PACKAGE (NORTH CAMP) (Pages 19 - 52)**

To consider a report of the Director of Economy, Transport and Environment seeking approval for the implementation of the North Farnborough Growth Package including the A3011 Lynchford Road (Phase 1) improvement Scheme, The Blackwater Valley Gold Grid: Alexandra Road and the Old Lynchford Road Active Travel Fund Tranche 2 schemes.

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

**3. ETE CAPITAL PROGRAMME QUARTER 2 2021/22 (Pages 53 - 68)**

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme in 2021/22.

**4. WATERSIDE A326 NORTH IMPROVEMENTS UPDATE (Pages 69 - 82)**

To consider a report of the Director of Economy, Transport and Environment regarding the A326 Large Local Major highway improvement scheme and seeking approval to develop a preferred option.

**5. PORTSMOUTH AND SOUTH-EAST HAMPSHIRE TRANSFORMING CITIES FUND (TCF): PLANNING AND LAND AGREEMENTS (Pages 83 - 100)**

To consider a report of the Director of Economy, Transport and Environment regarding progress on the schemes within the Portsmouth and South-East Hampshire Transforming Cities Fund (TCF) Programme, including planning requirements and land requirements.

## **~ Executive Member for Highways Operations ~**

### **Deputations**

To receive any deputations notified under Standing Order 12.

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

**6. NETWORK RAIL CAMPBELL ROAD BRIDGE EASTLEIGH (Pages 101 - 108)**

To consider a report of the Director of Economy, Transport and Environment regarding Network Rail's planned refurbishment of their bridge at Campbell Road, and to consider an option to upgrade the bridge to 40T weight capacity at a cost of £1.14million to the County Council.

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

**7. PUBLICATION OF THE CONCESSIONARY TRAVEL SCHEME 2022-2023 (Pages 109 - 116)**

To consider a report of the Director of Economy, Transport and Environment seeking approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2022/2023.

**8. SCHOOL STREETS PILOT - UPDATE (Pages 117 - 122)**

To consider a report of the Director of Economy, Transport and Environment regarding an update on the School Streets Pilot and, specifically, to set out the programme for reporting on the detailed results and conclusions from the monitoring and assessment of the trial, and also to seek approval to continue the trial arrangements at participating schools whilst the Council considers future policy on Hampshire School Streets initiatives.

### **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 decision day via the webcast.**

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	Winchester Movement Strategy – Consultation and Engagement
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** David Jowsey

**Tel:** **Email:** david.jowsey@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to provide an update on the Winchester Movement Strategy (WMS), agree the draft Action Plan, and seek approval to undertake public engagement and consultation on the WMS next steps and Action Plan. The engagement will seek views and feedback on the next steps for the Movement Strategy including ten priority schemes proposed for further development and the Winchester Local Cycling and Walking Infrastructure Plan. The report is also seeking approval to consult on the individual schemes listed in the action plan as they emerge through engagement and the detailed design process.

### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the draft Winchester Movement Strategy Action Plan, including the ten proposed priority schemes.
3. That the Executive Lead Member for Economy, Transport and Environment gives approval to undertake public engagement on the Winchester Movement Strategy next steps.
4. That the Executive Lead Member for Economy, Transport and Environment gives approval to undertake consultation on any scheme listed in the action plan as and when it reaches an appropriate stage of optioneering or preferred design, and delegates authority to the Director of Economy, Transport, and Environment to confirm the details and make the necessary arrangements.

### Executive Summary

5. The Winchester Movement Strategy (WMS) is the agreed transport strategy for Winchester. It sets out a shared vision and long-term priorities for travel and transport improvements in Winchester over the next 20-30 years. Hampshire County Council and Winchester City Council adopted the City of Winchester Movement Strategy in spring 2019, following an extensive process of

engagement and public consultation carried out during 2017 and 2018. The approach to date has been to speculatively develop the movement strategy and measures in it so that there is an agreed plan in place, against which external funding can be secured through developer funding or competitive grants and bidding.

6. There is a need to inform interested parties of the progress made since the last WMS consultation in 2018 on a series of feasibility studies, quick wins that are being developed and committed, and funded transport schemes that support the Movement Strategy. The engagement will explain the rationale for and seek feedback on the following ten priority schemes that are all part of the WMS Action Plan:
  - i. deliver a new Park & Ride site serving the north side of Winchester on Andover Road, served by a new bus service and bus priority;
  - ii. reduce city centre car parking and manage demand through pricing;
  - iii. convert parts of the one-way system to two-way working to help reduce city centre traffic (Friarsgate, Union Street & the southern two-lane part of Upper Brook Street);
  - iv. deliver an improved public realm in key locations within the city centre (including Jewry Street, St. George's Street and The Broadway);
  - v. deliver a high quality walking corridor, whilst also delivering some benefits for cyclists, from the railway station via the Westgate to The Broadway and the Leisure Centre on Bar End Road;
  - vi. provide segregated or quietway cycle routes on key corridors (e.g. Stockbridge Road corridor, Kings Worthy to Hyde) into the city and through the city centre (new cross-city N-S and W-E links);
  - vii. provide bus priority on key routes into the city centre including potential bus gates on Southgate Street & Chesil Street, shuttle working on Bridge Street, and a new inbound bus lane on Andover Road;
  - viii. provide new on-street bus stands in a location convenient for the main shopping area allowing easy interchange between services, replacing bus station stands (set to be part of Central Winchester Redevelopment project);
  - ix. implement additional loading bays within the city centre and changes to timing of servicing access; and
  - x. work with BID and other partners to deliver a micro consolidation centre to reduce city centre deliveries and support last mile deliveries by zero carbon transport.
7. These 10 schemes have been identified through the technical work undertaken to date as the most important to be developed to the next stage of detail. There are a number of other schemes which would provide benefits and help achieve the Movement Strategy, but they have not been prioritised at this time.
8. Whilst focussed stakeholder engagement has been carried out as part of feasibility work on the ten priority schemes listed, these proposals have not been subject to public engagement or feedback.
9. Public engagement provides an opportunity to explore transport challenges in depth, seek feedback on the timing of delivery of the different schemes, and better understand the consequences of trade-offs that have needed to be made between different WMS workstreams and aspirations at particular locations. For

example, in St. George's Street where it may be necessary to choose between using finite road space for public realm or bus facilities.

10. Findings from the engagement and subsequent consultation on any detailed proposals will help to provide evidence whether there is broad public support for schemes which would prove helpful as part of future funding bids for any of the ten priority proposed schemes.
11. An eight-week digital public engagement is planned and if agreed will be undertaken during December 2021 and January 2022. Additional engagement and then consultation will extend beyond this period. As well as obtaining views on the ten priority proposals, feedback will also be sought on the Winchester City Local Walking and Cycling Implementation Plan (LCWIP). Feedback will be encouraged via a SNAP questionnaire survey, and via a series of targeted online drop-in engagement sessions.
12. The results from the feedback surveys will be analysed and the findings set out in a report which would be published by early spring 2022.

### **Contextual information**

13. Winchester is a historic medieval City and as such its urban form and road layout means it was not intended to accommodate vehicle traffic at the levels of demand currently experienced. Since the 1970s, the approach taken has been to accommodate traffic within a two-lane one-way circulatory system. Since the 1990s, those working in central Winchester or for employers off Romsey Road have been encouraged to use Park & Ride services. These choices helped to maximise vehicle capacity of roads within the City Centre but at the expense of poor air quality, a traffic dominated public realm and a challenging or unpleasant environment for pedestrians and cyclists.
14. Over the coming years there is a need, through measures that form part of the Winchester Movement Strategy (WMS), to consciously plan to reduce traffic levels and re-allocate road space in order to provide an enhanced public realm and better air quality befitting the historic city as well as work towards de-carbonising travel to address the climate emergency. The WMS is the agreed future direction for transport policy in Winchester and signals a change of approach with the focus on planning for people and activities – place making – rather than predicting and providing planning for vehicle journeys and trying to accommodate vehicular traffic demand. This means Hampshire County Council and Winchester City Council will be delivering interventions to increase the attractiveness of and incentivise greater use of sustainable travel choices, coupled with some measures that seek to deter and discourage car use for journeys into the city centre.
15. The public consultation in 2017 and 2018 showed strong support for three WMS priorities of:
  - i. reducing city centre traffic;
  - ii. supporting healthier lifestyle choices; and
  - iii. investing in infrastructure to support sustainable growth.
16. Since the adoption of the WMS in 2019, a series of five “Phase 2” WMS feasibility studies have been undertaken to consider options, and to sift and

prioritise proposed schemes and interventions. This work has involved site visits, modelling, preparing initial concept and feasibility designs, stakeholder workshops to get feedback on draft designs and then modifying designs to incorporate feedback. These five studies were:

1. Park & Ride (P&R) expansion study;
  2. City Centre Movement and Place Plan (MPP) study - that considered changes to city centre wide traffic routeing and access, road space reallocation, public realm and active travel improvements;
  3. Winchester City Local Walking and Cycling Infrastructure Plan (LCWIP);
  4. Bus Provision Study - to review bus facilities both for current services and future services that will be required to meet growth of the city and the requirements of WMS (including P&R); and
  5. Winchester City Centre Urban Freight Transport Study.
17. These five studies have used data and modelling that reflected pre-pandemic traffic conditions and travel patterns and behaviour. The three long-term priorities of the Winchester Movement Strategy set out in paragraph 15 and the schemes required to achieve them are still necessary interventions as we emerge from the pandemic. Whilst P&R and local bus use is currently below pre-pandemic levels, there is a clear need through the Hampshire Bus Service Improvement Plan (BSIP) and Enhanced Partnership (EP) to work in partnership with bus operators to encourage lapsed bus users to return and to then grow bus use. These bus travel modes do make efficient use of limited road space within Winchester and as a result help to contribute towards improving air quality within the city centre.
18. The Winchester LCWIP sets out a proposed strategic network comprising of 13 strategic walking routes and 9 strategic cycle routes that should be developed over the coming years. These routes will be designed to be safe, continuous, well-designed routes that are inclusive and cater for the needs of different people of different levels of cycling ability and personal mobility.
19. Alongside these five studies, Winchester City Council has published the Winchester Parking and Access Strategy which sets out its planned approach for managing the demand for parking by changes to pricing, delivering further reductions in the total supply of City Centre car parking over time, over and above those already in the pipeline as and when new park and ride capacity increases come on stream.
20. Having considered the recommendations from these five studies, the County Council and City Council undertook some further prioritisation of proposed schemes to arrive at a WMS Action Plan which includes ten priority schemes.

### **Scope of and approach to WMS Next Steps**

21. Alongside updating interested parties on the conclusions and recommendations made in the WMS technical feasibility studies, the following ten priority schemes that are all part of the WMS Action Plan will be the focus of the WMS public engagement:
- i. deliver a new P&R site serving north side of Winchester on Andover Road served by a new bus service and bus priority measures. This

- provision would be in addition to the committed 200 space Kings Barton P&R 'lite' site being funded by Cala Homes;
  - ii. reduce city centre car parking and manage demand through pricing;
  - iii. convert parts of the one-way system to two-way working to help reduce city centre traffic (Friarsgate, Union Street & the southern two-lane part of Upper Brook Street);
  - iv. deliver an improved public realm in key locations within the city centre (including Jewry Street, St. George's Street and The Broadway);
  - v. deliver a high quality walking corridor, whilst also delivering some benefits for cyclists, from the railway station via the Westgate to The Broadway and the Leisure Centre on Bar End Road;
  - vi. provide segregated or quietway cycle routes on key corridors (e.g. Stockbridge Road corridor, Kings Worthy to Hyde) into the city and through the city centre (new cross-city N-S and W-E links);
  - vii. provide bus priority on key routes into the city centre including bus gates Southgate Street & Chesil Street, shuttle working on Bridge Street, and a new inbound bus lane on Andover Road;
  - viii. provide new on-street bus stands in a location convenient for the main shopping area allowing easy interchange between services, replacing bus station stands (set to be part of Central Winchester Redevelopment project);
  - ix. implement additional loading bays within the city centre and changes to timing of servicing access; and
  - x. work with BID and other partners to deliver a micro consolidation centre to reduce city centre deliveries and support last mile deliveries by zero carbon transport.
22. The public engagement will seek feedback on the next steps of the Winchester Movement Strategy and help inform feasibility and preliminary design of the ten priority schemes. It will help demonstrate public acceptance for any schemes that are developed and subsequent funding bids. Public consultation will be undertaken on detailed design proposals as and when required.
23. Whilst there is no requirement to undertake public consultation on the Winchester City LCWIP, the County Council has previously undertaken public surveys on a series of other LCWIPs, so in order to take a consistent approach, there is a need to seek views on the Winchester LCWIP alongside the ten WMS Action Plan proposals.
24. The WMS public engagement will be digitally based with an information pack that exhibits and explains the vision and the main benefits of each of the ten proposals set out in paragraph 21 and the Winchester LCWIP in a clear and accessible manner, using maps, images and visualisations. The visuals will help the reader to understand the nature of the different proposals & rationale for doing them. A summary of the proposals in the Winchester LCWIP will be produced, with the large technical reports that set out the prioritisation of routes and corridors and scheme designs in detail to be published alongside this summary as supporting documents.
25. There will be a SNAP survey, with questions that elicit feedback and views of respondents on the ten priority proposals and the LCWIP.

26. Some questions will seek public feedback on the trade-offs that have needed to be made between different WMS workstreams at particular locations in the city centre. One example is whether using finite road space in St. George's Street should be prioritised for public realm or bus facilities. Another example is on the southern part of Andover Road, asking for views on the removal of on-street parking bays near an existing off-street car park in order to provide a new bus lane that will reduce delays to buses and thereby encourage more bus use.
27. Alongside this there will be a series of 2-3 focussed online stakeholder engagement sessions that will be scheduled before Christmas (businesses and employers – e.g., Winchester BID, the Hospital, University of Winchester, Winchester School of Art, active travel groups) and then further 'drop-in' online sessions during January 2022, where members of the public can ask questions and discuss the ten schemes with Officers.
28. The consultation will run for a period of 8 weeks from early December to late January, and will be promoted via Hantsweb, a press release and social media corporate accounts for Facebook, Twitter, LinkedIn and Instagram as well as direct emails to stakeholders.
29. As schemes develop through preliminary design and subsequent detailed design there will be a requirement for schemes to have public consultation. This will be undertaken at an individual scheme level. Detailed design will be subject to funding availability and there will be a need to ensure individual schemes are delivered in a phased approach and consider other changes to the transport network. Therefore, at this stage it is not possible to commit to a timetable of consultation of individual schemes.

## **Finance**

30. Proposed measures, as identified in the five Phase 2 studies, are not funded at this time, so sources of funding to deliver them will need to be identified and bids for external funding made. Having evidence from this consultation to demonstrate public support will help support funding bids.
31. The consultation materials will be developed by Hampshire County Council and the cost of carrying it out, promoting it and analysing the results will be met by existing WMS budgets. To date the speculative approach to developing schemes and then bidding for funding has proven to be effective, with recent successes including the Active Travel Fund and LEP funding for the new P&R at Bar End.

## **Consultation and Equalities**

32. Two WMS consultations were carried out in 2017 and 2018, which set out the transport challenges at a broad level, seeking buy-in on broad principles and approaches for addressing these. The findings from these showed that there was strong support for the three WMS priorities and for increasing P&R capacity, providing bus priority measures, making changes to the city centre one way system and reallocation of road space to improve pedestrian and cycle provision.
33. Initial engagement on the emerging Hampshire Local Transport Plan 4 (LTP4) was undertaken in January and February 2021, with a wide group of interested

parties to help formulate a new transport strategy and plan for Hampshire. Stakeholders and members of the public who responded were clear that public transport and buses should be a focus for the County Council's strategies, supporting the principle of "reducing dependence on the private car" and "create a high quality transport system that puts people first".

34. In terms of equality impacts, there is a higher reliance on buses for commuting amongst particular sectors of the population: females, younger age groups (16-19 year olds), part-time workers, those in manual occupations, and those on low incomes. Teenage children and young adults who either cannot drive or do not own a car are also more likely to cycle regularly. 18.9% of households in Hampshire have no access to a car or van. Within wards in and next to Winchester city centre, this increases to over 30%. In light of this, there is a need to support the most socially excluded residents who are disproportionately represented as bus passengers. Around one in three bus journeys in Hampshire are made by concessionary pass holders.
35. This specific decision is considered to have a neutral impact on people with protected characteristics. The decision is seeking approval to carry out engagement and consultation. The purpose of carrying out this engagement and consultation is to seek feedback on initial proposals that if supported, would be subject to further development, at which point it would be possible to better understand specific likely impacts, from which mitigation measures can then be identified through a further EIA.

### **Climate Change Impact Assessments**

36. 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.
37. The tools to assess specific impacts on climate change adaptation and mitigation were utilised.
38. The proposed ten priority schemes and the LCWIP will help Hampshire County Council in de-carbonising travel to address the climate emergency. Research carried out on the evidence base for the emerging LTP4 has demonstrated that increased use of public transport and Active Travel is a major policy tool to achieve decarbonisation. This is based on the modal shift from private car to public transport where each journey made by bus was found to generate a 50% reduction in carbon emissions over a journey made by private car.

### **Climate Change Adaptation**

39. On-road cycle routes and bus services make use of the highway network which will become more susceptible to damage from wetter winters and drier summers. The design of new cycle routes and bus shelters will need to adapt to provide improved levels of shade and shelter during extremes of weather.

## **Carbon Mitigation**

40. By increasing the modal share of journeys made by bus and active travel and decreasing the share made by private car in the Winchester area, the delivery of the ten priority schemes in the WMS Action Plan and the improvements proposed in the Winchester LCWIP would support a reduction in carbon emissions from transport. Cycles and buses also make more efficient use of road space – a double decker bus can take up to 75 cars off the road, which will contribute towards improved air quality within the City Centre Air Quality Management Area. It is predicted that twice as many bikes as cars will be bought each year by 2030.

## **Conclusions**

41. Undertaking a public engagement on the ten proposed priority schemes in the WMS Action Plan and the Winchester LCWIP will enable people to make their views known. The proposals, if implemented, would contribute significantly to Hampshire County Council's policy objectives of decarbonisation of transport, levelling up the economy, and assisting the economic recovery from the Covid pandemic.
42. Having an understanding of the public acceptability of trade-offs that are proposed where road space is proposed to be re-allocated from general traffic or on-street parking to buses, pedestrians or cyclists, will help to inform the next stages of design of the ten proposed schemes.
43. Knowing whether there is support will help Hampshire County Council in preparation of bids for funding for these schemes, as evidence of public support is increasingly a requirement of competitive funding processes for transport improvements by the Department for Transport.

## Appendix A – Winchester Movement Strategy Action Plan

Package	Project
Park and Ride	Deliver a new P&R site serving the North side of Winchester off Andover Road, served by a new bus service and bus only route on Andover Road between the two Winchester Avenue junctions
	Review of Park & Ride service operational model & how it can support economic recovery
	Consider further expansion of existing P&R sites
	Convert P&R operation to electric buses + depot power upgrade (through bid to DfT for ZEBRA funding)
	Continue to explore potential P&R sites in the Winnall area
City Centre Parking	Reduce city centre car parking and manage demand through pricing
Highway	Convert parts of the one-way system to two-way working (Friarsgate, Union St and the southern part of Upper Brook St)
	Mitigation associated with M3 J9 improvements.
Public Realm	Deliver improved public realm in key locations including Jewry Street, St. Georges St and The Broadway/Lower High Street
	Enhance public realm as part of other schemes e.g., around Westgate, Sussex St
LCWIP	Deliver a high quality walking corridor, whilst also benefiting cyclists, from the railway station via The Westgate to The Broadway and the Leisure Centre on Bar End Road
	Provide segregated or quietway cycle routes on key corridors: <ul style="list-style-type: none"> <li>- Stockbridge Road corridor</li> <li>- Kings Worthy to Hyde</li> <li>- Badger Farm/ Stanmore to city centre</li> </ul>

	Provide segregated or quietway cycle routes through the city centre: - North-South - East-West
	Deliver LCWIP quick win scheme St. James Lane (subject to LCWIP consultation)
	Develop a district wide LCWIP to identify key links from Winchester to surrounding settlements
	New at-grade crossings e.g. Badger Farm Road, Hockley Link
	Cycle Parking strategy – provide cycle parking
Bus priority	Provide bus priority on key routes into the city centre including potential bus gates on Southgate Street & Chesil Street, shuttle working on Bridge Street, and a new inbound bus lane on Andover Road
	Convert Jewry St to bus only (+local access)
	Romsey Road (Battery Hill-Chilbolton Avenue) bus priority corridor
City Centre bus interchange hub (supercede Bus Station)	provide new on-street bus stands in a location convenient for the main shopping area allowing easy interchange between services, replacing bus station stands (set to be part of Central Winchester Redevelopment project)
Bus strategy	Work with bus operators to improve bus journey time reliability and reduce dwell times at stops (tap-on tap-off ticketing)
	Develop bid for DfT ZEBRA (Zero emission electric buses) funding for urban network
	Deliver real time bus information display units within bus stop flags at between 15-40 additional bus stops across Winchester area and replace and upgrade 30 older RTI units
	Investigate the potential of Mobility Hubs to encourage the use of sustainable transport.
	Work with bus operators to improve range of fares & ticketing products (young person/ family off-peak/ evening travel fares)
Freight	Implement additional loading bays within the city centre and changes to timing of servicing access
	Work with BID and other partners to deliver a micro consolidation centre to reduce city centre deliveries and support last mile deliveries by zero carbon 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>
City of Winchester Movement Strategy	19 Sept 2017
Winchester Movement Strategy	23 April 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

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:**

This decision is considered to have a neutral impact on people with protected characteristics. The decision is seeking approval to carry out engagement and consultation. The purpose of carrying out this engagement and consultation is to seek feedback on initial proposals that if supported, would be subject to further development, at which point it would be possible to better understand specific likely impacts, from which mitigation measures can then be identified through a further EIA.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	Project Appraisal: Farnborough Growth Package (North Camp)
<b>Report From:</b>	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 the implementation of the Farnborough Growth Package including the A3011 Lynchford Road (Phase 1) improvement Scheme, The Blackwater Valley Gold Grid: Alexandra Road and the Old Lynchford Road Active Travel Fund Tranche 2 schemes.

### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approve the Project Appraisal for the Farnborough Growth Package, which is comprised of the A3011 Lynchford Road Improvement Scheme in Farnborough, Old Lynchford Road Active Travel Fund Tranche 2 and Blackwater Valley Gold Grid – Alexandra Road as set out in this report.
3. That, subject to approval of the change in capital programme value of the Old Lynchford Road Active Travel Fund Tranche 2 scheme to £0.676million, approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, and to implement the proposed improvements at an estimated cost of £9.928million funded by the Enterprise M3 LEP, Department for Transport Active Travel Fund Tranche 2 grant, and developer contributions.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, and entering into any necessary land agreements be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services.

## **Executive Summary**

5. Three schemes have been collated to form the Farnborough Growth Package as confirmed in the March 2021 Decision Day Report “Farnborough Growth Package Update including Lynchford Road advance works”, this includes:
  - Lynchford Road Improvement Scheme (Phase 1);
  - Active Travel Fund – Old Lynchford Road; and
  - Blackwater Gold Grid – Alexandra Road.
6. This report sets out the background to the schemes that will deliver a range of benefits to users of the network that include travel time savings and congestion relief to travellers along the Lynchford Road corridor, significant improvement to the walking and cycling network(s) that connects the community to facilities and the local economy, improvements to the public transport network to reduce travel times and provide more reliable travel time information to assist in travel decisions, and asset resilience to manage potential climate change impacts. The package supports established County Council objectives with reductions in carbon emissions, a wider range of access to local business, supporting wellbeing of residents and contributing to a greener and healthier Hampshire.
7. It is recommended that these schemes are delivered as a single contract so that works in the area can be co-ordinated, cost efficiencies can be secured and the impact on residents, business and network users can be minimised. The approach will also allow flexibility in road space booking that supports delivery of the schemes as early as is possible to provide the best opportunity to meet funding agreements from EM3 LEP and DfT across the three elements of the works package.
8. Consultation on all elements of the package was carried out as a single exercise across February/March 2021. The results were supportive of the expected benefits of the scheme(s) to manage environmental impact, improve walking and cycling facilities, and relieve congestion. Minor modifications to the schemes have been made to account for feedback received on parking provision.

### **A3011 Lynchford Road Improvement Scheme**

#### **Contextual Information**

9. The A3011 Lynchford Road in Farnborough is a single carriageway road with one lane in each direction, which provides an important strategic and regional link connecting the A331 with the A325, and with key services and businesses in Farnborough town centre including Farnborough Airport and the Farnborough International Exhibition and Conference Centre.
10. In March 2018, the Executive Member for Environment and Transport agreed proposals for a Farnborough Growth Package, which sought to encourage growth and investment by prioritising improvements to Lynchford Road. The improvements would aim to deliver capacity improvements to address existing congestion, and to accommodate forecast future growth in travel demand.

11. The original Farnborough Growth Package business case identified three phases of improvements for Lynchford Road. Available funding was not sufficient to deliver improvements for the whole package within the business case and a phased approach to delivery is therefore necessary. The phasing is as follows:
  - phase 1 works between Peabody Road and Park Road Roundabout (this scheme);
  - phase 2 works west of Park Road Roundabout to St Albans Roundabout (proposed future phase); and
  - phase 3 works between St Albans Roundabout and Queens Avenue Roundabout (proposed future phase).
12. In January 2019, the Executive Member for Environment and Transport agreed a preferred Scheme for Phase 1 to develop a four-lane solution for Lynchford Road, to add capacity on the strategic network and to help reduce through-traffic from the adjacent residential areas, as well as providing an enhanced public realm within the North Camp Village centre.
13. 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 (this includes £0.228 for the Invincible Road scheme that has already been completed).
14. In July 2020, the Executive Member for Environment and Transport gave approval to explore an alternative to the preferred Scheme that might better address concerns raised by the local support groups and retailers, but which would retain the project's aims and continue to offer high value for money.
15. Public consultation on proposals for the revised scheme took place in February 2021, and the feedback was used in developing the finalised design.
16. On 11 March 2021, approval was secured from the Executive Member for Environment and Transport to undertake advanced works including utility diversions, street furniture relocations and vegetation clearance. Although approval was given, these works have been deferred in preference to advancing the design for the scheme and thereby preventing abortive works.
17. During the development of the initial design there was significant local opposition to the road widening of Lynchford Road to two lanes eastbound and one lane westbound between Queens Avenue and St Alban's Roundabouts, as this would require the removal of many mature trees to achieve the road widening.
18. Subsequent re-design of the scheme included limiting the road widening of the eastbound carriageway to be approximately 295m in advance of the St Alban's roundabout providing improved traffic capacity without the need to relocate the Ministry of Defence (MoD) perimeter fencing and removing trees

within the Lille Barracks. The revised traffic modelling showed traffic capacity benefits in line with the business case.

19. The existing boundary fence to the Lille Barracks will be replaced by the MoD prior to April 2022. The fence alignment will remain as existing.
20. The detailed design is complete with exception of the reinstatement detail for the retail forecourts. Over the coming months the detail for forecourt reinstatements will be agreed with adjoining landowners and clarified with the Contractor. The tender and contract will include priced items that capture all elements of the scheme design, including the forecourt reinstatements.
21. The approach to scheme delivery has been developed to account for the challenges in delivery of the scheme primarily associated with management of the road space through North Camp for local needs and strategic access, the need to satisfy funding obligations in the delivery of the adjacent Blackwater Gold and Active Travel Fund schemes, accommodating the utility diversions required in support of the scheme, delivery of a long term solution for drainage/surface water management for Phases 1 and 2 of the Improvement Scheme, and management of access to facilities and businesses.
22. It is not possible to maintain two-way traffic during construction. Therefore, between the Queens Avenue and Park Road roundabouts traffic will be westbound only. A diversion will be put in place for eastbound traffic via the A331 southbound, A323 and A325 Farnborough Road.
  - Phase 1A. Carriageway widening southern side, installation of new surface water carrier drain. Utility diversions. Signalise pedestrian crossing upgraded to toucan southern side. Parking bays remain open.
  - Phase 1B. Carriageway widening northern side, installation and connection of eastbound gullies to carrier drain. Upgrading signalised crossing to toucan northern side. Parking bays remain open.
  - Phase 1C. Footway and cycle path including surface water drainage gullies and connections. Utility diversions northern side. Tree pits Reinstatement of forecourts.
  - Phase 1D. Resurfacing Lynchford Road between Peabody and Park Road Roundabout.
23. Prior to commencement of the scheme a secured site compound will be constructed off Queens Avenue with vehicular access from the mini roundabout junction with Queens Avenue and Redvers Buller Road. The site compound is permitted development by Hampshire County Council as highway authority on land that is outside but adjoining the highway and for the improvement of the highway. Upon completion of the highway improvements the site compound will be removed and ground reinstated to the satisfaction of the landowner, in this case the MoD.

## Finance

24. £6.472million EM3 LEP grant funding is available for the scheme (with further £0.228million of EM3 LEP that have been already allocated and spent on the Invincible Road scheme as part of the package), matched by £1.5million of local contributions. This funding is not sufficient to deliver improvements along the whole length of Lynchford Road and a phased approach to delivery is necessary, with Phase 1 of the main works only be progressed. The County Council will endeavour to secure funding to deliver the further phases of improvements for Lynchford Road through working with the EM3 LEP and other funding bodies. Future phases are unfunded and deferred at present but will be subject to public consultation if funding is identified.
25. The current budget allocation is £7.972million and the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate.
26. There is significant uncertainty with respect to costs at present with increases being seen across the sector. Factors include material shortages; rising fuel costs and labour costs. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales, and other national issues such as driver shortages have impacted the sector post-Covid. Evidence has been seen through tendering of other County Council projects of increasing costs due to market forces which are likely to impact on this scheme, and in such an uncertain market, accurate scheme costs are difficult to predict.
27. To avoid further delay; to minimise slippage against EM3 LEP funding conditions and to obtain certainty of cost, it is recommended that the tender package for the works be issued in line with the current programme. This report does not seek to increase the scheme budget. If it is established after tender return that a budgetary increase is required, approval for variation will be sought through the normal processes, which would provide another opportunity to consider value for money and ultimately decide whether to proceed with the scheme.

28	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1.371	17.2	EM3 LEP Grant	6,472
	Client Fee	0.164	2	Developer contribution	1,500
	Supervision	0.205	2.6		
	Construction	6.232	78.2		
	Land				
	Total	<u>7,972</u>	<u>100</u>	Total	<u>7,972</u>

29.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	8	0.008
	Capital Charge	767	0.505

## Programme

30. The proposals for the Lynchford Road improvements form part of the County Council's 2021/22 and 2022/23 Capital Programme.

	<b>Gateway Stage</b>			
	<b>3 (PA)</b>	<b>Start on site</b>	<b>End on site</b>	<b>4</b>
<b>Date (dd/mm/yy)</b>	Nov 2021	May 2022	June 2023	June 2024

## Scheme Details

31. The details of the proposed improvements are included in Appendix I and cover:
- the widening of the A3011 Lynchford Road eastbound approach to the St Albans Roundabout to increase traffic capacity and provide new pedestrian and cycle facilities;
  - upgrade of the existing signalised pedestrian crossing across the A3011 Lynchford Road near Artillery Road to a Toucan crossing, for the use of both pedestrians and cyclists;
  - replacement of existing vehicle laybys with 18 number new 2.7m wide laybys and tree pits. There will be no change to the existing parking restrictions on Lynchford Rd, these being Mon-Sat 8am – 6pm Parking limited to 20 mins, no return within 1 hour. Within the parking bays there is a dedicated bay for motorcycle parking included at the request of local businesses following the consultation in early 2021;
  - new drainage with larger capacity to future proof later phases of improvements to Lynchford Road west of Peabody Road;
  - a new 3.0m wide two-way segregated cycle track and 2.0m wide footway over 360m between the Lynchford Road junction with Peabody Road car park through to the new Toucan crossing for Artillery and Old Lynchford Road;

- 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;
  - the Stagecoach bus stop for Morris Road on Lynchford Road will be removed. This allows delivery of the active travel measures to the latest design standards set out in LTN 1/20. There is no impact on bus access as this stop is only serviced by a low frequency service that can be accessed by closely adjacent stops and simplifies the route as there is not a stop in the opposite direction of travel; and
  - within the extents of the site, the road will be resurfaced and new road markings added.
32. The new cycle infrastructure, including cycle priority crossings and an uncontrolled pedestrian crossing across Peabody Road and Morris Road, have been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

### **Consultation and Equalities**

33. The Lynchford Road scheme was first consulted on in 2018 with a subsequent approval to progress with traffic capacity improvements between St Albans and Park Road roundabouts to include road widening to four lanes and pedestrian and cycle route.
34. As a result of stakeholder engagement and changes to government guidance for walking and cycling infrastructure and climate change targets, the design for Lynchford Road was amended to reduce its environmental impact, comply with new guidance and maintain the benefits associated with the scheme previously approved.
35. An online public engagement event was held during February and March 2021 for the North Camp Accessibility Package, which included the scheme being proposed for construction. A total of 480 responses were received on the Lynchford Road elements of the scheme demonstrating a wide range of support for the scheme. This includes the following headline responses:
- 60% agreement for the scheme with 30% of total respondents supporting all aspects and the same proportion in support of some aspects;
  - 74% agreed with maintaining parking for accessing local business;
  - 66% supported the two-way cycle path; and
  - 84% of respondents supported the approach to retain the existing trees and ecology.

Whilst the response was broadly positive, 24% of respondents were not in support of the scheme and representations were made on issues related to parking for cars and motorcycles in support of local businesses.

36. Councillor Chadd, the local County Council member for Farnborough North, has been briefed on the scheme for Lynchford Road and is supportive of the scheme with one reservation concerning the tree pits placed within the highway, which Cllr Chadd considers will reduce the number of parking spaces along Lynchford Road. The revised design has been subject to extensive local consultation and retention of existing trees and planting of additional highway trees were seen as important considerations in the responses received.
37. No other local member comments have been received.
38. During the development of the design local retail business were engaged and discussions are ongoing to agree the materials and reinstatement in front of business forecourts. Once agreed, these works will be constructed as Phase 1c of the contract.
39. An equalities impact assessment has been undertaken on the scheme proposals and it has been found overall to have a neutral impact on people with protected characteristics. A positive impact for some people with protected characteristics will be experienced with improved access to local shops, employment and social activity. The scheme provides the County Council with an opportunity to capitalise on government funding available to reduce traffic congestion and improve the reliability of journey times through North Camp. The improved cycle and pedestrian infrastructure will deliver a positive impact for Hampshire residents and choices for active travel that benefit health and wellbeing. The new tactile paving on the approaches to the minor road crossings will assist users with visual disabilities identify crossing points. On-street parking within the new laybys on Lynchford Road will remain for vehicle access to local residential and commercial business. The changes to public transport infrastructure will not negatively impact on people with protected characteristics.

### **Climate Change Impact Assessments**

40. 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.
41. 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.

42. 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% for both Phases 1 and 2 of the overall Lynchford Road Improvement scheme.
43. During prolonged periods of high temperatures some trees may be susceptible to drought. The tree pits will utilise rainwater runoff from nearby building roofs that currently overflow onto the highway. Any tree loss within the scheme's 5 year establishment period will be replaced
44. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward sustainable transport options and also to active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.
45. The scheme improvements will deliver journey time savings and reduced traffic congestion which in turn will reduce fuel consumption and CO2 emissions.

## **Ecology**

46. The County Council has undertaken a number of environmental assessments as part of the Environmental Impact Assessment (EIA) screening work to identify the environmental impacts of the Scheme. An EIA screening opinion was sought from the original 2019 design from Local Planning Authority under the provisions of the EIA Regulations (Regulation 6) on the need for EIA. The EIA Screening request for the scheme was submitted in 2019 and an opinion (SCR/2019/0356) received from the County Council's planning team that the scheme was not an EIA development under the Town & Country Planning Regulations 2017.
47. The proposed scheme design has been reviewed and confirmed that there is no anticipated significant impact to the Environment.
48. There will be a temporary impact to arboriculture and landscape due to the low number of tree removal, limited to 26 smaller trees from the woodland, mainly forestry type plantation which would have a minor adverse effect. However, this has been greatly reduced compared to the previous 2019 design. The replacement tree planting will take at least 30 years to reach similar stature as trees to be removed. It is anticipated replacement trees numbers will be approximately 25-30 with the majority plant outside of the scheme within Farnborough and planting within the scheme of 11 new tree pits.

## **Blackwater Valley Gold Grid: Alexandra Road**

### **Contextual Information**

49. The Blackwater Valley Gold Grid is a project to deliver improved infrastructure to support public transport within the Blackwater Valley and in particular, Stagecoach's high frequency Gold Route One, which links Aldershot, Farnborough and Camberley via a 24-hour bus service. A key ambition of Hampshire County Council and the Enterprise M3 Local Economic Partnership (EM3 LEP) is to enhance public transport connectivity in this area by reducing journey time delay on the strategic road network.
50. A Decision Paper was presented to the Executive Member for Environment and Transport decision day in November 2017, which provided full background information on the Farnborough Growth Package and Blackwater Valley Gold Grid projects. Approval was secured 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. A subsequent decision report was presented to the Executive Member in March 2018 with the outcome of the consultation, and the recommendation to proceed with design work for improvements to the Gold Route was approved. A Business Case was submitted to the EM3 LEP in May 2020, identifying specific interventions to reduce peak-time delay on the Gold Grid service and enhance the public transport offering in this area, which was subsequently awarded grant funding under an agreement signed in March 2021.
51. The Gold Grid project has three main components.
- Component 1: New bus lane along Alexandra Road to reduce congestion related delay for bus services
  - Component 2: Implementation of improved intelligent transport systems on the Blackwater Valley Gold Grid to provide bus priority through signal junctions to minimise delay to bus services.
  - Component 3: Provision of Real Time Passenger Information at bus stops along Gold Route One to enhance the passenger service.

### **Scheme Details**

#### **Component 1 – Physical Bus Priority Measures at Alexandra Road, North Camp**

52. The proposed scheme is the introduction of a bus lane on Alexandra Road in North Camp, on the southbound approach to St. Albans roundabout, to allow buses to bypass queuing traffic at St Albans roundabout (the junction of Alexandra Road with the A3011 Lynchford Road). Details for the scheme are

shown in Appendix II. The bus lane would replace existing formal on-street parking on the east side of Alexandra Road, over a length of approximately 150m, resulting in the loss of approximately 13 on-street parking spaces (adequate on-street parking exists on the west side of Alexandra Road and will remain). The scheme proposals include full width carriageway resurfacing, a new kerbed build out section at the existing northbound bus stop for improved bus accessibility, and various minor adjustments to kerbing and pedestrian facilities on the affected length of road.

53. It is proposed to provide a new parallel crossing at the south end of Alexandra Road, to allow pedestrians and cyclists to cross in an east-west direction at the St. Albans Roundabout. This new crossing facility would provide route continuity with the cycle corridor proposals on the Lynchford Road major scheme and the Lynchford Road Active Travel Fund Tranche 2 scheme.
54. There are five highway trees that need to be removed at St. Alban's Roundabout, to ensure the safety of pedestrians and cyclists using the new parallel crossing on Alexandra Road. In addition, a small section of highway fencing needs to be replaced with screening shrubs to improve visibility to this crossing point. Pruning of highway trees on the east side of Alexandra Road would also be required to accommodate the additional height of buses within the proposed new bus lane.
55. Replacement planting of at least the equivalent number for all trees lost as part of the scheme will be included within the mitigation planting programme associated with the wider package of works in North Camp.

## **Component 2 – Bus Priority Technology**

56. The Gold Grid scheme is to implement new traffic signal-based bus priority technology on the Route One service, using architecture which has potential for a more widespread rollout throughout Hampshire. This will replace the existing first-generation technology which used 'unintelligent' tags fitted to buses on Route One. The new technology architecture will provide a communication link between the bus operator's Real Time Information System and the Highway Authority's Urban Traffic Management Control system. This will enable virtual trigger points to be used to provide priority for buses as they approach traffic signals based on their punctuality and route. Some hardware and communication link upgrades will be needed at individual signal junctions along the Gold Route One.

## **Component 3 – Real Time Passenger Information (RTPI)**

57. Timely and accessible public transport information is key towards removing barriers that prevent members of the community using bus services. RTPI displays will show live bus departure information and service updates, so bus users are kept informed and assured about their bus service. The Gold Grid scheme will provide Real Time Passenger Information (RTPI) at 31 bus stops along Route One. The RTPI displays will be integrated into new bus

stop flags and utilise low power battery display technology, removing the need for a separate power and feeder pillar. This will ensure efficient delivery within project timescales.

58. The supply, installation, commissioning and maintenance of RTPI Bus Stop Flags will be procured through the County Councils RTPI Framework awarded in October 2021 and will be managed by Integrated Transport's Passenger Transport Group.

## Finance

Estimates	£'000	% of total Funds Available	£'000
Design and Supervision	293	23 EM3 LGF	1,280
Construction	915	26	
Client Fee	72	6	
		45	
<b>Total:</b>	<b><u>1,280</u></b>	<b><u>100</u></b>	<u>          </u>
			<u>          </u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005
Capital Charge	123	0.081

## Programme

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (dd/mm/yy)	Nov 2021	August 2022	December 2022	December 2023

## **Consultation and Equalities**

59. Councillors Jackman and Chadd, the local County Council Members have been briefed on the wider package of proposals for the North Camp area and are supportive of the schemes.
60. Hampshire County Council previously undertook a public and stakeholder consultation on the Blackwater Valley Gold Grid proposals, during an event running from November 2017 to January 2018. Results from the consultation showed that the vast majority of people were either in favour or maybe in favour of enhancements to Stagecoach Gold Route One (83%).
61. A community consultation exercise was undertaken from 1st February to 5th March 2021. The consultation covered a number of proposals for the North Camp area, including the Lynchford Road major scheme; Alexandra Road Gold Grid; North Camp Low Traffic Neighbourhood, Active Travel Schemes for Old Lynchford Road and Camp Road. The consultation exercise was therefore packaged under the banner of the North Camp Accessibility package.
62. During the 2021 consultation, 562 responses were received in total and 217 related to the Alexandra Road Bus Priority scheme.
  - over half of respondents agreed with the scheme or agreed with at least some aspects of the scheme (59%);
  - there was strong support for the introduction of real time passenger information boards (73% agreed);
  - 48% of respondents agreed with the southbound bus lane scheme;
  - public transport users, respondents aged under 16 and those that travel for education are more in favour of the bus lane than other demographic groups (69%, 59% and 57% agreement respectively);
  - just under a quarter of all respondents (24%) do not agree with any aspects of the scheme;
  - key concerns with the scheme are the loss of parking spaces and the subsequent impact on local businesses, and perceptions of negative environmental impacts and traffic flow problems elsewhere that are either created or not solved by this scheme; and
  - the biggest positive impact of the scheme that respondents mentioned was perceived improvements to traffic flow, including less congestion, faster links and increased bus use.
63. The bus company (Stagecoach) is supportive of the Gold Grid proposals and has invested in new buses for the route.
64. An equalities impact assessment has been undertaken on the scheme proposals and it has been found to have a neutral impact on people with protected characteristics. The improved bus facilities will deliver a positive impact for the public transport offering in the area and the customer experience, while the new parallel crossing point will provide improved facilities for active travel modes, to the benefit of 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 disabilities. Some on-street parking will remain within Alexandra Road and there are various alternative car parks in the area. However, the scheme may negatively affect accessibility for some users to some extent.

65. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders and the local community. Additional engagement with local businesses is also ongoing to identify their specific access requirements during the construction phase.

### **Climate Change Impact Assessments**

66. 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.
67. The Adaptation Project Screening Tool has assessed the scheme as having medium vulnerability to severe weather, namely extreme heat and rainfall events. However, the scheme is not considered to be any more vulnerable to climate change than any other highway asset within the County, as materials used are standard highway materials and furthermore, the scheme does not significantly modify the existing highway construction or materials in Alexandra Road and there is no history of specific existing issues.
68. The scheme has been assessed using the carbon mitigation tool. Carbon emissions from this project arise from embodied carbon emissions emanating from the construction process and manufacture of materials. On completion, the scheme will reduce journey time delay and congestion for public transport modes, thereby improving the public transport customer experience and encouraging an increased long-term uptake of sustainable transport options. This will reduce the number of motor vehicle trips on the local road network and in turn deliver benefits from reduced congestion and associated carbon emissions. The scheme is therefore expected to deliver a net reduction in carbon emissions in the long-term.
69. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic **growth** and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward sustainable transport options and also to active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

## **Lynchford Road Active Travel Fund Tranche 2**

### **Contextual Information**

70. The significant rise in walking and cycling trips seen during the Covid-19 lockdown demonstrated there is considerable potential for an increase in the use of active travel modes across Hampshire. Sustaining this increase and enabling growth in active travel to become a long-term trend is crucial for Hampshire County Council in addressing its climate change and public health commitments. Significant shifts in travel behaviours are required given high levels of car use and ownership in the County.
71. Hampshire County Council has secured funding from a bid to the Department for Transport's Active Travel Fund, to be used to provide a range of measures to create better spaces for walking and cycling in local communities across the County. In the North Camp area of Farnborough, there is the opportunity to complete a strategic cycle link adjacent to the Lynchford Road corridor, which will connect North Camp Station in the east with Farnborough Business Park / Airport to the west and the main shopping area in North Camp (that being Camp Road). This is a key link in one of the most densely populated areas of the County, connecting the local community and retail centres as well as providing a safer route to the secondary school and nearby train station.
72. A temporary Tranche 1 Active Travel Fund scheme was introduced on Lynchford Road between St Alban's Roundabout and Camp Road, primarily as a response to the Covid-19 pandemic and to create space to support social distancing and economic activity. Introduction of the Tranche 1 scheme provided an opportunity to observe and consider the effect of altering road space in the longer term to encourage walking and cycling, which has shaped the proposed Tranche 2 scheme. Community consultation was undertaken on the Tranche 2 proposals, and the feedback from this was considered by the Executive Member for Highways Operations at Decision Day in July 2021, where approval was given to progress with detailed design.

### **Scheme Details**

73. The scheme, as shown in Appendix III, is located on Lynchford Road between the Peabody Road car park access in the east and the junction with St Albans Roundabout in the west (the extent hereafter referred to as Old Lynchford Road). The scheme will link directly into the cycle routes that will be provided through the Lynchford Road major scheme and the Alexandra Road element of the Blackwater Valley Gold Grid project. The cycle track aims to provide high quality cycle routes that will be safe and attractive to use and segregate cyclists from other modes.
74. The proposed scheme will deliver a segregated cycle route, approximately 275m in length, along the northern side of Old Lynchford Road, adjacent to the existing footway. The majority of the cycle route is on-carriageway, in an area of road space which is currently formal on-street parking. At each end

of Old Lynchford Road, there are sections of off-carriageway cycle route, segregated from the existing footway, where the scheme transitions into the other pedestrian and cycle improvement measures being developed under the adjacent scheme proposals. Mid-way along the length of Old Lynchford Road, the cycle route crosses the Camp Road junction, where a cycle priority crossing is proposed. The on-carriageway sections will be segregated from motor traffic on carriageway by cycle lane defenders/wands. Various improvements to pedestrian crossing facilities throughout the scheme are also proposed.

75. The additional road width required to create a new cycle facility requires a reduction in the total length of on-street parking bays, taxi ranks and loading bays on Old Lynchford Road. Approximately 15 on-street parking spaces would be lost as a result of the changes, along with a reduction in carriageway space dedicated to taxis and loading bays. The location/layout of the remaining parking/loading/waiting bays will be revised to meet the scheme objectives while minimising the net loss of on-street parking/waiting within the new road layout.
76. To redistribute road space to provide additional width for cycle facilities and also to reduce the dominance of vehicle traffic in this section of road, the proposal is to close the entry into Old Lynchford Road from St. Albans roundabout (including lane/lining/signage modifications on the roundabout carriageway) and reduce Old Lynchford Road to one-way traffic flow in a westbound direction.
77. To mitigate the impact of the road closure on access to Old Lynchford Road and to minimise traffic displacement elsewhere in North Camp, a new left-turn-in junction from the A3011 into the eastern end of Old Lynchford Road will be created, making use of the existing turning head to minimise the amount of new carriageway construction required. A new loading bay will be created on the A3011 to the east of the new junction for servicing nearby premises and the existing access to the Peabody Road car park will be closed (with the existing primary access to the car park being via Peabody Road). Some utility diversions will be required for construction of the new junction. Carriageway resurfacing will be required at the eastern end of the road at the new junction and is also proposed at various locations along Old Lynchford Road to repair the existing road surface.
78. Public realm enhancements will be delivered at either end of the scheme with provision of areas of open space in the form of grass verges in locations which previously were carriageway areas to the east of the new left-turn-in junction, and around the closed access to Old Lynchford Road off St. Albans Roundabout. The creation of the new left-turn-in junction and loading bay on the A3011 will require the removal of a total of 5 highway trees. The tree loss will be mitigated with replacement planting of 5 new trees in a nearby location, within the open space that would be created at the eastern end of the scheme.

## Finance

79. The scheme is funded from Tranche 2 of the DfT Active Travel Fund to the value of £307,000. Following continuation of design work, the scheme cost estimate has increased to £676,000, for three primary reasons. Firstly, the ATF Tranche 2 scheme within the original funding bid to DfT proposed the re-use of some temporary materials rather than the use of permanent solutions, for example the proposed use of timber planters to close the vehicle access from St. Albans Roundabout. This was on the assumption that these temporary materials would already be in place as part of an ATF Tranche 1 'enhanced' temporary scheme. However, the 'enhanced' Tranche 1 scheme was not progressed and the materials are therefore not available for re-use. On this basis, the Tranche 2 scheme has been revised to use a permanent solution, which increases initial construction cost but will maximise long-term benefits and reduce future maintenance costs. Secondly, the scheme proposals have been revised since the original bid to include the left-turn-in junction between A3011 Lynchford Road and the eastern end of Old Lynchford Road. This junction will provide better accessibility to Old Lynchford Road and will reduce traffic displacement on Queens Road and Camp Road associated with the change to one-way traffic on Old Lynchford Road. Thirdly, the pedestrian and cycle facility proposals in the original ATF Tranche 2 bid have been improved to be consistent in nature with the premium walking and cycling facilities planned for the adjacent Lynchford Road scheme, so as to deliver a consistent and integrated facility across all schemes parcels within this package.
80. The funding shortfall will in part be covered by reallocation of funds from the adjacent ATF Tranche 2 scheme in development at Camp Road, North Camp, as the current cost estimate for Camp Road is less than the allocated budget. The shortfall will also be partially covered by the construction cost efficiencies expected to be made by delivering various schemes in this area under a single contract, which will result in an overall reduction in costs in items such as preliminaries, traffic management, supervision, etc. Any remaining shortfall will be covered by additional Active Travel Fund.

<b><u>Estimates</u></b>	<b><u>£'000</u></b>	<b><u>% of total</u></b>	<b><u>Funds Available</u></b>	<b><u>£'000</u></b>
Design Fee	140	21	ATF T2	676
Client Fee	21	3		
Construction	515	76		
<b>Total</b>	<b><u>676</u></b>	<b><u>100</u></b>	<b>Total</b>	<b><u>676</u></b>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005
Capital Charge	65	0.0430

## Programme

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (dd/mm/yy)	November 2021	August 2022	January 2023	January 2024

## Consultation and Equalities

81. Councillors Jackman and Chadd, the local County Council Members have been briefed on the wider package of proposals for the North Camp area and are supportive of the schemes.
82. A community consultation exercise was undertaken from 1st February to 5th March 2021. The consultation covered a number of proposals for the North Camp area, including the Lynchford Road major scheme; Alexandra Road Gold Grid; North Camp Low Traffic Neighbourhood, Active Travel Schemes for Old Lynchford Road and Camp Road. The consultation exercise was therefore packaged under the banner of the North Camp Accessibility package.
83. The consultation exercise took place while a Tranche 1 ATF scheme was in place in Old Lynchford Road. The Tranche 1 scheme included a temporary closure into Old Lynchford Road from St. Albans Roundabout and the temporary loss of the north side parking bays to support pedestrians social distancing requirements. The feedback from the public during consultation was therefore based on real-world experiences of similar temporary changes that were in place in the road. It should be noted that some of the commercial properties on Old Lynchford Road perceived the loss of on-street parking and the closure of the St. Alban's roundabout access during the Tranche 1 ATF temporary scheme as having a negative impact on businesses. Unlike the Tranche 1 temporary scheme, the Tranche 2 ATF scheme includes a new access into the road at the eastern end and improved arrangements for car-parking, taxis and loading. The design and layout of the Tranche 2 scheme has been developed in response to feedback received from the public, the Borough Council and local community groups.

84. With due consideration of the consultation feedback, and the broader policy position encouraging walking and cycling, the recommendation to develop a detailed design, using measures selected appropriate to available funds, and to progress the scheme to delivery was approved by the Executive Member for Highways Operations at Decision Day on 29 July 2021 following consideration of the report titled 'Active Travel Fund Tranche 2 Programme'.
85. An equalities impact assessment has been undertaken on the scheme proposals and it has been found to have a neutral impact on people with protected characteristics. The improved cycle and pedestrian infrastructure 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. Some on-street parking will remain within Old Lynchford Road and there are various alternative car parks near the site, however the reduction in on-street parking space may negatively affect accessibility for some users to some extent.
86. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders and the local community. Additional engagement with local businesses is also ongoing to identify their specific access requirements during the construction phase.

### **Climate Change Impact Assessments**

87. 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.
88. The Adaptation Project Screening Tool has assessed the scheme as partially vulnerable to severe weather, namely extreme heat and rainfall events. The proposed scheme changes the provision of highway materials, while a new left turn in is provided part of the existing carriageway is rededicated to planting of grass, shrubs and trees to mitigate loss elsewhere, thereby contributing to a general environmental improvement, with a section of softer surface and shade.
89. The scheme has been assessed using the carbon mitigation tool. Carbon emissions from this project arise from embodied carbon emissions emanating from the construction process and manufacture of materials. On completion, the scheme will enable an increase in the use of active travel modes for local journeys. This will reduce the number of motor vehicle trips on the local road network and in turn deliver benefits from reduced congestion and associated carbon emissions. The scheme is therefore expected to deliver a net reduction in carbon emissions in the long-term.

90. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles. Furthermore, the scheme provides public realm improvements in central North Camp and improves accessibility, particularly for those walking and cycling who seek to access local services, amenities and recreation.

### **Farnborough Growth Package (North Camp) – Supporting Information Statutory Procedures**

91. A Traffic Regulation Order will be required for the new bus lane, the proposed changes to parking provision within the scheme package, and for the conversion of Old Lynchford Road to one-way traffic. The Orders will be processed through established procedures and formal arrangements will be made following approval of the recommendations of this report.
92. The new cycle track on Lynchford Road and that linking Alexandra Road to Queens Avenue will be created under the Section 65(1) of the Highways Act 1980.
93. Any minor alternations to the footway will be carried out under powers contained in s66 of the Highways Act 1980.
94. Any necessary removal of trees from within the South Farnborough Conservation Area will require consent from the Rushmoor Borough Council. This is to be progressed, if required, with liaison with the Rushmoor Borough Council conservation officer, following approval of the recommendations in this report.

### **Land Requirements**

95. The scheme will utilise the Lynchford Road major scheme site compound for offices, welfare, and storage.
96. The land is owned by the MoD and is one acre of open amenity grass land. The MoD have agreed Heads of Terms (Subject to Contract) and solicitors have been instructed to complete a licence agreement. Executive Member for Policy and Resources delegated authority for this was secured on 16 September 2021. The construction of the site compound is permitted development under the Schedule 2, Part 9 Class A (development by highways authorities) of the Town and Country Planning (General Permitted Development) (England) Order 2015 on land that is outside but adjoining the highway and for the improvement of the highway. Upon completion of the highway improvements the site compound will be removed and ground reinstated to the satisfaction of the landowner, in this case the MoD.

97. In order to implement the Scheme, there is a requirement to acquire small areas of third-party land for highway purposes on the southern side of the A3011 Lynchford Road alongside the Lille Barracks from two owners, and also to use land dedicated for highway along the shop frontages between Peabody Road and Morris Road.
98. The first owner is the Ministry of Defence (MoD) where there is a requirement to acquire 180m<sup>2</sup> of land for highway purpose. The land is outside of the Lille Barracks security boundary fence and no longer needed by the MoD and the MoD have requested a land transfer rather than a land dedication. Heads of Terms (Subject to Contract) have been agreed with the MoD and solicitors instructed. The MoD land will be transferred at nil cost.
99. Included within the land transfer from the MoD will be approval for temporary access to approximately 170m<sup>2</sup> of land to enable access for the workforce and plant to construct the road widening. The details of this agreement were confirmed with the MoD on 20th September 2021.
100. The second owner is Rushmoor Borough Council where there is a requirement for 10m<sup>2</sup> of land to be dedicated as highway. There is a small section of land between the highway and MoD boundary fence likely to be left over during the formation of Lynchford Road, that should have been transferred to either the MoD or highway authority when the road was constructed. This will be dedicated by Rushmoor Borough Council, and draft Heads of Terms have been circulated for agreement. Delegated Policy and Resources approval for the land dedication will be sought once Heads of Terms are agreed.
101. In addition to the land dedication from the Borough Council, a separate temporary licence for construction may be required for approximately 22m<sup>2</sup> of land to enable access for the workforce and plant to construct the road widening.
102. The land transfer from the MoD and land dedication from the Borough Council will be completed prior to construction on Lynchford Road. Delegated Policy and Resources approval for the land transfer and licence has been obtained.
103. Details on the treatment of the forecourt area along Lynchford Road between Peabody Road and Morris Road are being confirmed with the landowners, over areas of land for which Hampshire County Council has highway rights. Subject to confirmation, the final details of the design will be progressed to deliver either the scheme as detailed in this report or provide an amended scheme for a shared use path. Any cost variance between segregated or shared use path for Phase 1C is allowed for within the cost estimates and will be confirmed within the contract.

## **Maintenance Implications**

104. Hampshire County Council Asset Management Team has been consulted on the proposals for the package.
105. There will be an increase in the long-term maintenance liability for the Lynchford Road Improvement Scheme due to 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 associated with surface water runoff will be remedied. However, offsetting the servicing costs saved by removal of aging highway assets, the net generated increased maintenance has been calculated at approximately £18k per annum and should be considered when setting future annual highway maintenance budgets
106. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing nearby. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team, which is content with the materials specified. By using robust materials and redesigning surface levels to maximise re-use of solid foundations, there has been an increase in capital costs for the benefit of reduced future maintenance liabilities.
107. The Blackwater Valley Gold Grid Scheme will have an impact on the maintenance budget in future years, this is expected to be £5,000 per annum for Component 1 (Physical Bus Priority element) and £3,500 per annum for Component 2 (Bus Priority Technology). The ongoing revenue costs for maintaining the RTPI bus stop flags (Component 3) will be met through the Passenger Transport Group's annual revenue budget.
108. The proposals for the Old Lynchford Road ATF Tranche 2 scheme will have an impact on the maintenance budget in future years. This is expected to be approximately £5,000 per annum.

## **Departures from Standards**

109. Departures from standard are proposed as follows:
  - design of the tree pits and inclusion of linear drainage along the forecourt section of Lynchford Road between Peabody Road and Morris Road;
  - inclusion of extruded kerbs on the southern side of Lynchford Road along the MoD boundary to maintain carriageway width; and
  - a one step departure from standard for a visibility splay for the access/egress arrangement to land to the rear of 151 Lynchford Road.

## **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.

The improvements to Lynchford Road footway and cycle track complement the investment in walking and cycling part funded by the County and Government Active Travel Funding grant of £3.28million awarded to support a range of measures across Hampshire to create better spaces for walking and cycling in local communities.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

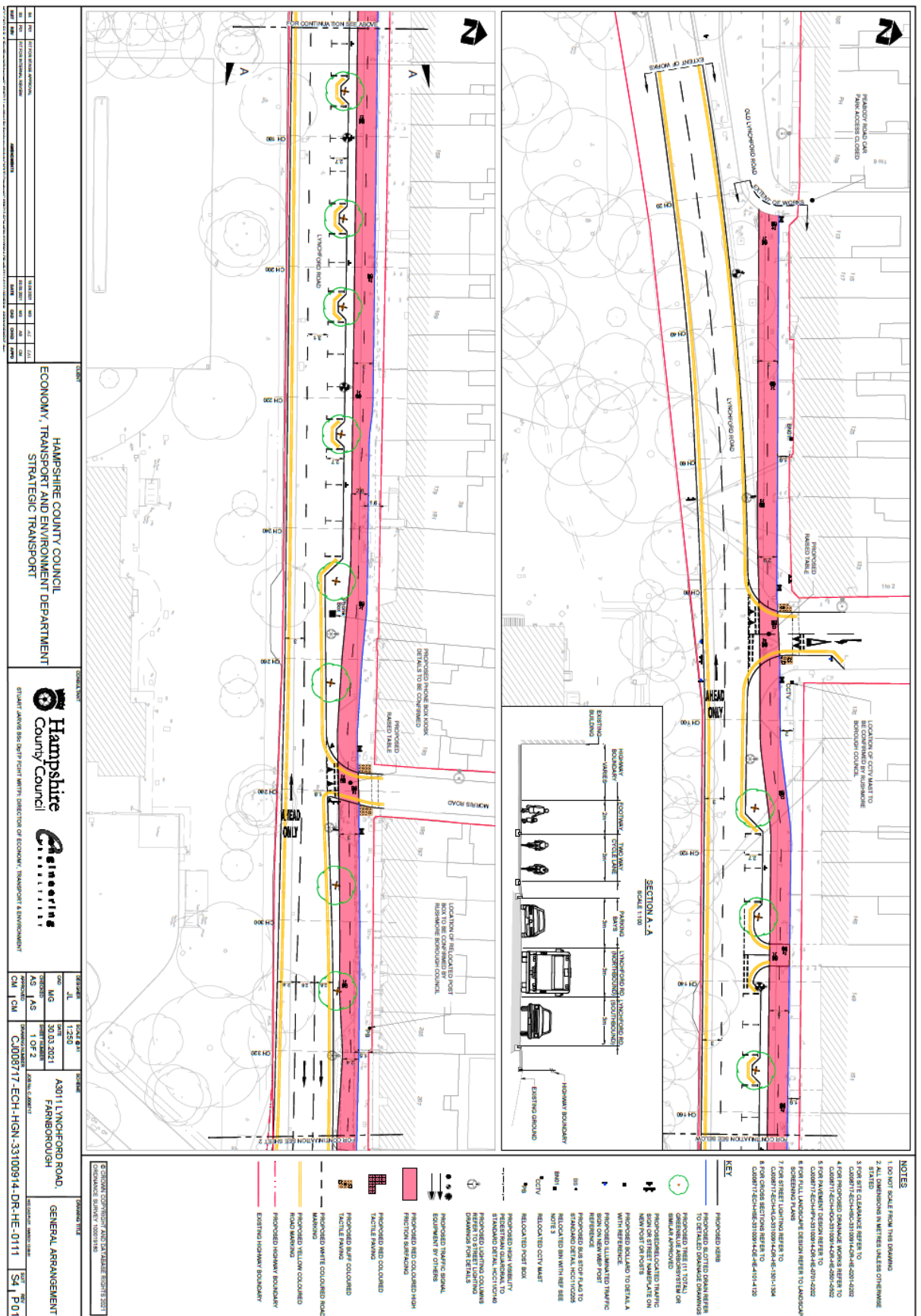
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion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

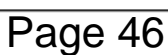
Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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:**

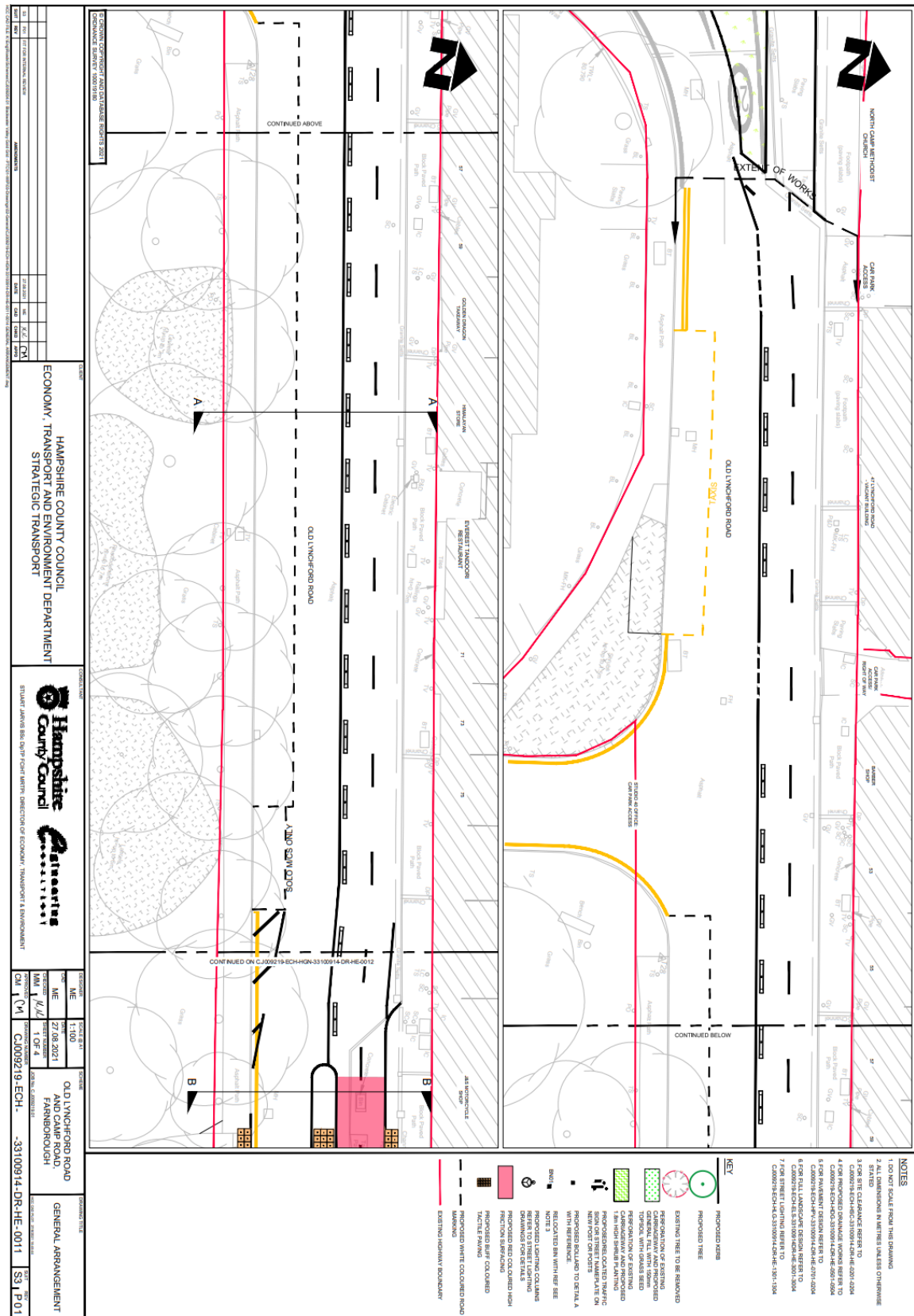
The Farnborough growth package North Camp improvement scheme will benefit all transport users by improving traffic capacity, reducing congestion and improving journey time reliability along the Lynchford Road corridor and through Alexandra Road. The scheme will enhance existing and create new facilities for pedestrians and cyclists and will include dedicated bus journey improvements, all of which will be of particular benefit to those more likely to walk, cycle or use public transport, including older and younger people, people with some disabilities, people on lower income, and women. There will be local benefits for those travelling to socialise, shop and to access employment and community services.







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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	ETE Capital Programme Quarter 2 2021/22
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** **Email:** Maria.golley@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2021/22.

### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the value of the Old Lynchford Road Active Travel Fund scheme to increase from £0.307million to £0.676million, to be funded by Tranche 2 Active Travel Fund grant and Section 106 funding.
3. That the Executive Lead Member for Economy, Transport and Environment approves the value of the Whitehill Bordon Oakhanger Road/Station Road West scheme to increase from £1.0million to £1.28million, to be funded by Section 106 funding, LEP funding and structural maintenance budget.
4. That the Executive Lead Member for Economy, Transport and Environment notes the significant work being undertaken to progress the capital programme so far in 2021/22.

### Executive Summary

5. The Economy, Transport and Environment's (ETE) capital programme contains a range of projects, including but not limited to highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, economic development, town centre improvements and highways safety.
6. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way.
7. ETE's capital programme contributes towards the County Council's climate change targets of carbon neutrality and resilience to the impacts of a 2°C temperature rise by 2050. Climate change impact assessment tools are

integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation.

8. Across the department, work is being undertaken to identify the best materials and design solutions to reduce carbon emissions and protect the network from a changing climate. Alternative low carbon products such as locally produced cold-lay asphalt and recycled plastic kerbing are now widely used for maintenance and capital improvement schemes, as well as greater recycling of used carriageway materials. Greater sourcing of durable materials and the adoption of innovative techniques such as sustainable drainage, will also deliver wider environmental benefits.
9. In addition, increased investment in walking and cycling infrastructure and public transport reflects the capital programme's shift in emphasis to sustainable transport measures and builds resilience across Hampshire's transport network. This paper provides a short narrative summary of progress and delivery within the capital programme. The additional appendices to this report provide more detailed information and are referenced where relevant.
10. This paper also contains recommendations for the consideration of the Executive Lead Member for Economy, Transport and Environment.

## **Expenditure and Finance**

11. This section provides an update on the capital programme expenditure and finance since the beginning of 2021/22.
12. Gross spend across the capital programme from 1 April to 31 August 2021 is £37.508million, which is 72% higher than the same period in the previous year. Appendix 1 shows where expenditure is being made across ETE's programme.
13. Planned expenditure for 2021/22 of £152.120million was forecast in January 2021 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update. Although it is expected that spend will increase in Q3 and Q4 2021/22, as more major schemes enter or continue to deliver on site, it is likely that the overall forecast will reduce from January 2021 forecast levels.
14. In August 2021, the County Council submitted a bid for £5.4million to the Department for Transport (DfT) for Tranche 3 Active Travel funding (ATF). If successful, this bid will build on the success of the Tranche 2 ATF fund by delivering further walking and cycling measures across the County. The bid outcome is expected in Autumn 2021.
15. The department is also waiting to hear the outcome of the £14.4million Levelling Up Fund bid that was submitted earlier in the year. The fund will provide improvements to the walking and cycling networks in Gosport and Havant in order to improve accessibility between communities and local education and employment opportunities.
16. In July 2021 concerns over the national position across the highways and construction sectors, largely caused by materials and labour shortages, and the potential impact of these on the cost and duration of major schemes, were reported. Recent government announcements on the increase in National

Insurance contributions to provide additional funding for health and social care, in addition to changes to restrict entitlement to use red diesel, are expected to result in further cost pressures that are likely to impact the delivery of ETE's capital programme. These pressures are reflected within the sub-programme updates that follow in this report.

17. To manage these and future challenges, collaborative working arrangements with contractors and stakeholders continue to be developed and embraced. The County Council prides itself on being a client of choice for its contractor partners and the strong collaborative relationships that are already in place will enable open and honest dialogue around the ongoing challenges, and in some cases, this can hopefully lead to innovative, value-engineered solutions at reduced cost.

### **Delivery and Programme Changes**

18. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.

The following Project Appraisals have been approved by ETE Executive Members since the ETE Capital Programme Quarter 1 2021/22 report:

- A35 Redbridge Causeway Work package 3 (£13.82 million);
- Eastleigh Area Bus infrastructure works (£0.416 million);
- East Anton bus gate, Andover (£0.085 million);
- Whitchurch Accessibility & Traffic Measures (0.749 million); and
- A32 Farringdon and Chawton Flood Alleviation scheme – phase 2 (£0.386 million).

Adjustments to the schemes' capital programme entries have been made accordingly.

### **Structural Maintenance Programme**

19. Within the Structural Planned Maintenance sub-programme, the County Council has continued to work hard to deliver the service and mitigate the effects of the material supply issues that are impacting construction around the country. There has been a small ongoing impact due to COVID, mainly relating to staff and sub-contractors needing to self-isolate.
20. At 10 weeks into Q2, over 89% of the year's programmed schemes have been designed and ordered, (62% for footway, carriageway and drainage and 100% for surface dressing) with 55% of them being delivered on the ground (27% for footway, carriageway and drainage and for surface dressing 66%).
21. A significant achievement has been the delivery of a £3.4million scheme, to resurface a significant section of the A31 dual carriageway, between Winchester and Alresford.

22. Despite easing of restrictions, supply and resource issues, particularly lorry driver shortages, are likely to have a continuing impact on scheme delivery and will require careful management in the following periods.
23. A joint working group set up between Hampshire County Council and Milestone is currently developing a collaborative planning approach to be fully implemented on the resurfacing programme, with a view to further rolling this out to encompass other work streams in the future.
24. Turning to the Structures sub-programme, site works at Redbridge Causeway Totton – Redbridge Work Package 2 (Redbridge Viaduct) are now drawing to a close with expected completion in November. These major works involved concrete repairs and installation of an impressed current cathodic protection (ICCP) system to over 100 supports within a tidal environment under the Westbound carriageway of the A35 Redbridge Causeway.
25. Work has now turned to Redbridge Work Package 3 on the Eastbound carriageway with enabling works by SGN currently underway decommissioning an old gas main within the carriageway and under three bridges. Over the next few months work will start on repairing these bridges utilising the existing site compound. These works are part funded by a successful DfT Major Road Network bid for £13.4million.
26. At Holmsley Rail bridge, New Forest, preliminary works, including tree and vegetation removal and fencing, took place earlier in the year including the set up of the site compound. The main construction works started in September to limit the impact on holiday traffic on the A35 as much as possible. Work will continue on the new bridge construction and road layout through the winter months November to February with removal of the old bridge expected in June 2022. The works have been planned to take account of the area's designation as a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC).
27. Structures and Geotechnical input and support has also continued on other major Capital projects such as Botley bypass, Stubbington bypass and Brighton Hill roundabout.

#### Integrated Transport Programme

28. Development and delivery of the highway and transport infrastructure programme is progressing well with major schemes totalling over £100million continuing in, or progressing to, the construction stage in 2021/22, including Brighton Hill Roundabout (£19.3million), M27 Junction 9 (£23.128million) and A326 Fawley Waterside (£10.45million). In particular, the Eclipse Busway (£11.602million) is now substantially complete and will be opening in November 2021; construction of the Stubbington Bypass scheme (£39.295million) is progressing well to achieve an opening date of Spring 2022; and construction of the A326 Fawley Waterside programme commenced in June 2021.
29. Despite good progress with the current programme, it should be noted that there is increasing potential for significant budgetary pressures going forward as a result of the global rise in material costs, and also increases in labour costs. A shortage of HGV drivers across the construction sector is also impacting logistics and supply chains, and increasing lead times for key materials. The

department is already seeing a significant increase in tender returns and despite industry sources predicting annual increases of circa 5% for the next few years, there is recent evidence of increases for some key materials, specifically bituminous products, exceeding 15%.

30. A recent example of tender returns being higher than anticipated is the Brighton Hill major scheme and it is expected that future significant schemes will follow the same trend. The higher than expected tender is likely to increase the overall scheme value by approximately 7.5%. As this falls within the governance approval levels, it is intended to continue with the award in order to adhere to the tight programme timescales dictated by the terms of the external funding. This cost increase will be funded by savings from the adjacent Thornycroft Roundabout major scheme as well as S106 contributions from housing developments along this growth corridor. Once these costs are fully understood, it is expected that the amendment to the scheme value will be reported in the next quarterly capital programme report.
31. As detailed elsewhere on this agenda, a report sets out emerging pressures relating to the Farnborough Growth Package (North Camp). As the design and tender progresses, there will be better understanding of the cost pressures and a further update will be provided in the next quarterly capital programme report. There is significant development funding available to support potential cost increases.
32. Deer Park School opened in September 2021 with supporting infrastructure in place to allow the school to operate with safe routes for pupils available; infrastructure works to support the Uplands Development is progressing, work is in progress on the early phases of the Botley Bypass with a new temporary road opened to enable construction of the new roundabout and subways; and complimentary highway improvement works in Woodhouse Lane will commence in early 2022.
33. Of significant interest to the capital programme, is the approval by Cabinet on 13 July 2021, to increase the value of the M27 Junction 10 Improvement scheme to £97.55 million to be funded from Housing Infrastructure Grant and developer funding
34. Excellent progress is also being made on the < £2million programme with notable achievements across the county including the completion of: public realm improvements for Town Mills Riverside project in Andover as well as in Ringwood, which was in collaboration with Highways England; four pedestrian and cycle route projects as part of the Whitehill and Bordon Regeneration package of works; pedestrian and cycle route enhancements in Hayling Island; and junction enhancement works at the Anstey Road/Anstey Lane, Alton associated with a local development.
35. Other highlights include the start of construction of two notable pedestrian route enhancement schemes in Bramley Road, Bramley and Lymington Bottom, Four Marks.
36. The Transforming Cities Fund programme in Southampton and Portsmouth to encourage walking, cycling and public transport use is moving at pace through design and consultation, with public engagement activities including live digital events well under way.

37. Furthermore, the delivery of the Active Travel Fund programme is on track, with its schemes being progressed through design and delivery following the last update which agreed a way forward for the package of works.
38. Following continuation of design work on the Old Lynchford Road Active Travel Fund scheme, the scheme proposals have been revised. Permanent modifications have replaced the initial semi-permanent measures and further revisions have been proposed to be consistent with the enhanced walking and cycling facilities planned for the adjacent schemes, to better integrate the surrounding road network and to develop a solution which best meets the needs of the local community. Additional elements to deliver long-term maintenance benefits, such as further areas of carriageway resurfacing have also been included. These design modifications will provide high quality improvements to the public realm for the benefit of the wider community, resulting in an increased cost estimate of £0.369 million.
39. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the value of the Old Lynchford Road Active Travel Fund scheme to increase from £0.307million to £0.676million, to be funded by Tranche 2 Active Travel Fund grant and Section 106 funding.
40. With the progression of the scheme design of the Whitehill Bordon Oakhanger Road/Station Road West scheme, detailed drainage investigation has identified the need for further statutory undertaker protection to include drainage and carriageway re-surfacing works. These additional measures have led to an extended construction period and associated fees, resulting in a revised cost estimate of the scheme from £1.0million to £1.28million.
41. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the value of the Whitehill Bordon Oakhanger Road/Station Road West scheme to increase from £1.0million to £1.28million, to be funded by Section 106 funding, LEP funding and structural maintenance budget.
42. In January 2020, the Whitehill and Bordon Highways and Cycle improvements scheme project appraisal had recommended that a financial contribution was made to the developer's Section 278 cycle infrastructure works at Arrival Square. It should be noted that this work will now be delivered by Hampshire County Council and therefore the intended £0.250million transfer has not taken place. Instead, the Arrival Square scheme will be added to the three-year capital programme in the January 2022 decision day report.
43. There have been ten amendments made to the capital programme under delegated authority since the last Executive Member decision day as detailed in Appendix 3. It is expected that further changes, including a small number of deferrals for schemes programmed to be delivered in 2021/22 to 2022/23, will be made in the second half of this financial year.
44. Turning now to the 2021/22 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the County. There are 94 schemes currently programmed, as detailed in Appendix 2, however due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the course of the year. So far, approximately £260,000 has been spent with seven schemes completed, 27 on order with our contractor and 34 in design.

45. The high priority £0.5million scheme at the Ipley Crossroads on the Beaulieu Road to the west of Applemore in the New Forest has been passed to the contractor with a provisional start date of 4 October 2021 and works are expected to take six weeks to complete. This is after some protracted unexploded ordnance surveys and excavations over the summer months, which found an unexploded WWII shell.

#### Waste Programme

46. Veolia has completed the feasibility study for revisions to the recycling infrastructure to facilitate the development needed to meet the anticipated requirements of the Environment Bill which will include a new container Materials Recovery Facility, fibre sorting and baling and amendments to waste transfer stations to accommodate the new twin stream system and food waste. It is estimated that the total cost will be £25 million subject to detailed design work and consideration of the final configuration to ensure it is in line with the legislative requirements that are set to be clarified in Q4 2021/22.
47. Feasibility work has been undertaken for a new Household Waste Recycling Centre (HWRC) in Aldershot as part of the housing development and work is now underway to consider the highways access to the site.
48. Due to the issues with securing materials and parts experienced in the last three months, the works at the closed landfill sites to replace the gas flares and leachate management infrastructure at three sites (Bramshill, Hook Lane and Somerley) has been delayed but subject to these issues easing will be completed by the end of 2021/22.

#### Flood Risk and Coastal Defence Programme

49. Outer Winchester Flood Alleviation Scheme phase 1 works have been completed. A Project Appraisal has been submitted for the financial approval of Phase 2 and an Outline Business Case, to secure national funding, is currently being considered by the Environment Agency. It is planned to start Phase 2 works later this year and these will provide enhanced drainage in Kings Worthy, Headbourne Worthy and Littleton.
50. The Buckskin Flood Alleviation Scheme main project has been completed with the risk from groundwater flooding to homes, businesses and infrastructure now substantially reduced. Remedial works are ready to go out for tender with delivery expected at the end of this financial year/ beginning of next financial year.
51. Phase 1 of the Rectory Road and Sycamore Road Flood Alleviation Scheme has been completed at Rectory Road. Phase 2, which consists of pipework through the Rectory Road Recreation Ground, will be starting in September with completion planned for November. It is planned that the flood risk reduction measures in Sycamore Road will commence in the autumn.
52. The Farrington and Chawton Flood Alleviation Scheme received formal approval in July 2021 for £317,000 funding from the Environment Agency to support the delivery. This followed an earlier award of £120,000. Phase 2 works are due to begin in September/October with measures being implemented in 2 phases over this autumn and summer 2022 period.

53. Eversley Flood Alleviation Scheme phase 2 will now be delivered as part of the Structural maintenance programme and is currently out to tender with works due to commence Winter 2021 (subject to Milestone resource availability). Phase 3 has been commissioned with design commencing next month.
54. Work on the Romsey Flood Alleviation Scheme is well advanced. The Mainstone and Middlebridge elements of the scheme, designed to reduce the risk of surface water flooding, have both been completed and the Environment Agency is progressing with the remaining fluvial elements with substantial completion scheduled for the end of the year.

#### Economic Development Programme

55. Due to the nature of the County Council's economic development activities and the completion of the capital work at Solent Enterprise Zone, there are currently no on-going Economic Development service-led capital programme projects.

#### Community Transport Programme

56. A number of electric mopeds have been purchased at a cost of £14,568 for the Wheels to Work scheme with further purchases expected later this year. There is an intention to replace existing minibuses with electric vehicles but research to date is showing that progress in this market is currently much slower than expected because of Covid-19 and the availability of vehicle parts. Given the life cycle of the current community transport minibuses, the replacement of minibuses is being delayed where this is possible, in order to avoid missing the opportunity to replace conventional minibuses with electric vehicles.
57. The projected spend, therefore, for this year is being reduced to £100,000. This should still allow for the purchase of any additional mopeds which may be required and for any emergency minibus replacements.

#### **Consultation and Equalities**

58. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
59. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

#### **Climate Change Impact Assessments**

60. 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.

61. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

## 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>
<a href="#">ETE Capital Programme Monitoring-2021-01-14-EMETE Decision Day (hants.gov.uk)</a>	14/01/2021
<a href="#">M27 Junction 10 Welborne-2021-07-13-Cabinet (hants.gov.uk)</a>	13/07/2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management or accounts and therefore have a neutral impact on groups with protected characteristics.

Additional Appendix 1: Table of expenditure across ETE capital programme in 2021/22

<b>Gross Expenditure</b>	<b>To 31 August 2021 Periods 1-5 £</b>
Structural Maintenance	19,853,864
Integrated Transport Programme	17,315,143
Flood & Coastal Defence Management	323,024
Solent Enterprise Zone	5,280
Community Transport	10,903
<b>TOTAL</b>	<b>37,508,214</b>

Additional Appendix 2: Current 2021/22 Casualty Reduction Programme  
(Further schemes to be confirmed throughout 2021/22)

A27 Cornaway Rbt	B3013 Minley Rd Bend W of Penny Hill Caravan Site Yateley Common
A27 Kanes Hill, Bursledon	B3014 Victoria Rd/Elm Grove Mini-roundabout Farnborough
A27 Providence Hill j/w C56 Portsmouth Road, Bursledon	B3035 Botley Rd (Curdrige to Bishops Waltham)
A27 Southampton Road Titchfield	B3035 Lower Ln/Free St/Beeches Hill Bishops Waltham.
A27 The Avenue j/w Peak Lane, Fareham	B3048 / Harrow Way, St Mary Bourne
A27 The Avenue/Ranvilles Ln Fareham	B3272 Reading Rd (B3016 Longwater Rd to B3016 Marsh Ln) Eversley
A272 Petersfield Rd/B2199 Pulens Ln/Inmans Ln Sheet	B3333 Bury Rd (E of Anns Hill Rd Signals to E of Gordon Rd) Gosport
A272 west of Cheesefoot Head	B3347 Christchurch Rd/B3347 Mansfield Rd Mini-roundabout Ringwood
A272/B2070 Adhurst	B3349 Golden Pot Crossroads, Lasham
A272/B3046 Crossroads at Cheriton	B3400 / Priory Ln, Freefolk
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS Horndean	B3400 London Road, Freefolk - Bend at Priory Lane
A30 Nately Scures (Speed Limit)	B3420 Andover Road North, Winchester
A30 London Road / Elvetham Lane / Hulfords Lane, Hook	C13 Mylen Rd (Railway Bridge to Charlton Rd) Andover
A3023 Beach Rd/Sea Front Rbt Hayling	C132 Fox Ln jw Pack Lane, Oakley
A3023 Manor Rd (Hollow Ln to Newtown Lane) Hayling	C135 Botley Rd/C135 Highwood Ln Romsey
A3025 Portsmouth Rd/C74 Grange Rd Netley	C194 Townhill Way, West End Eastleigh
A3057 New St Andover - Vigo Lane to Spring Lane	C25 Lockerley Rd Awbridge to Carter's Clay
A3057 Leckford	C302 Church Lane East, Aldershot
A3090 Pouncefoot Hill, Romsey	C361 Longfield Ave/Bishopsfield Rd Fareham
A3090 Southampton Rd/A3057 Winchester Rd Plaza Rbt Romsey	C374 Highlands Road, Fareham
A31/A272 Spitfire Link Rbt Winchester	C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt Havant
A32 Brockhurst Rd and Forton Rd (Chantry Rd to Inverness Rd) Gosport	C44 and C58 Popley Way, Basingstoke
A32 Forton Rd (Alexandra St to Albert Street) Gosport	C58 Faraday Road j/w Gresley Road rbt Basingstoke (Gresley approach)
A32 Forton Rd j/w Spring Garden Ln, Gosport	C74 Abbey Hill (City Boundary to Grange Rd) Netley
A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station) Gosport	C9 Morestead Road Bend, Winchester
A32 Mumby Road, jw Clarence Road, Gosport	C94 High St Odiham
A32 School Road j/w Bridge St and B2177 Southwick Road, Wickham	C97 Main Rd (All Saints Church to Claypits Ln) Dibden

A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt) Aldershot	Cyclists - High Risk Junctions
A325 Farnborough Rd/Prospect Ave ATS Farnborough	Dora's Green Lane jw Heath Road, Ewshott
A325/A323 Wellington Rbt Aldershot	Grange Road jw Howe Road, Gosport
A326 Staple wood Lane to Twiggs Lane VAS upgrade	Gravel Hill/Forest Road/Bishopswood Road, Swanmore
A33 Basingstoke Road Winchester to Popham	Hill House Bend, Liphook
A33 Basingstoke Rd @ Turgis Green	Ipley Crossroads, New Forest
A335 Leigh Road junc M3 J13 NB, Eastleigh	Langbrook Close Bus Stop, Havant
A335 Station Hill / A335 Romsey Rd / A335 Twyford Road rbt, Eastleigh	Long Ln j/w Staplewood Ln Marchwood
A337 Lymington Rd/Caird Ave Rbt New Milton	Milton Road (Tennyson Crescent North to Longwood Avenue), Cowplain
A337 Stanford Hill/Belmore Rd Lymington	New Ln j/w Crossland Dr Havant
A342 Andover Rd (County Boundary to National Speed Limit) Faberstown	Newton Lane, Newton Stacey
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit) Totton	Oakridge Road/Sherbourne Road
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt Havant	Purbrook Way/Riders Ln Havant
B2150 Hambledon Road bends near Denmead	SLR signs, Fareham
B2150 Hulbert Rd/Purbrook Way Rbt Havant (Asda rbt)	Sandhurst Road Yateley
B2177 Bedhampton Hill/Old Bedhampton Hill Havant	Speedfields Park junc' B3385 Newgate Lane, Fareham
B2177 Staple Cross Xrds, Boarhunt	Spring Garden Ln j/w Stoke Rd, Gosport
B2177 Winchester Rd/Claylands Ln/Victoria Rd Bishops Waltham	Wellhouse Lane, Headbourne Worthy
B2199 Pulens Lane/Heath Road	West End High St (Phase 1) Gateways and speed limit extension
B3004 Headley Road (Standford through Passfield towards Liphook)	Woodlands Lane / Sarum Road Sparsholt

Additional Appendix 3: The following is a list of delegated decisions that have been made since the last update:

- **EHDC: Whitehill Bordon A325 Integration Gateways** – increase in value to £2.3 million
- **EHDC: Whitehill Bordon GGGL: Oakhanger Road/Station Road West** – increase in value to £1.0 million
- **EHDC: Whitehill Bordon Station Road Crossroads** – deletion from capital programme as works are being merged with another scheme.
- **EHDC: Whitehill Bordon GGGL: Station Road Shared Use Path** – deletion from capital programme as works are being merged with two other schemes.
- **EHDC: Whitehill Bordon GGGL: Route towards Lindford** – deletion from capital programme as works are being delivered by CCBS.
- **Minor Traffic Management Programme** – increase in value to £0.47 million.
- **EHDC – Whitehill Bordon GGGL: Tesco Cycle Improvements** – change of funding source.
- **Redbridge Causeway Package 3** - increase in value to £13.670 million.
- **BDBC: Whitchurch Accessibility & Traffic Measures** – increase in value to £0.749 million.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	Waterside A326 North Improvements Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Jason Tipler

**Tel:** 0370 7795646

**Email:** [jason.tipler@hants.gov.uk](mailto:jason.tipler@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to:
  - provide an update on the A326 Large Local Major (LLM) highway improvement scheme and seek approval to develop a preferred option; and
  - provide the roadmap for update and adoption of the Waterside Transport Strategy.

### Recommendations

2. That approval is given to develop 'Option 2' as the preferred improvement option for the A326 (subject to the approval of the Strategic Outline Business Case submission by the Department for Transport (DfT)) and to undertake a further public consultation on this preferred option, as and when feasibility design has been completed.
3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to enter into contractual arrangements with the DfT to spend Large Local Majors (LLM) funding on developing the preferred improvement option and to assemble the necessary financial package to deliver the scheme, including funds from private individuals.

### Executive Summary

4. This paper seeks to:
  - consider the initial results of the Waterside Transport Strategy public consultation as they relate to the A326 LLM improvement scheme and present the preferred option to be taken forward to the next stage of design;
  - consider relevant financial matters, including potential approval to enter into an agreement with the Department for Transport (DfT) to spend Large Local Major (LLM) scheme funding; and

- set out a roadmap for providing the full analysis of the Waterside Transport Strategy consultation results, the update and adoption of the Strategy, and the further progression of the various associated improvement schemes.

## **Contextual information**

5. This report is being provided in advance of the full Transport Strategy consultation results being available, due to timescales associated with the live DfT LLM funding bid for the A326 improvements, which mean that a decision is required now so as not to impact the programme requirements of the scheme. As outlined later in the report, the preferred option selected is considered to sit well within the context of the Strategy and with the Strategy consultation and engagement responses that have been reviewed to date.
6. The Transport Strategy for the Waterside is being developed to respond to current and future transport needs and challenges. It takes into account local and national requirements, set against environmental and economic priorities. The Strategy will help to guide important investment decisions and shape the approach to planning and delivering transport along the Waterside corridor. The Strategy will cover the period up to 2036, which aligns with the Local Planning Authority - New Forest District Council's (NFDC) Local Plan period.
7. The Waterside Transport Strategy builds upon the 2017 Waterside Transport Study Phase 1, which looked at existing and future transport issues in the Waterside area. The study took into account travel patterns and network performance to identify potential high-level mitigation options that could deliver improvements to the highway, public transport and walking and cycling networks within the area. The study culminated in the following Interim Policy position, which was approved by the County Council's Executive Member for Environment and Transport in November 2017:
  - the A326 to M27 Junction 2 is part of the Major Road Network (MRN) and is the preferred route to the Strategic Road Network (SRN) from Waterside and will need to be improved to accommodate future growth;
  - port expansion at ABP's Strategic Land Reserve (SLR) should be accessed directly from A326, by the shortest, least impactful route;
  - in the short to medium term, bus, walking and cycling improvements will be developed focusing on making bus services quicker and more reliable; connecting Waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips; and a direct cycle corridor; and
  - until further evidence is forthcoming, the current County Council Position on re-opening passenger rail services on the Waterside remains unchanged.
8. Since November 2017 a number of workstreams have commenced or been progressed in line with the above recommendations, progress which was reported via an update to the Executive Member for Environment and Transport in November 2020 and via an update to the County Council's Cabinet in March 2021. The November 2020 report also provided approval to undertake a public consultation on the draft Transport Strategy for the Waterside and several of the associated schemes (including the A326 LLM scheme), a consultation which took place in summer 2021 and further details of which are provided below.

## **Waterside Transport Strategy Consultation**

9. The public consultation on the draft Waterside Transport Strategy was undertaken between 28 June to 29 August 2021 and views were also sought on a number of schemes for transport improvements which are currently being developed. A series of Member briefings and online live Q&A sessions for the public were also held. The consultation was advertised online, via social media, online press and posters in local areas. Information packs were provided, and public opinions were sought via an online response form on:
  - the Draft Waterside Transport Strategy;
  - A326 LLM improvements (between Totton and Applemore);
  - Waterside Passenger Rail;
  - Totton Level Crossing Improvements; and
  - Waterside Local Cycle and Walking Infrastructure Plan (LCWIP).
10. The Strategy consultation sought views on the draft strategy framework as well as including questions on concerns and priorities for transport in the Waterside area, for an identified set of potential improvements. The final Strategy will need to make choices about which of these are the highest priorities and how far they are interdependent.
11. A total of 941 online surveys were received with a further 12 stakeholder and eight public written comments. These included responses from parish and town councils, New Forest District Council, New Forest National Park Authority and other key stakeholders. The response form was split into sections as per the bullet points at paragraph 9 above, with respondents able to choose the topics that they wished to comment on.
12. A full and detailed analysis of the response forms and comments is currently being undertaken and will be used to shape the final Strategy, but in the meantime, this report outlines some of the initial headline results for the A326 element of the consultation, to provide some context for the choice of preferred option. The analysis in this report draws from the quantitative elements only, as the results of these are quicker to process. Drawing out the main topics and themes from the qualitative responses is more time consuming and will be reported in full in due course alongside a more detailed analysis of all the quantitative data. The Final Strategy document, including an action plan and overarching programme, will then be subject to ratification by the Executive Lead Member for Economy, Transport, and Environment, likely in Spring 2022.

## **A326 Highway Improvements**

13. An initial pre-Strategic Outline Business Case (SOBC) was submitted to Transport for the South-East (TfSE) in August 2019 for funding from the DfT Large Local Majors (LLM) fund, to improve the A326 corridor in the Waterside area. The bid was subsequently prioritised by TfSE and submitted to the DfT in September 2019. Notification was received in the March 2020 Government Budget announcement that the County Council was invited to proceed to submission of a full SOBC.
14. The public consultation sought views on three potential improvement options for a northerly section of the A326, between the Michigan Way roundabout in West

Totton and the Sizer Way junction at Applemore. These options mirrored those that were included in a full SOBC submission that was made to the DfT in July 2021, for between £57million and £123million from the LLM fund. The three options, which are variations on the same base scheme, are shown on the plan provided at Appendix 1, and were:

- Option 1: lowest scope/cost and largely involving junction improvements and localised road widening only;
- Option 2: medium scope/cost and as Option 1 but additionally involving a new dual carriageway to the west of Totton and some on-line widening to the south of Totton; and
- Option 3: highest scope/cost and as Option 2 but additionally involving a new dual carriageway to the south of Totton up to the Applemore junction.

15. The DfT's assessment of the SOBC is ongoing and it is important to note that no further work on developing a preferred improvement option will be undertaken until such time as the SOBC has been approved. It is currently anticipated that the SOBC could be approved in autumn 2021, hence a requirement to select a preferred option in advance of the full Strategy being published, to avoid any delay to the programme and the funding window.
16. If the SOBC is approved, the DfT will grant the County Council in excess of £1million to enable the design for a preferred option to be developed, the next stage of business case work to be undertaken (Outline Business Case) and ultimately for a planning application to be submitted. Feedback from the summer 2021 consultation is a key part of the decision over which option to take forward, alongside other key considerations such as environmental impact, economic impact, scheme cost, and likely cost/benefit ratio.

### **Headline A326 Consultation Results**

17. Following a presentation of the options discussed at paragraph 14, the consultation included a series of questions for respondents to set out their opinions on the current operation of the A326, the suggested objectives of the A326 improvement scheme and to gauge support for each of the options.
18. Existing traffic congestion was the most supported issue with the vast majority of respondents (59% strongly agreeing and 14% agreeing) supporting the view that traffic congestion was a key issue to be addressed. There was also strong support for the other two identified issues of development in the area and keeping traffic off less suitable parallel routes, as shown in the table below.

<b>Issue</b>	<b>Strongly disagree</b>	<b>Slightly disagree</b>	<b>Neither agree nor disagree</b>	<b>Slightly agree</b>	<b>Strongly agree</b>	<b>Not sure</b>
Traffic congestion on the A326	16%	5%	6%	14%	59%	1%
Keeping traffic off less suitable parallel routes	9%	7%	13%	26%	43%	2%
Planned and potential development in the area	16%	6%	9%	21%	46%	2%

19. Respondents were then asked the extent to which they support each of the identified objectives of the A326 improvement scheme. The results show that there was overall support for almost all the objectives. The only exception to this was Objective 3 which was still supported by almost half of respondents (48%). There was also little opposition to each objective, with opposition (either strong or slight) ranging between 9% and 25%, as shown in the table below.

<b>Objective</b>	<b>Strongly oppose</b>	<b>Slightly oppose</b>	<b>Neither support nor oppose</b>	<b>Slightly support</b>	<b>Strongly support</b>	<b>Not sure</b>
1 – Enhance Accessibility for all users	8%	6%	18%	26%	41%	1%
2 – Address Congestion	15%	5%	5%	16%	59%	0%
3 – Facilitate economic development	16%	9%	25%	27%	21%	1%
4 – Net Environmental gain	6%	3%	25%	23%	41%	1%
5 – Compliment other investment	8%	5%	25%	35%	25%	3%

20. Respondents were then asked to confirm the extent to which they agreed or disagreed with a series of identified priorities for the A326 scheme, as shown in the table below. The results showed there was strong support for all priorities, but the highest level of support was for improving pedestrian and cycle facilities. Increasing capacity at junctions also had strong support, and increasing road capacity was also supported, although the strength of support was slightly reduced compared to the other two priorities.

<b>Priority</b>	<b>Strongly disagree</b>	<b>Slightly disagree</b>	<b>Neither agree nor disagree</b>	<b>Slightly agree</b>	<b>Strongly agree</b>	<b>Not sure</b>
Increase road capacity	29%	5%	4%	12%	50%	1%
Improve capacity at junctions	17%	9%	9%	26%	28%	1%
Improve pedestrian and cycle facilities	6%	5%	14%	24%	51%	1%

21. With regards to the scheme options set out in Paragraph 14, respondents were asked to rank each of the options in order of preference. The results of this exercise demonstrate that Option 3 had the most support as first preference, with 46% of respondents identifying this as their first choice, compared to 21% for Option 2 and 33% for Option 1. In terms of second preference there was strong support for Option 2 with 71% of respondents selecting this as their second preference, compared to 17% for Option 3 and 12% for Option 1. Option 1 was the third preference for 56% of respondents with only 9% selecting Option 2 as the least preferred option, and 35% selecting Option 3 third.
22. To take account of all three preferences rather than just relying on first preference, further analysis was undertaken to weight the preferences, with the highest weighting (5 points) given to First preference, 3 points given to Second preference, and 1 point given to Third preference. The results of this analysis are shown in the table below and indicate that when all three preferences are taken into account there is very little difference in the weighted total score for Option 2 and Option 3, with Option 2 scoring marginally higher.

<b>Preference (Weighting)</b>	<b>Weighted Score (Overall % from Survey)</b>		
	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
First (5 Points)	1,025 (33%)	675 (21%)	1,450 (46%)
Second (3 Points)	213 (12%)	1,248 (71%)	309 (17%)
Third (1 Point)	350 (56%)	57 (9%)	215 (35%)
<b>Weighted Total (Points)</b>	<b>1,588</b>	<b>1,980</b>	<b>1,974</b>

### **A326 Preferred Option**

23. When deciding on a preferred option there are a range of competing considerations, and not just an assessment of consultation feedback. These include the views of key stakeholders, the environmental impact, the wider economic benefits of the scheme in helping to facilitate key development sites on the Waterside, the potential scheme costs, and the associated ability to lever in third party funding.
24. Taking everything into account, it is proposed that Option 2 is taken forward as the preferred option to the next stage of design and development, as and when

the SOBC is approved by the DfT. Overall Option 2 is considered to provide the best balance between increasing traffic capacity on the A326 to reduce congestion and help facilitate development, whilst improving air quality, limiting the cost and environmental impact of the scheme, and still offering the opportunity to improve pedestrian and cycle facilities and crossings.

25. This option is also considered to sit well with the overall direction of the Transport Strategy for the Waterside, in seeking to provide balanced improvements across a range of transport modes, protecting the special qualities of the New Forest National Park, reducing severance caused by the A326, and not prioritising an increase in traffic capacity at all costs. This view is based on both the draft Transport Strategy that was presented for consultation and on the consultation and engagement responses that have been reviewed to date from members of the public and key stakeholders.
26. Based on the modelling that has been undertaken to date, the Option 2 scheme is forecast to be relatively carbon neutral, in that it does not induce additional people to drive their cars, it simply redistributes existing traffic onto a more appropriate route (the A326), which would previously have been using a more inappropriate route (e.g. through the New Forest or adjacent residential areas). The same analysis suggests that the additional traffic capacity provided by Option 3 would have induced more people to drive their cars and thereby generated additional carbon, which is contrary to the aims of the draft Transport Strategy and the emerging Hampshire Local Transport Plan 4.
27. Whilst it is recognised that Option 3 had the highest number of people selecting this as their first preference, the other results received in the survey responses analysed to date (both in the A326 questions and wider Strategy questions) do not provide a clear mandate for improvements to vehicle capacity on the A326 at any cost. For example, more people agreed that improving pedestrian and cycle facilities and crossings should be a priority than agreed that increasing road capacity or capacity at junctions should be a priority (para 20 above).
28. The environmental impact of the Option 3 design is also considered to be too significant, particularly the number of trees that would need to be removed on both sides of the A326 to facilitate the dual carriageway between south of Totton and Applemore. As well as being within the New Forest National Park for much of this section, the widespread tree removal does not accord with the emerging policy agenda in terms of achieving carbon reduction targets and averting climate change. In addition, the cost of the Option 3 scheme would mean that securing sufficient third party match funding (at least 15% of total scheme cost is required by the DfT for LLM schemes) would be extremely unlikely.
29. Whilst there was also support for Option 1, it is not put forward as the preferred option as it provides more limited increases in vehicular capacity to accommodate development on the Waterside and is therefore less likely to be successful in securing DfT LLM funding. Some elements of Option 1, such as signal-controlled pedestrian and cycle crossing facilities, are still likely to be taken forward as part of the preferred scheme design given the need to incorporate safe pedestrian and cycle crossing facilities at key junctions.
30. As part of the feasibility design process a number of elements of the Option 2 concept design will need to be looked at in more detail, including deciding on the best type of junction at several locations to ensure that a balance can be

struck between providing more traffic capacity whilst also enhancing crossing facilities for non-motorised users. There are also several locations where the impact of the scheme on the local environment will need to be very carefully assessed, due to the proximity of properties or the presence of environmentally sensitive land, such as ancient woodland.

31. Once the Feasibility design for Option 2 has been completed, another public consultation will need to be undertaken, which is likely to be in spring 2022. This will provide detailed information on the scheme and enable stakeholders and the public to influence updates that will be made to the design, before the next stage of design is undertaken and a planning application prepared. There will also be a further Decision by the Executive Lead Member for Economy, Transport, and Environment before a Planning Application is submitted for the scheme.

## **Finance**

32. To date, County Council budgets have been used to develop the draft Waterside Transport Strategy and all associated schemes, apart from £50,000 that was received from the DfT's 'Restoring Your Railway Ideas Fund' towards developing the Waterside Passenger Rail SOBC.
33. A development funding contribution has been requested from the DfT as part of the A326 LLM SOBC to develop the scheme further up to the next stage of the business case (Outline Business Case) and submission of a planning application. Capital funding of £1.05million in 21/22 and £745,000 in 22/23 has been requested, and this will be released sequentially as and when the SOBC is approved by the DfT. It should be noted that if the approval of the SOBC is delayed then these amounts would be likely to change accordingly, with the funding amount for 21/22 reduced and the amount for 22/23 increased.
34. In regard to the A326 LLM scheme it should be noted that the stage after design would be to submit an Outline Business Case (OBC) submission to the DfT. At this time there will be a need to formalise match funding for the scheme and for it to be committed. The success or otherwise of a future OBC will be conditional on formalising match funding commitments. The primary source of match funding is expected to be from private sector developers. In line with the current project timeline, it is expected that they will need to formalise their commitment by late 2022. The developers and potential alternative funding bodies should make arrangements to ensure they are in a position to confirm funding by this date. Failure to do so may mean the scheme is unable to progress, that the impact of future development remains unmitigated, and that the County Council as highway authority may not be able to sustain support for some growth proposals.

## **Future Direction**

35. The focus of this report has been on the Transport Strategy consultation results that relate to the A326 improvements, due to the live funding bid and associated programme timescales. Full updates on all elements of the Transport Strategy consultation, including the Waterside Passenger Rail, LCWIP and Totton Level Crossing elements, will be provided as part of a subsequent report to the Executive Lead Member for Economy, Transport, and Environment.

36. Full analysis of the response form results and comments received in the consultation is currently being undertaken, following which updates will be made, where appropriate, to the Strategy to reflect comments made by the public and stakeholders. The Final Strategy document, including an action plan and overarching programme, will then be subject to ratification by the Executive Lead Member for Economy, Transport, and Environment, likely in Spring 2022. At the same time the full results of the consultation will also be published.
37. If and when the A326 LLM SOBC is approved by the DfT, the preferred option design will be worked up and subjected to a public consultation exercise. Following this, a report will be taken to a future Decision Day for the Executive Lead Member for Economy, Transport and Environment that will outline the results of this consultation and the modifications that have been made as a result of feedback and seek approval to submit a Planning Application for the revised preferred scheme.

### **Consultation and Equalities**

38. Hampshire County Council carried out an open feedback exercise to gather residents' and stakeholders' views on the draft Waterside Transport Strategy and a number of schemes for transport improvements, including on the A326. Five online events for stakeholders and members of the public were undertaken, and a Response Form (available online and in alternative formats) with accompanying Information Packs was provided. The consultation ran from 28 June 2021 to 28 August 2021 and was promoted through a communications strategy, including social media advertising, press releases and posters in the local area.
39. In total, 941 responses were submitted via the consultation Response Form, either online or on paper. Of those who specified, 851 responses were from individuals, 8 were from democratically elected representatives, and 14 were from groups, organisations or businesses. This report provides some initial headline results from these respondents that relate to the A326 LLM scheme.
40. However, further analysis is required to include written submissions made by stakeholders, members of the public, Councillors, and social media comments which were received through Facebook. Once this detailed analysis has been completed, the feedback from all respondents will be taken into consideration in the development of the final Waterside Transport Strategy, which will then be subject to ratification by the Executive Lead Member for Economy, Transport, and Environment, likely in Spring 2022.
41. No equality impacts have been identified at this stage, as the report is primarily seeking approval to undertake the next stage of scheme development work for the A326 highway improvements. This development work will aim to design a scheme that is suitable for all users of the transport network and as such is considered to have a neutral impact on those with protected characteristics at this stage. As part of this development work there is the potential for possible equality impacts to be identified and, if so, these will be fully documented in a future Decision Report to the Executive Lead Member for Economy, Transport and Environment.

## **Climate Change Impact Assessments**

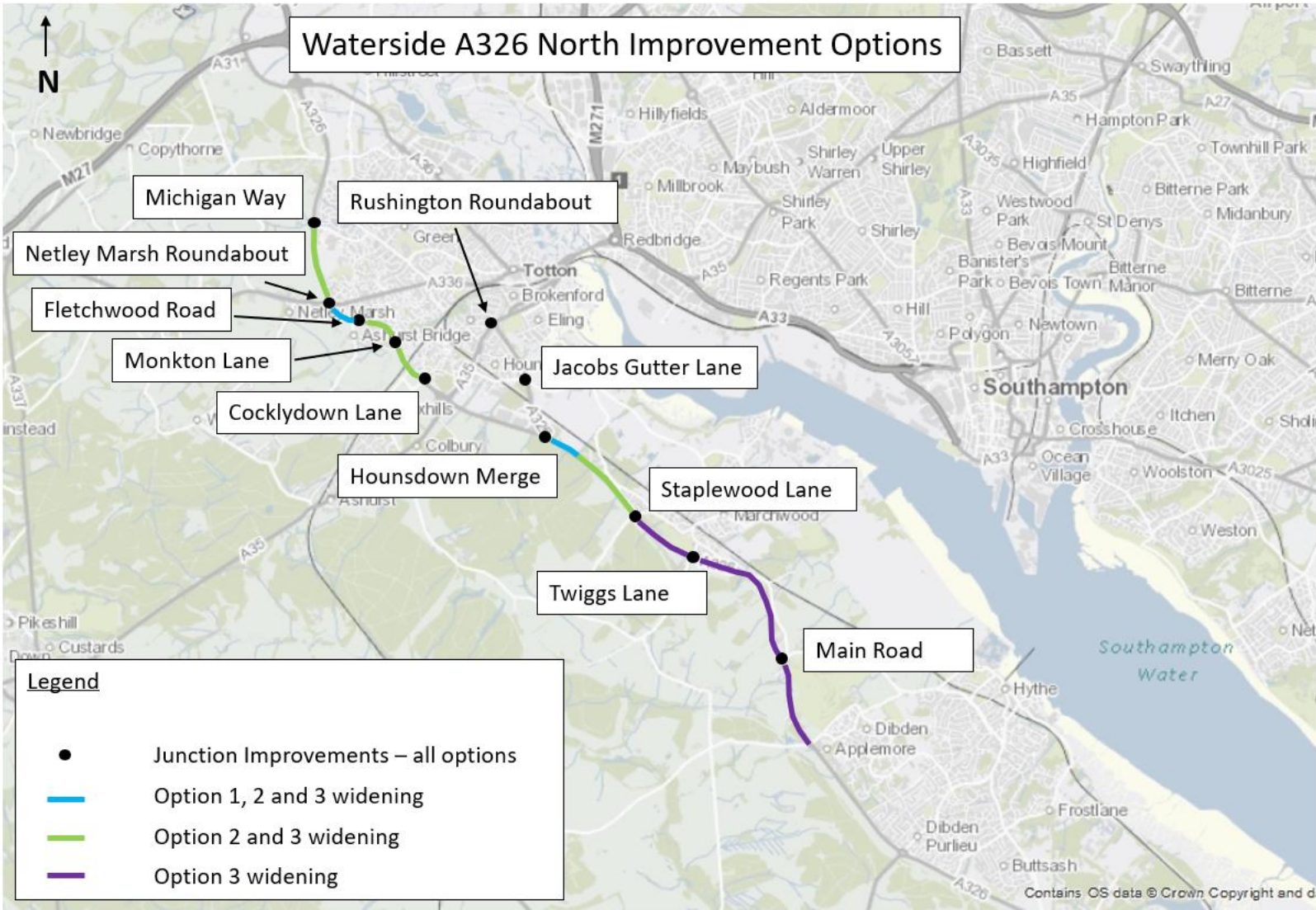
42. Given that this report is seeking approval to undertake scheme development work only; is not seeking authority for the County Council to implement any physical measures or changes; and that the scheme does not have committed funding in place for its implementation, the Climate Change Adaptation and Carbon Mitigation tools are not considered to be relevant to this report. Notwithstanding this, a discussion of how the consideration of potential carbon and climate change impacts have fed into the selection of the A326 LLM scheme preferred option is provided below.

## **Climate Change Adaptation**

43. It is not possible to run the A326 improvement options outlined in this report through this tool, as the scheme is at an early stage of development and therefore sufficient information is not available at this stage. The scheme will be run through the tool at a later stage of scheme development, when there is more certainty over what the preferred scheme will entail.
44. It should be noted however, that part of the reason for selecting Option 2 as the preferred option was due to the less significant environmental impact of this option when compared to Option 3. For example, Option 3 would involve significant widening of the A326 to provide a new dual carriageway between south Totton and Applemore, which would require the removal of a very large number of existing trees and vegetation directly adjacent to the A326, with limited scope to replace the vegetation lost. Whilst Option 2 will involve some vegetation loss, it is substantially lower than that required for Option 3. Furthermore (and as noted in more detail below) the extra traffic capacity provided by Option 3 is expected to induce additional people to drive their vehicles, which would generate additional vehicle emissions compared to Option 2.

## **Carbon Mitigation**

45. As above It is not possible to run the A326 improvement options outlined in this report through this tool, as the scheme is at an early stage of development and therefore sufficient information is not available at this stage. The scheme will be run through the tool at a later stage of scheme development, when there is more certainty over what the preferred scheme will entail.
46. Notwithstanding the above, as noted at paragraph 26 the modelling undertaken to date for the A326 improvement options suggests that the preferred Option 2 scheme (and Option 1) is forecast to be relatively carbon neutral, in that it does not induce additional people to drive their cars, it simply redistributes existing traffic onto a more appropriate route (the A326), which would previously have been using a more inappropriate route (e.g. through the New Forest National Park or adjacent residential areas). The same analysis suggests that the additional traffic capacity provided by Option 3 would have induced more people to drive their cars and thereby helped to generate additional carbon.



## 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>
Waterside Transport Strategy Update (Cabinet)	16 March 2021
Waterside Transport Update	19 November 2020
Waterside Interim Transport Policy	14 November 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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:**

No equality impacts have been identified at this stage, as the report is primarily seeking approval to undertake the next stage of scheme development work for the A326 highway improvements. This development work will aim to design a scheme that is suitable for all users of the transport network and as such is considered to have a neutral impact on those with protected characteristics at this stage. As part of this development work there is the potential for possible equality impacts to be identified and, if so, these will be fully documented in a future Decision Report to the Executive Lead Member for Economy, Transport and Environment.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	Portsmouth and South-East Hampshire Transforming Cities Fund (TCF): Planning and Land Agreements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Mark Whitfield

**Tel:** 0370 779 7263

**Email:** mark.whitfield@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to:

- provide a progress update on the Portsmouth and South-East Hampshire Transforming Cities Fund (TCF) Programme;
- outline the planning requirements, including the submission of a planning application for Gosport Interchange to enable the delivery of schemes within the Portsmouth and South-East Hampshire TCF Programme;
- provide high-level overview of the land requirements and agreements required to enable delivery of the TCF schemes;
- summarise feedback from the public consultation exercise that has been completed on the Gosport Interchange scheme and outline the programme for consultation on the remaining schemes within the Portsmouth and South-East Hampshire TCF Programme;
- recommend a way forward for the Gosport Interchange Improvement scheme, giving due recognition of the consultation feedback and objectives of the Portsmouth and South-East Hampshire TCF Programme; and
- note that individual Project Appraisals will be undertaken for each scheme, including recommendations on how each scheme in the programme is to be taken forward, having recognised the consultation feedback and associated policy objectives.

## **Recommendations**

2. That the Executive Lead Member for Economy, Transport and Environment approves the schemes within the Portsmouth and South-East Hampshire Transforming Cities Fund (TCF) Programme, including submission of relevant planning applications.
3. That the Executive Lead Member for Economy, Transport and Environment notes the significant progress made on the schemes, and the outcome of the consultation on the Gosport Interchange Improvements scheme.
4. That authority be delegated to the Director of Economy, Transport and Environment to approve the securing of all necessary consents, including the submission of necessary planning applications to facilitate and deliver the Gosport Interchange Improvements and other schemes within the Portsmouth and South-East Hampshire TCF Programme.
5. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to secure any consents, permissions, rights or easements required to facilitate and enable the Portsmouth and South-East Hampshire TCF Programme to be implemented, subject to the consultation feedback and Project Appraisal outcome.
6. That the Executive Lead Member for Economy, Transport and Environment recommends that the Executive Member for Policy & Resources gives approval to progress all necessary land negotiations, acquisitions, leases, licences and agreements required to facilitate and enable the Portsmouth and South-East Hampshire TCF Programme to be implemented, subject to the consultation feedback and Project Appraisal outcome.

## **Executive Summary**

7. This paper seeks to:
  - provide an update on the progress made on the Portsmouth and South-East Hampshire TCF programme since the award of funding in September 2020 and the most recent Executive Member for Economy, Transport and Environment Decision Day in November 2020;
  - outline the reasons why a planning application is required for the Gosport Interchange Improvements scheme;
  - identify the land agreements relating to the third-party land which will be required to enable delivery of the schemes in the Portsmouth and South-East Hampshire TCF Programme, subject to the outcome of each consultation and PA approval; and
  - present the findings of the public consultation undertaken for the Gosport Interchange Improvements scheme.

## **Background**

8. The allocation of £56million from the Department for Transport's (DfT) Transforming Cities Fund (TCF) for the Portsmouth area provides for £19.6million investment in Hampshire, in the Boroughs of Fareham, Gosport and Havant. The funding will deliver a range of schemes aimed at improving journey times for bus passengers and providing enhanced facilities for pedestrians and cyclists, including the provision of new bus and taxi facilities at the Gosport Interchange. There is also a focus on Local Access Zones, improving access to town centres from local communities, and multi-modal (bus and cycle) corridors linking the town centres to Portsmouth city centre.
9. In November 2020 these schemes were included in Hampshire's 2020/21 - 2022/23 Capital Programme.

## **Transforming Cities Fund Progress Update**

10. The Portsmouth and South-East Hampshire TCF Programme consists of the following schemes split between "major" (over £2million) and "named" (under £2million):

### *Major*

- Gosport Interchange Improvements.
- A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham; and
- Elmleigh Road Improvements, Havant.

### *Named*

- Park Road South, Havant.
- Ladybridge Roundabout Bus Priority Measures, Purbrook.
- Bedhampton Road, Bedhampton.
- A27 Pedestrian & Bus Enhancements, Portchester.
- Leigh Park Bus Stop Improvements, Havant; and
- Havant Walking & Cycling Improvements.

11. All schemes within the Portsmouth and South-East Hampshire TCF Programme are progressing well through the preliminary and detailed design stages. The project programme indicates that meeting the TCF spend deadline date of March 2023 remains achievable for many of the schemes, with some of the larger schemes currently forecast to be completed after the DfT deadline. The County Council is working to identify efficiencies within the scheme programmes to bring delivery more in line with currently advised deadlines.

12. The DfT is being kept regularly informed with regards to the progress of schemes and the issues that have arisen that could impact upon delivery of the schemes.

### **Planning Requirements**

13. The Gosport Interchange Improvements scheme requires planning consent to be secured to enable it to be delivered, as the provision of a bus station is not considered to be highway works that can be undertaken within permitted development rights.
14. The majority of the land upon which the proposed new bus station will sit is currently adopted public highway, with a small amount of third-party land being acquired to facilitate the proposed development (see Land Requirements section).
15. For the remaining elements of the scheme, the new link across the High Street can be delivered as works by the highway authority within the highway boundary.

### **Land Requirements**

16. The following schemes require third-party land to be secured in order to enable their implementation, with discussions with the current and future landowners underway as outlined below.
17. The land agreements required with respect to each of the schemes within the Portsmouth and South-East Hampshire TCF programme will be subject to the outcome of the associated public consultation events, planning application (in the case of the Gosport Interchange Improvements scheme) and the approval of the relevant scheme Project Appraisal. However, it is recommended that progression of the land elements is approved as part of this report. It is recognised that this will be undertaken 'at risk' pending the outcome of the consultation. This approach is essential to deliver to the approved programme.

#### *Gosport Interchange Improvements*

18. Gosport Borough Council is in the process of acquiring an area of third-party land required to enable delivery of the scheme, with the land acquired to be transferred to Hampshire County Council and subsequently adopted as public highway. A plan showing the area of third-party land being acquired by Gosport Borough Council to assist in delivering the scheme, coloured yellow, can be found in Appendix A of this report.
19. The majority of the land upon which the proposed new bus station will sit is currently adopted public highway, and as a result it will be necessary to extinguish the existing highway rights over this land. This will be progressed using section 247 of the Town and Country Planning Act 1990.

20. The short stay parking element of the scheme is to be provided on a small section of Gosport Borough Council's land that is currently designated as Public Open Space within the Gosport Local Plan. The area of the land required falls below the threshold that would require the provision of alternative land as compensation (Section 19, Acquisition of Land Act 1981). Gosport Borough Council has been advised of its responsibility with regards to extinguishing the Public Open Space rights on the land identified and is currently progressing with this as a key partner for this scheme.
21. The outcome and progress of the land requirements will form an integral part of the Project Appraisal.

*A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham*

22. Third-party land at the entrance to the Cams Hall Estate is to be formally dedicated as public highway, as shown in the plan in Appendix B of this report.
23. An update on this proposed dedication will be provided as part of the Project Appraisal.

*Elmleigh Road Improvements, Havant*

24. An area of land is required from Havant Borough Council to enable the implementation of the proposed scheme. Discussions with the Estates team at Havant Borough Council are ongoing, with agreement reached around the principles of dedication of the necessary land to Hampshire County Council as highway. A plan showing the area of land being dedicated by Havant Borough Council to assist in delivering the scheme can be found in Appendix C of this report.
25. An update on securing the land will be provided as part of the Project Appraisal.

*Park Road South, Havant*

26. A small area of additional land is required for footway widening, which lies outside of the existing highway boundary. The land is currently in the ownership of Hampshire County Council Highways and will be brought into the 'highway boundary' post-construction. A plan showing the area of land to be dedicated as adopted highway can be found in Appendix D of this report.

### **Orders, Notices, Statutory Procedures**

27. To enable the schemes within the Portsmouth and South-East Hampshire TCF programme to be implemented, Traffic Regulation Orders (TROs), Temporary TRO (TTRO) notices, statutory procedures, consents, permissions, rights or easements may be required.

28. Further details with regards to the statutory requirements needed to deliver each individual scheme will be forthcoming within the relevant scheme Project Appraisals.

## **Surveys & Engagement**

29. Key stakeholder engagement including member briefings has commenced on all schemes in the detailed design stage, with wider public engagement either having been completed or being underway on the majority of schemes.
30. The key findings from the Gosport Interchange Improvements scheme consultation are reported below. All other consultation findings will be reported at the relevant scheme Project Appraisal.

### *Gosport Interchange Improvements*

31. Pre-application consultation took place with both Hampshire County Council and Gosport Borough Council Members, as well as key stakeholders, on 6 July 2021, with the principles of the scheme being widely supported by all attendees.
32. As this scheme is the only one within the Portsmouth and South-East Hampshire TCF Programme that requires submission of a planning application, the consultation was undertaken early to enable the findings to be included within the Statement of Community Involvement required to support the planning application, and to enable the scheme to be delivered in line with the deadline set by the DfT.
33. Further to the consultation with members and stakeholders, an online public consultation exercise was held between 8 July and 2 September 2021, with 430 responses received.
34. The key question around the proposed relocation of various elements within the existing interchange in order to facilitate the provision of a new bus station was supported with 49% in favour; 33% against the proposals and the remaining 18% undecided or unsure about the scheme. A summary of the full consultation report can be found in Appendix E.
35. Giving due consideration to the outcomes of the public consultation it is recommended that the scheme has sufficient public support to enable it to be progressed further through the submission of a planning application.

## **Finance**

36. The overall 'funding envelope' for the Portsmouth and South-East Hampshire TCF programme is £21,793,813 which is predominantly from the DfT grant following the successful funding bid. This is combined with

additional funding from District Council partners and developer contributions to enable the delivery of the overall programme.

<b>Funding Source</b>	<b>Value</b>
<b>TCF Funding</b>	£19,138,813
<b>District Funding</b>	£1,219,000
<b>S106</b>	£836,000
<b>Safer Roads Funding</b>	£600,000
<b>Total</b>	<b>£21,793,813</b>

37. Schemes are progressing within this overall 'funding envelope' but there has been some variance between individual scheme allocations as designs have been developed. Further variance may also be warranted as design modifications arise following consultation. Variances will be reported to the Executive Member and the Department for Transport via the appropriate channels.

### **Equalities Impact Assessment**

38. The decision relates to schemes that have received funding and are progressing through the detailed design stage. As a result, it is deemed that these schemes do not have an impact on residents at this stage, so are considered to have a neutral impact on groups with protected characteristics. Full Equalities Impact Assessments for individual schemes will be carried out at Project Appraisal.

### **Climate Change Impact Assessments**

39. 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.
40. Climate Change Impact Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.
41. The Portsmouth and South-East Hampshire TCF Programme is based around the objectives of improving access to town centres from local communities and to encourage an increase in journeys made by low-carbon and sustainable modes of transport. On this basis, it is anticipated that the programme of schemes being brought forward will deliver positive benefits in terms of assisting Hampshire County Council to meet its climate change objectives.

**Climate Change Adaptation**

42. Climate Change Adaptation Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.

**Carbon Mitigation**

43. Carbon Mitigation Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.

## **LTP3 Priorities and Policy Objectives**

### **3 Priorities**

- To support economic growth by ensuring the safety, soundness and efficiency of the transport 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**

- Work with operators to grow bus travel and remove barriers to access ☐
- Improve co-ordination and integration between travel modes through interchange improvements ☐
- Improve air quality ☐
- 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 ☐

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

### Other Significant Links

<b>Links to previous Member decisions:</b>	
<u>Title</u> Transforming Cities Fund	<u>Date</u> 19/11/2020
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

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;
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- 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 decision relates to schemes that have received funding and are progressing through the detailed design stage. As a result, it is deemed that these schemes do not have an impact on residents at this stage, so are considered to have a neutral impact on groups with protected characteristics. Full Equalities Impact Assessments for individual schemes will be carried out at Project Appraisal.

## Appendix A

### Gosport Interchange Improvements - Land Requirements Plan



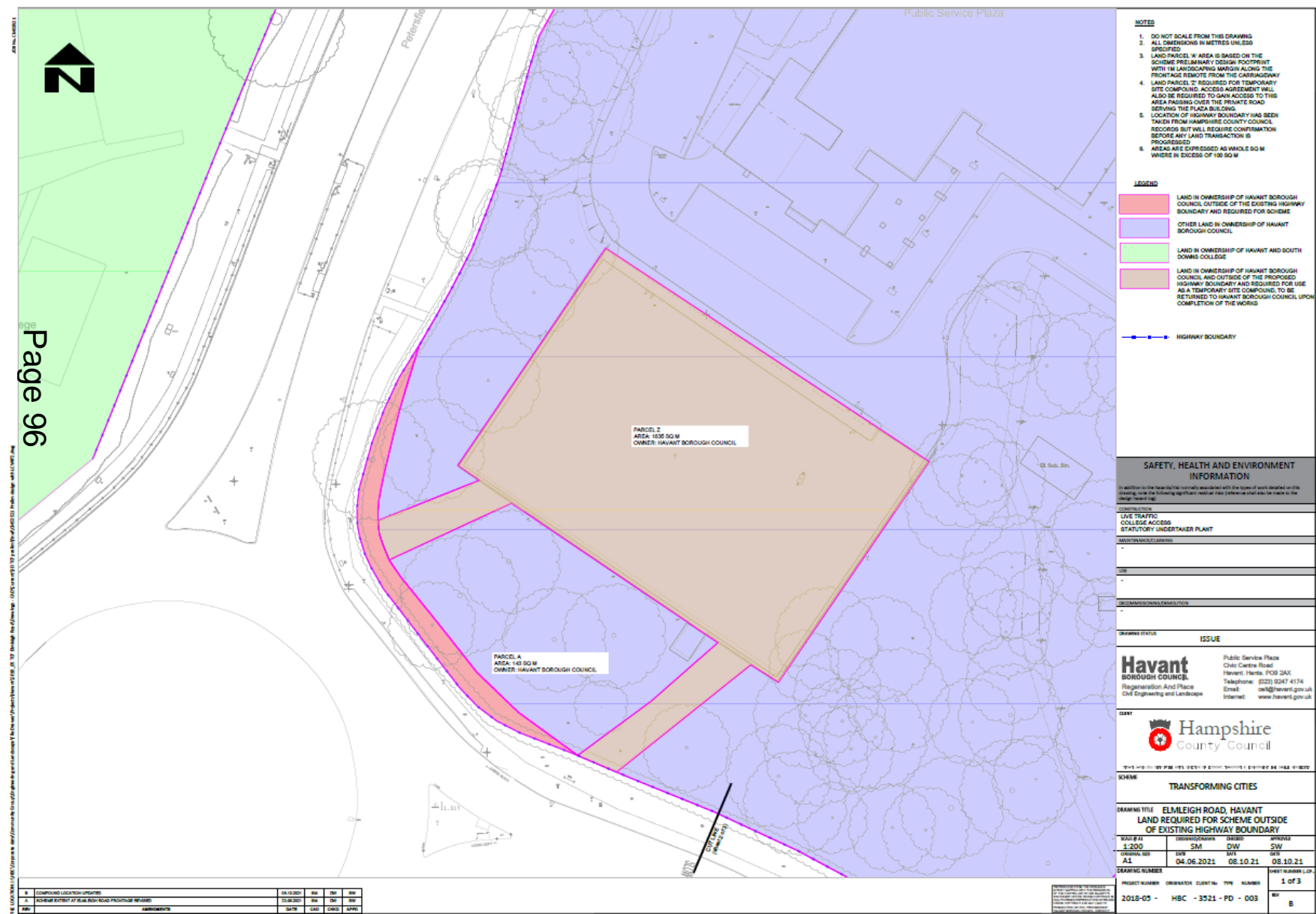
Appendix B

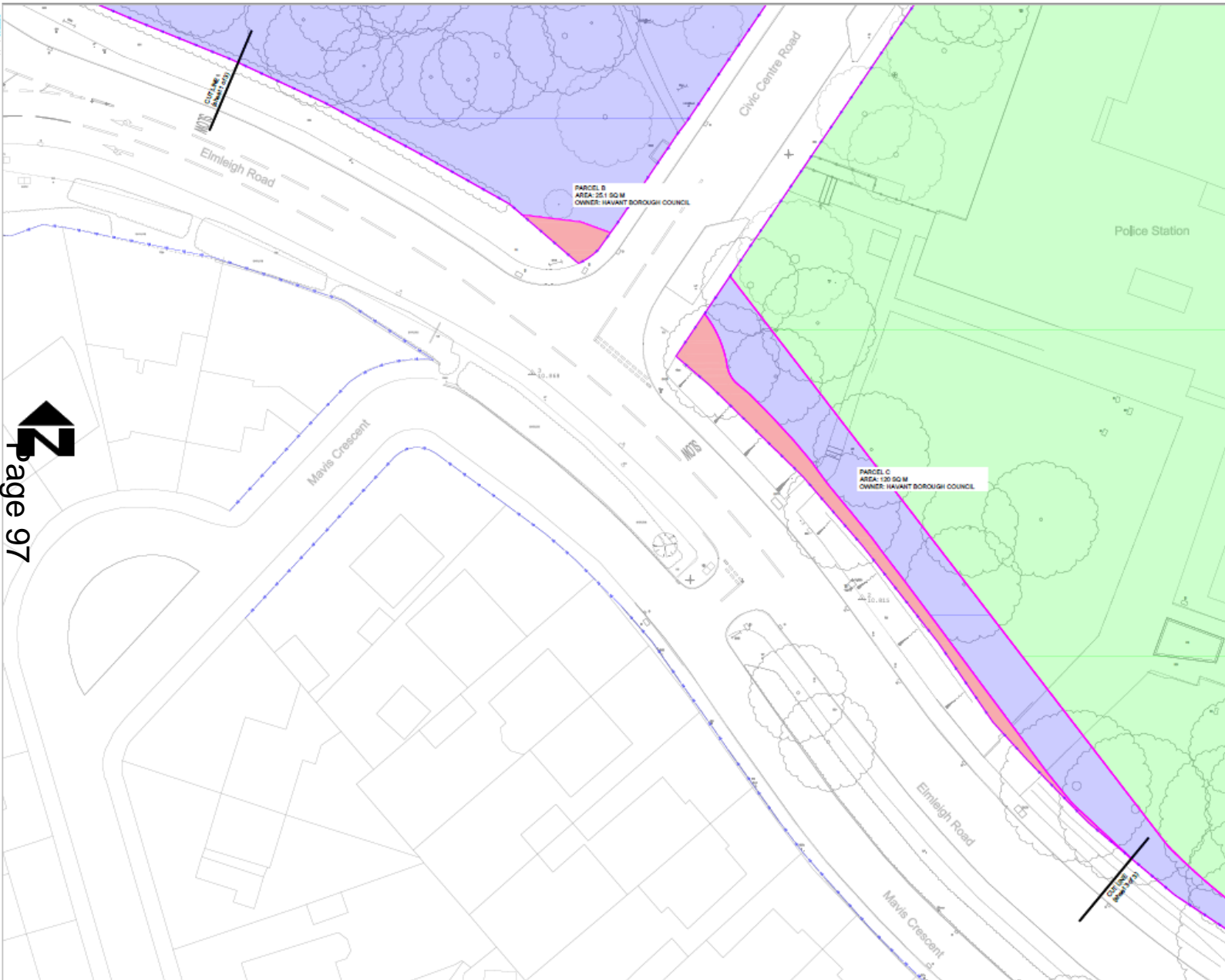
A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham - Land Requirements Plan



Appendix C

Elmleigh Road Improvements, Havant - Land Requirements Plan





**NOTES**

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS SPECIFIED
- LAND PARCEL 'B' AREA IS BASED ON THE SCHEME PRELIMINARY DESIGN FOOTPRINT WITH 1M LANDSCAPING MARGIN ALONG THE FRONTAGE REMOTE FROM THE CARRIAGEWAY
- LAND PARCEL 'C' AREA IS BASED ON THE SCHEME PRELIMINARY DESIGN FOOTPRINT WITH 3M LANDSCAPING MARGIN ALONG THE FRONTAGE REMOTE FROM THE CARRIAGEWAY
- LOCATION OF HIGHWAY BOUNDARY HAS BEEN TAKEN FROM HAMPSHIRE COUNTY COUNCIL RECORDS BUT WILL REQUIRE CONFIRMATION BEFORE ANY LAND TRANSACTION IS PROCEEDED
- AREAS ARE EXPRESSED AS WHOLE SQ M WHERE IN EXCESS OF 100 SQ M

**LEGEND**

- LAND IN OWNERSHIP OF HAVANT BOROUGH COUNCIL OUTSIDE OF THE EXISTING HIGHWAY BOUNDARY AND REQUIRED FOR SCHEME
- OTHER LAND IN OWNERSHIP OF HAVANT BOROUGH COUNCIL
- LAND IN OWNERSHIP OF SECRETARY OF STATE FOR COMMUNITIES AND LOCAL GOVERNMENT
- ALL OTHER LAND OUTSIDE THE HIGHWAY BOUNDARY IS IN VARIOUS PRIVATE OWNERSHIPS
- HIGHWAY BOUNDARY

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

In addition to the health and safety measures with the type of work detailed on this drawing, note the following significant issues that should also be made to the design team (if):

**PROVISIONS**

LIVE TRAFFIC COLLEGE ACCESS STATUTORY UNDERTAKER PLANT

**MEASUREMENTS**

DATE

**DISCONTINUOUS DATA COLLECTION**

DATE

**DRAWING STATUS**

ISSUE

**Havant BOROUGH COUNCIL**  
Regeneration And Place  
Civil Engineering and Landscape

Public Service Place  
Civic Centre Road  
Havant, Havant, PO9 2AX  
Telephone: (023) 5247 4174  
Email: [enquiries@havant.gov.uk](mailto:enquiries@havant.gov.uk)  
Internet: [www.havant.gov.uk](http://www.havant.gov.uk)

**COUNTY**

**Hampshire County Council**

THE HAVANT BOROUGH COUNCIL IS A MEMBER OF THE HAVANT BOROUGH COUNCIL

**SCHEME**

TRANSFORMING CITIES

**DRAWING TITLE**

ELMLEIGH ROAD, HAVANT  
LAND REQUIRED FOR SCHEME OUTSIDE  
OF EXISTING HIGHWAY BOUNDARY

SCALE	DATE	DESIGNED BY	CHECKED BY	APPROVED BY
1:200	04.06.2021	SM	DJM	SW

**ORIGINAL NO.**

A1

**DATE**

04.06.2021

**DATE**

21.06.21

**DATE**

24.06.21

**DRAWING NUMBER**

2 OF 3

**PROJECT NUMBER**

2018-05 - HBC - 3521 - PD - 003

**CLIENT NO.**

2018-05 - HBC - 3521 - PD - 003

**TYPE**

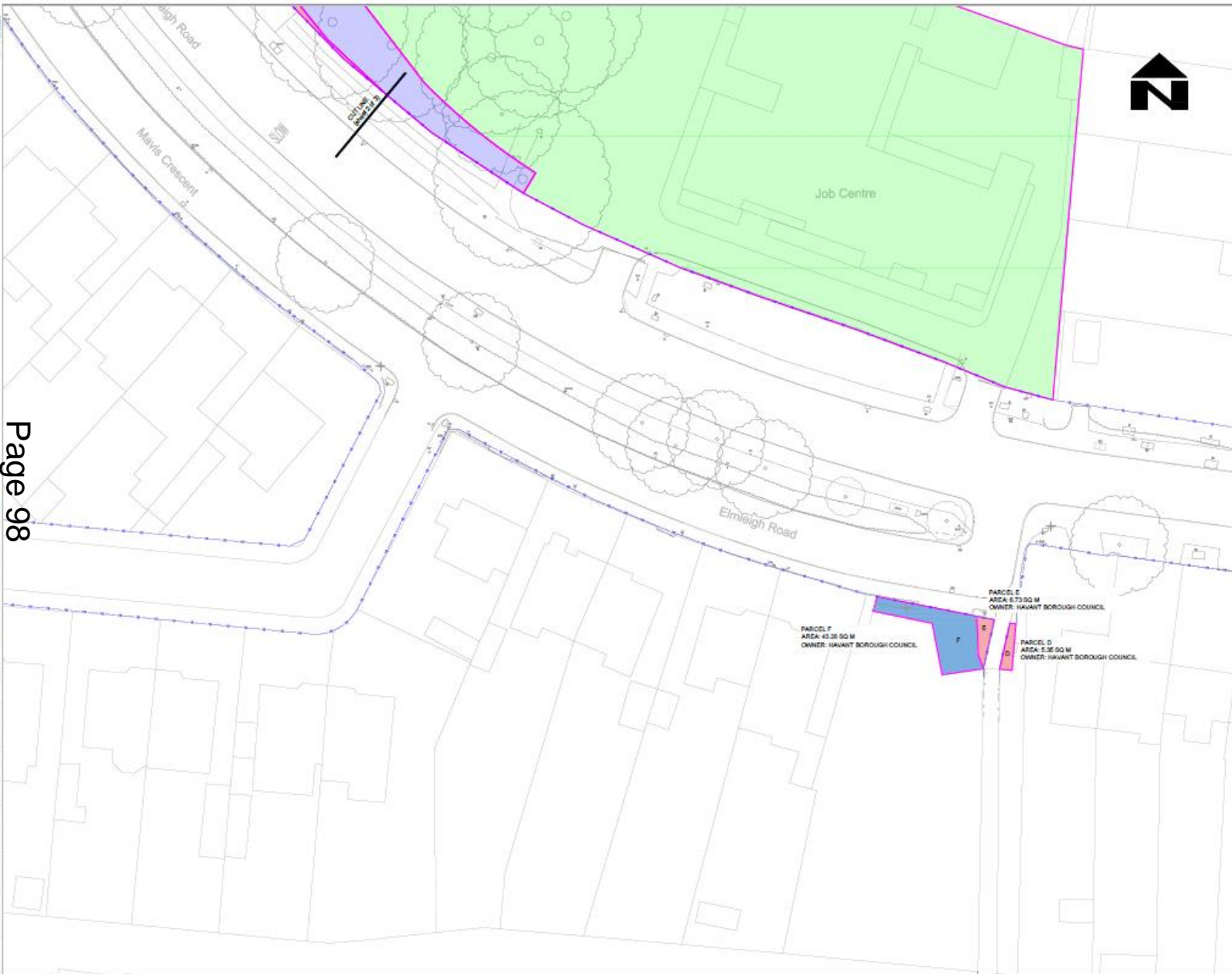
PD

**NUMBER**

003

**REV**

8



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS SPECIFIED
  - LAND PARCELS 'D' AND 'E' AREAS ARE BASED ON THE SCHEME PRELIMINARY DESIGN FOOTPRINT
  - LAND PARCEL 'F' AREA IS BASED ON THE SCHEME PRELIMINARY DESIGN FOOTPRINT WITH ALLOWANCE FOR ASSUMED LEVEL CHANGES AND SURFACING IN ENTRANCE TO OAR PARK. THIS AREA WILL BE RETURNED TO HAVANT BOROUGH COUNCIL USE ON SCHEME COMPLETION
  - LOCATION OF HIGHWAY BOUNDARY HAS BEEN TAKEN FROM HAMPSHIRE COUNTY COUNCIL RECORDS BUT WILL REQUIRE CONFIRMATION BEFORE ANY LAND TRANSACTION IS PROCEEDED
  - AREAS ARE EXPRESSED AS WHOLE SQ M WHERE IN EXCESS OF 100 SQ M

- LEGEND**
- LAND IN OWNERSHIP OF HAVANT BOROUGH COUNCIL OUTSIDE OF THE EXISTING HIGHWAY BOUNDARY AND REQUIRED FOR SCHEME
  - OTHER LAND IN OWNERSHIP OF HAVANT BOROUGH COUNCIL
  - LAND IN OWNERSHIP OF HAVANT BOROUGH COUNCIL OUTSIDE OF THE EXISTING HIGHWAY BOUNDARY AND REQUIRED FOR ACCOMMODATION WORKS
  - LAND IN OWNERSHIP OF SECRETARY OF STATE FOR COMMUNITIES AND LOCAL GOVERNMENT
  - ALL OTHER LAND OUTSIDE THE HIGHWAY BOUNDARY IS IN VARIOUS PRIVATE OWNERSHIPS
  - HIGHWAY BOUNDARY

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

In addition to the hazards that are already associated with the types of work detailed on this drawing, the following significant residual risks (where not stated) shall be taken into account (see table below):

CONSTRUCTION  
LINE TRAFFIC  
COLLISION ACCESS  
STATUTORY UNDERTAKER PLANT

HAZARDOUS MATERIALS

USE

DECONTAMINATION/DEMOLITION

DRAWING STATUS

ISSUE

**Havant**  
BOROUGH COUNCIL  
Regeneration And Place  
Civil Engineering and Landscape

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**Hampshire**  
County Council

TRANSFORMING CITIES

SCHEME

DRAWING TITLE  
ELMLEIGH ROAD, HAVANT  
LAND REQUIRED FOR SCHEME OUTSIDE  
OF EXISTING HIGHWAY BOUNDARY

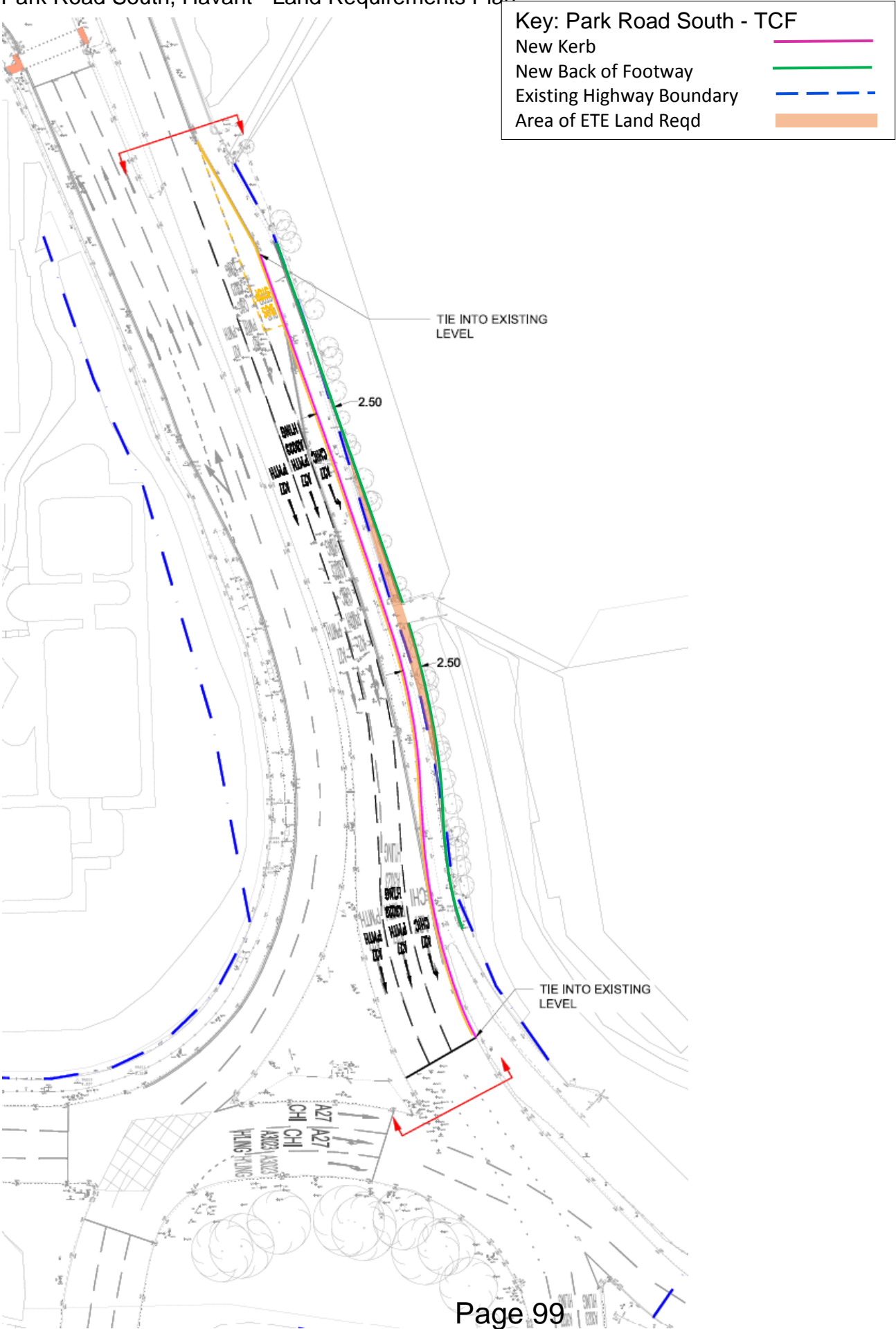
SCALE @ A1	DATE	BY	DATE	BY	DATE
1:200	SM	DW	SW		
ORIGINAL SIZE	04.06.2021	08.10.21	08.10.21		

PROJECT NUMBER	ORIGINATOR	CUSTOMER	TYPE	NUMBER	SHEET NUMBER (JCP)
2015-05 -	HBC	- 3521 - PD - 003			3 OF 3
					BY
					C

NO.	DESCRIPTION	DATE	BY	DATE	BY
1	COMPOUND LOCATION CHANGES, APPROVED CAR PARK AREA REQUIREMENT	08.10.21	SM	08	SM
2	LAND PARCELS RECOMMENDED	24.08.21	SM	08	SM
3	LAND OWNERSHIP DETAILS UPDATED	20.08.21	SM		
4	AMENDMENTS	02.09	SM	0808	SM

Appendix D

Park Road South, Havant - Land Requirements Plan



## Key findings

- Satisfaction with the current facilities at Gosport Bus Station was fairly low, pointing to desire among respondents to see improvements.
  - Three quarters (77%) were dissatisfied with the toilets, and at least half were dissatisfied with the seating (59%), lighting (57%) and cycle parking (51%).
  - Satisfaction was highest with timetabling information (38% were satisfied, versus 28% dissatisfied).
- Overall, half of respondents (49%) agreed with the proposed location of the new Gosport Bus Station, while 33% disagreed.
  - Among those who disagreed with the proposed location, the most common reasons were that it was not necessary to move the Bus Station, that an upgrade would be sufficient, or that the money could be invested better elsewhere.
- Two thirds of respondents (69%) agreed with upgrading the existing Mumby Road pedestrian crossing, with little opposition (just 11%).
- Views on other proposed changes at Gosport Interchange were mixed:
  - On balance, respondents agreed with adding a new bus stop on North Cross Street and re-locating the taxi rank (44% agreed with each, with 30% and 31% disagreeing respectively).
  - Views were divided equally on the proposal to alter access across the High Street to allow for buses (42% agree, 41% disagree), and on re-locating the pick-up/drop-off area and short stay car park (40% agreed, 41% disagreed).
- The main points of concern around changes to the Gosport Interchange facilities were that the pick-up/drop-off point would be too far from the ferry terminal (22%) and that allowing buses on the High Street could be dangerous (21%).
- Respondents would like to see a range of other facilities at the upgraded Bus Station: from the list provided, the top picks were for a modern bus station building/shelter (80%), CCTV (79%), improved lighting (78%) and the introduction of Real Time Information boards (77%).
- Shown four bus shelter design options, Option 4 was the most liked, with 66% of respondents making it their first preference, and 77% either their first or second preference.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	18 November 2021
<b>Title:</b>	Network Rail Campbell Road Bridge, Eastleigh
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Brian Hill

**Tel:** 07718 146554

**Email:** Brian.Hill@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to explain the reasons for expenditure on Campbell Road Bridge Eastleigh.

### Recommendations

2. That the Executive Member for Highways Operations approves spend from the Structural Maintenance budget up to a maximum of £1.14million to enable Campbell Road Bridge Eastleigh to be brought up to 40 tonne capacity during Network Rail's refurbishment of the bridge, as set out in this report.
3. That approval be given to spend and enter into the necessary contractual arrangements with Network Rail.
4. That authority to make the arrangements to implement contracts, including minor variations, and entering into the funding agreement be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services.

### Executive Summary

5. This paper seeks to gain approval to spend up to a maximum of £1.14million during the financial year 2022/23 to enable Campbell Road Bridge Eastleigh to be brought up to 40 tonne capacity during Network Rail's refurbishment scheme. This will ensure no restrictions are required on the highway being carried by the bridge.

### Contextual information

6. Campbell Road Bridge over the Bournemouth Main Line (BML) in Eastleigh carries the sole access into a rail locked island area to the east of Eastleigh Town Centre (see Appendix 1). It is owned by Network Rail and was built circa 1901 to allow access over three lines of the BML and two lines of the Eastleigh Yard sidings. It is currently unrestricted to HGV traffic which uses it to access

business units. It is also the only route over the railway for residents, employees of local businesses and emergency vehicles.

7. The bridge structure is a three-span half through overbridge approximately 30m in length comprising six wrought iron edge girders and a troughing deck. It is supported on two piers consisting of wrought iron crossheads and columns and has brickwork abutments and approach walls.
8. Structural assessments by both Network Rail and Hampshire County Council have identified that the bridge is weak and does not reach the 40t assessment live loading requirement for highways. Whilst Network Rail has been undertaking feasibility options for strengthening it has introduced an enhanced inspection regime for the bridge and this will continue until strengthening and refurbishment work is completed.
9. A preferred strengthening option to achieve 40t has now been developed which requires installation of stiffeners to one of the edge girders and strengthening of the crosshead pier supports from underneath the bridge. There will be no changes to structure geometry, vertical clearance, or levels on the highway above. Network Rail will also be carrying out web repairs to the girders, rivet replacement and painting of the bridge.
10. Network Rail's load bearing obligations are set out in Section 117 of the 1968 Transport Act and Statutory Instrument 1705/1972 and require them to maintain a load bearing capacity of 24 tonnes. Beyond this level Local Authorities have the opportunity to contribute financially to achieve 40 tonne highway loading if required.
11. Without a contribution from Hampshire County Council, Network Rail will strengthen to its legal obligation of 24t and a weight restriction of 18t will need to be applied to the bridge. As this bridge is the only access to an otherwise rail locked area this will have a detrimental effect for businesses and residents. Furthermore, it could stifle future development in the locality.

## **Finance**

12. Hampshire County Council is being asked to contribute up to a maximum of £1.14million. This figure assumes a worst-case scenario where the County Council is the only contributor to the railway possession costs whilst the 40t bridge strengthening aspect is undertaken during closure of the Bournemouth Main Line. There is a very strong possibility that other works will take place elsewhere along the line at the same time during the line closures. This would see the possession costs shared amongst all those who were working on the line bringing Hampshire's share of costs down.
13. It is recommended that the Hampshire County Council contribution comes from a combination of funds already set aside in the Structural Maintenance budget (£300,000), and savings secured as a result of the successful target-cost contractual arrangement used at Redbridge Causeway Work Package 2. This avoids the need for a possible reduction in the number of highway maintenance schemes being planned for 2022/23.

## **Procurement**

14. As this is a Network Rail led scheme procurement is being undertaken through its contracts Teams. This aspect is expected to be undertaken in the early part of next year with work on the ground anticipated for Autumn 2022.

## **Consultation and Equalities**

15. Network Rail has consulted with a number of Hampshire County Council teams to ensure specifications for materials are agreed and is liaising with relevant coordinators to agree traffic management restrictions during both preliminary investigations and the main refurbishment works.
16. This scheme will ensure Campbell Road Bridge remains safe and fit for purpose for all, so is considered to have a neutral impact on people with protected characteristics.

## **Climate Change Impact Assessments**

17. 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.

## **Climate Change Adaptation**

18. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to extreme storm events but no more than any other bridge within a railway corridor. The bridge is an existing structure partially protected by adjacent buildings. It is not affected by flooding as it is on the high point of Campbell Road.
19. The scheme supports strategic priorities for economic growth and providing a safe, well maintained and more resilient road network.

## **Carbon Mitigation**

20. Carbon emissions from this scheme arise from the use of highway materials for bridge works, in this case manufacture and transport of steel components and from plant and equipment needed for repair and refurbishment. Network Rail will try to reduce the number of possessions required as these result in coaches and buses having to be used while the rail lines are out of action.
21. The strengthening of this Network rail bridge to 40t will ensure large freight loads will not need to be broken down into smaller consignments which would result in an increase in vehicle movements.

## Maintenance Implications

22. There will be no change to ownership of this bridge on completion of the scheme it will remain the responsibility of Network Rail.

### Appendix 1



Campbell Road bridge location and area served.



Aerial view of Campbell Road bridge over the Bournemouth Main Line (left) and sidings (right).



Elevation of bridge from track level



View on top of bridge

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

### **2. Equalities Impact Assessment:**

This scheme will ensure Campbell Road Bridge remains safe and fit for purpose for all, so is considered to have a neutral impact on people with protected characteristics.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	18 November 2021
<b>Title:</b>	Publication of the Concessionary Travel Scheme 2022-2023
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Caroline Mekky

**Tel:** 03707795628

**Email:** caroline.mekky@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to seek approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2022/2023 ("the Scheme").

### Recommendations

2. That approval be given to provide the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2022/2023 and that this forms the basis of the draft scheme to be published on 1 December 2021.
3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make minor variations to the final Scheme as may be required, and to implement the Scheme.
4. That a temporary change to the automatic renewal of Older Person's Concessionary Bus Passes from 12 months to 24 months as part of the Council's Covid-19 response measures be removed from 1 April 2022.
5. As part of the recovery from Covid-19, that Authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme as advised by the Department for Transport.

### Executive Summary

6. This paper seeks to set out the background to the scheme and proposes the scheme for 2022/2023.

### Contextual information

7. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011.

8. The published scheme is updated annually, and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2022/2023 by 1 December 2021. The final details of the scheme have to be published by 3 March 2022, 28 days prior to implementation on 1 April 2022. This report seeks approval from the Executive Member for Highways Operations for the range of concessions detailed in this report.
9. The statutory scheme provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 09:30 and 23:00 on Mondays to Fridays and at all times at weekends and on Bank Holidays. The County Council has not been notified of any changes. Reimbursement rates are calculated by specialist consultants based on Department for Transport (DfT) guidance.
10. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. It also extended the concession offered for all passholders on some community transport services and Taxishare schemes. These discretionary elements were included in the scheme, which was approved by the Executive Member for Environment on 19 November 2010.
11. The enhancements to the statutory scheme are currently as follows:
  - **free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England;
  - **companion travel** – The Scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
  - **25% discount** on Community Transport Services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
  - **alternative discretions** – Travel vouchers worth £36 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.
12. As part of its response to Covid-19, the County Council agreed in February 2021 a temporary change to the automatic renewal of Older Person’s Concessionary Bus Passes. This ensured that bus pass holders who were regular service users in the year prior to Covid-19 had a valid bus pass to use when they returned to these services. This was achieved by extending the automatic renewal period from those used in the last 12 months to 24 months. Embedded within this temporary decision was a commitment to review this as part of preparing the scheme details for 2022/23.
13. Approximately 80,000 older person’s bus passes are due for renewal in 2022/23. Based on the bus pass renewal numbers for April and May (33,802 bus passes), 59% of these would be eligible for automatic renewal if the 24-month renewal policy was maintained. This compares to 38% under the standard auto-renewal period of 12 months. These figures do not reflect anyone who will use their bus pass for the first time between September 2021 and their

bus pass renewal date. These figures do not reflect the annual data cleansing exercises that will take place in January, which removes those individuals identified as no longer eligible.

14. Public bus use by Concessionary Pass holders is now at 60% of pre-Covid levels, and although it is gradually increasing over time, is not expected that all those who were previously regular bus users will return to bus travel. Reverting back to the standard automatic renewal period of 12 months will still capture all those who are currently regular bus users whilst avoiding automatically issuing bus passes to those who are currently not regularly using their pass.
15. A 24 month renewal period from April 2022 (and therefore dating back to April 2020) will no longer capture the pre-Covid position, and will risk incurring cost for issuing passes that are no longer needed or wanted. It is therefore considered appropriate to revert to a 12 month renewal period (covering the months between April 2021 and April 2022 in the first instance) to ensure the most up to date information informs automatic renewal, including post lockdown data for travel by concessionary pass users.
16. When a pass holder with an expired bus pass wishes to return to using local bus services, they will be able to contact the Council to request a new bus pass. There is no charge for bus pass renewals. Approximately 51% of renewal requests are now made via the online self-service customer portal. Alternatively, a bus pass renewal can be requested by telephone.

## **Finance**

17. The overall size of the budget is £13.1million. This covers the cost of issuing concessions and reimbursement costs to operators for concessionary travel. Operator re-imbursement payments account for the most significant part of the budget and are made by the County Council as advised by consultants who process these claims from operators in accordance with the scheme detail on behalf of the Council. The proposed scheme is affordable from within the current budget provision.

## **Consultation and Equalities**

18. Under the proposals in this report, Scheme eligibility and the concessions offered for 2022/23 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.
19. The proposal to end the temporary change to the automatic renewal of Older Person's Concessionary Bus Passes and change back to a 12-month auto renewal period may have a low-negative impact on a small number older people, who will no longer be eligible for an autorenewal. These individuals can renew their bus pass by contacting the Council.
20. Disabled bus pass holders all receive an automatic bus pass renewal when their bus pass expires, so are not impacted by this proposal.

## **Climate Change Impact Assessments**

21. 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.
22. The tools to assess specific impacts on climate change adaption and mitigation were not considered applicable to the publication of the Concessionary Travel Scheme 2022/23 as it has no physical infrastructure component and is focused solely on the concessions that are to be provided to bus pass holders rather than delivery. However, the ENCT Scheme administered by Hampshire County Council is a mechanism which incentivises eligible individuals to make journeys using local bus, which when undertaken as an alternative to using a private vehicle is considered an effective approach towards carbon reduction.

## **Other Key Issues**

23. In July 2021 the Department for Transport launched a consultation on the Concessionary Travel Covid-19 Recovery Strategy. This sought views on the implementation of a phased Concessionary Travel Recovery Strategy from 6 April 2022.
24. Subsequent DfT guidance on Concessionary Fares funding for 2022/23 indicates that amendments may be required to the scheme during 2022/23 in response to changes to the conditions in the local bus operating environment.
25. It is therefore recommended that Authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the Scheme as deemed necessary by Department for Transport to support

## **Conclusions**

26. The proposal to approve the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2022/2023, and that this should form the basis of the draft scheme to be published on 1 December 2021, will ensure the continuation of the statutory scheme and the discretionary enhancements provided by the Council to Hampshire pass holders.
27. The proposal to reduce the automatic renewal period for Older Person's Concessionary Bus passes from 24 months to the original 12 months from 1 April 2022 will still ensure regular bus users automatically receive a renewed bus pass. The alternative, to maintain the 24 month auto renewal period from April 2022 (therefore dating back to April 2020), will no longer serve its original purpose of ensuring that bus pass holders who were regular service users in the year prior to Covid-19 have a valid bus pass to use when they return to these services. It will also potentially result in unwanted bus passes generated at public cost. Those who no longer receive an automatic bus pass renewal can renew their bus pass by contacting the Council.

28. The proposal that Authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the Scheme as advised by the Department for Transport will help facilitate the continued Covid-19 recovery of local bus services.

## 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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Publication of the Concessionary Travel Scheme 2021/22 Concessionary Older Person Bus Pass Renewals	<u>Date</u> 8 October 2020 11 Feb 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007	<u>Date</u> 2000, 2007

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

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

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.

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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:**

Under the proposals in this report, Scheme eligibility and the concessions offered for 2022/23 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.

The proposed reduction to the automatic bus pass renewal period will reduce cost in generating unwanted passes but still ensure that regular users receive a new pass. Eligible residents can also obtain a pass free of charge by contacting the County Council.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	18 November 2021
<b>Title:</b>	School Streets Pilot – Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** James Laver

**Tel:** 0370 779 3370

**Email:** James.Laver@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to provide an update on the School Streets Pilot, in particular to set out the programme for reporting on the detailed results and conclusions from the monitoring and assessment of the trial and also to seek approval to continue the trial arrangements at participating schools whilst the Council considers future policy on Hampshire School Streets initiatives.

### Recommendations

2. That the Executive Member for Highways Operations notes the progress to date and the programme to seek a decision from Cabinet in early 2022 on the future of the School Streets initiative in Hampshire following a review of the findings from the initial trial schemes.
3. That the Executive Member for Highways Operations approves the interim continued operation of School Streets measures at two participating trial sites until such time as Cabinet determines a policy decision on the future of the School Streets initiative in Hampshire.

### Executive Summary

4. The high-level delivery approach for the School Streets pilot was set out in a report ('School Streets') that was approved by Cabinet on 9 February 2021. This report detailed that the trials would take place from the start of the 2021/22 academic year until the October 2021 half-term, with the outcomes and conclusions from the trial to be reported back to the Cabinet thereafter.
5. Based on feedback from the initial trial period, the early indication is that the three trial schemes have been successful with community support for all three trial schemes. However, the schools participating in the trial have found it difficult to free up staff and find volunteers to man the closures.

6. The detailed analysis of the monitoring data is ongoing and the full output and conclusions to be drawn from the trial is not yet available. This report proposes that the full results of the monitoring and assessment of the trials, along with recommendations on a policy package for a future Hampshire School Streets programme, shall be reported to Cabinet in early 2022. In addition, this report recommends a continued operation of the trial arrangements at two of the participating schools, to continue to realise the scheme benefits at these trial sites, whilst the Council deliberates over the future of a Hampshire school streets programme.

### **Contextual information**

7. School Streets schemes seek to reduce motor vehicle traffic from roads in the vicinity of school entrances at busy times to help make journeys to school safer and make active travel to school (cycling and walking) more appealing. This is achieved through implementation of timed access restrictions on motor vehicle traffic on the roads providing the main route of pedestrian access to the school site, thus providing increased road-space for those walking and cycling during the start and end of the school day.
8. Following a motion to Full Council on 24 September 2020 and subsequent Cabinet approval of the high-level delivery approach on 9 February 2021, the implementation plan for the Council's School Streets Pilot was developed. The implementation plan and the recommended sites for trial interventions were approved by the Executive Member for Highways Operations on 17 June 2021, with authority to make arrangements to implement the three individual trial schemes being delegated to the Director of Economy, Transport and Environment. The detailed implementation proposals were approved by the Director on 6 July 2021.
9. Testing of the trial arrangements commenced at the three participating schools in the final days of the 2020/21 academic year to ensure there were no significant operational issues in advance of the main trial period. The main trial period commenced at the start of autumn term of the 2021/22 academic year and School Streets schemes have been in continuous effect during term-time periods at the three trial sites thereafter.
10. Initial consideration of the feedback received from the participating schools suggests that the trials have been effective, particularly in terms of road safety and the improvements to the road environment around the school at peak times. All participating schools have indicated that resourcing the stewarding arrangements presents a significant challenge, and as a result one of the three participating schools, Alverstoke Infants School in Gosport, has confirmed that it cannot continue to commit the necessary resources and has therefore withdrawn from the trial. The other two participating schools (Harrison Primary School, Fareham, and Cadland Primary School, Holbury) have both confirmed a desire to continue with the school street arrangements over the coming months ahead of Cabinet determining the future of School Streets in Hampshire.
11. In partnership with Sustrans, a programme of monitoring and assessment has been implemented to gauge the effectiveness of the school streets interventions. This monitoring includes traffic count data, traffic camera survey

data, parking behaviour surveys, a community engagement exercise and school pupil surveys.

12. Full analysis of the data and conclusions to be drawn from the pilot will be available to report to Cabinet in early 2022 and, if required, to ETE Select Committee ahead of the Cabinet meeting. The full results and assessment will be accompanied by a draft policy package to provide guidance, should Cabinet support the wider rollout of School Streets in Hampshire.
13. Until such time as the future policy direction of Hampshire School Streets is determined, this paper recommends a continued operation of the trial arrangements at the two remaining participating schools, for the following reasons:
  - it will allow the benefits to the community and local area to continue to be realised whilst the Council deliberates over the future policy direction of Hampshire School Streets;
  - it will provide sufficient time to fully analyse the monitoring data and draw clear conclusions to inform decision making on future policy. It also enables gathering complementary data relating to changes in transport mode choices during the winter months, and during the pandemic recovery period as travel patterns and public transport patronage continues to adjust;
  - it avoids the need to revoke the existing Experimental Traffic Regulation Orders (ETROs) prior to full evaluation of the monitoring data and reporting on the outcomes of the trial; and
  - to remove the school streets arrangements at the remaining two trial sites may send misleading signals that the future direction of Hampshire School Streets initiatives has already been determined.

### **Consultation and Equalities**

14. The County Council Members for the three trial locations have previously been contacted with updates on the trial; there is Member support for the initiative and no objections have been received.
15. There are no significant equalities implications associated with the continuation of the School Streets at the trial sites whilst the County Council deliberates on the future of School Streets in Hampshire. On this basis, the decision has been assessed as having a neutral impact on protected characteristics.

### **Finance**

16. Revenue funding from the Department for Transport's Active Travel Fund (ATF) Tranche 2 is funding the School Streets pilot.
17. A full financial evaluation of any rollout of school streets will be included in the report to Cabinet in early 2022.

### **Climate Change Impact Assessments**

18. 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.

19. The School Streets trial schemes encourage a modal shift toward active travel modes, which has direct benefits in carbon reductions and also indirect benefits by promoting a change in behaviours toward travel choices for local journeys.

### **Statutory Procedures**

20. The ETROs which form the legal basis for the road closures are effective from July 2021, and a decision on whether the changes introduced under the School Streets initiative will be removed or made permanent must be made within 18 months of this date. The ETROs will therefore remain in effect to enable a continuation of the trial arrangements, whilst the Council determines the future of a Hampshire School Streets programme.

### **Legal and insurance**

21. There are no significant legal or insurance implications that are additional to those detailed in previous School Streets Pilot decision reports. The County Council's legal team will continue to update the insurer as necessary regarding this trial.

### **Maintenance Implications**

22. There are no significant maintenance implications associated with the continuation of school streets at two of the trial sites.

### **Conclusions**

23. In accordance with the commitments of previous decision reports, the results and conclusions from the pilot will be reported to the Cabinet meeting in early 2022, alongside recommendations on a policy package for a wider rollout of Hampshire School Streets.
24. In addition, this report recommends the continued operation of school streets at two of the participating schools in order to continue to realise the scheme benefits at these trial sites, whilst the Council deliberates over the future of a Hampshire school streets programme.

## 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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
School Streets (Report to Cabinet)	9 February 2021
Active Travel – Update (Report to Executive Member for Highways Operations)	17 June 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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:**

There are no significant equalities implications associated with this decision that are additional to those detailed in previous School Streets Pilot decision reports. On this basis, the decision has been assessed as having a neutral impact on protected characteristics.