

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Universal Services
<b>Title:</b>	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund programme: Eastleigh and Southampton Airport Parkway Travel Hubs

**Contact name:** Claire Whitehouse

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#### 1. The decision:

The aim of a travel hub is to provide active and sustainable transport options to a community. The Travel Hubs proposed in Eastleigh Town Centre and at Southampton Airport Parkway funded through the Transforming Cities Programme (TCF) are intended to offer a combination of bike / e-bike share, electric vehicle charging, car club vehicles and information/wayfinding totems. The Travel Hubs schemes will be run by operators, procured, and managed as set out in this report. Travel Hubs are an innovative and new facility to be operated on our highway network and will be a first for Hampshire.

- 1.1. That the Director of Universal Services approves the Project Appraisal for Southampton and South-West Hampshire Transforming Cities Fund programme: Eastleigh and Southampton Airport Parkway Travel Hubs as set out in this report.
- 1.2. That the Director of Universal Services supports the approach as detailed in this report.
- 1.3. That the Director of Universal Services gives approval to spend and enter into necessary contractual arrangements with a supplier, to implement this scheme, at a total estimated cost of £766,000 to be funded from the Transforming Cities Fund and Developer Contribution to be split between both hubs. Eastleigh Travel Hub at £383,000 and Airport Parkway Hub at £383,000.
- 1.4. That the Director of Universal Services approves a £64,000 increase in value in the 2021/22 Capital Programme for Eastleigh Travel Hub from £319,000 to £383,000 offset by a £64,000 reduction in value in the 2022/23 Capital Programme for Southampton Airport Parkway Travel Hub from £447,000 to £383,000.

1.5. That the Director of Universal Services, and Legal Services progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.

**2. Reason(s) for the decision:**

2.1 As part of the Southampton and South-West Hampshire Transforming Cities Fund (STCF) Hampshire County Council (HCC) and Southampton City Council (SCC) have an obligation to deliver two travel hubs. The business case for the STCF programme identified locations in Eastleigh Town Centre and at Southampton Airport Parkway for delivery of travel hubs. The Department for Transport (DfT) has approved this business case and awarded the required funding for delivery. The decision is required to enable HCC to deliver what has been agreed with DfT.

**3. Other options considered and rejected:**

3.1 The option to 'do nothing' was considered and rejected, as Hampshire County Council have agreed to provide two travel hubs as part of the STCF programme which will offer a range of mobility options, reduce car dependency, and enhance current inefficient and unreliable transport connections.

**4. Conflicts of interest:**

4.1 Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

**5. Dispensation granted by the Head of Paid Service:**

5.1. None

**6. Supporting Information:**

6.1. None.

**Approved by:**



**Date:**

04 August 2023

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**Patrick Blogg**

**Director of Universal Services**



- Car Club

Additional services could also be offered such as Wi-Fi and parcel collection points.

2.4 The schemes will provide affordable, convenient, and inclusive access to public transport, active travel (walking and cycling) and low carbon transport facilities.

2.5 The schemes were approved for addition on to the capital programme on 19 November 2020 [Decision Day report for Southampton TCF](#) and further updated 7<sup>th</sup> November 2022 by the Executive Member for Transport and Environment. While the funding has been made available by the DfT, it is important to note that these schemes also support the County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

2.6 Hampshire County Council is one of a few successful local authorities to secure funding to deliver and offer Travel Hubs as a first in the UK.

### **3. Alternative Options Considered and Rejected**

3.1 The option to 'do nothing' was considered and rejected, as Hampshire County Council have agreed to provide two travel hubs as part of the STCF programme which will offer a range of mobility options reduce car dependency and enhance current inefficient and unreliable transport connections.

### **4. Measures of Success**

4.1 As part of a wider monitoring requirement for the STCF programme, the monitoring and evaluation activity for the travel hubs will assess the realisation of the overarching scheme objective to:

- Provide affordable, convenient, and inclusive access to public transport, cycling and low carbon transport options and reduce reliance on private vehicle use.

4.2 The exact metrics used to monitor success will depend on the mobility options that are provided as part of the travel hubs, however, are likely to include measures such as:

- Number of journeys made using hire bikes (weekly, monthly, annually)

- Number of journeys made using car club vehicles (weekly, monthly, annually)
- Use of EV charging points (Kwh)
- User reported modal choice for journeys.

## 5. Background

5.1 Following the initiation of the STCF programme, feasibility studies have been undertaken by Atkins and Stantec to consider the need and approach for delivery of potential options for delivery of travel hubs in the STCF area, focusing on Eastleigh town centre and Southampton Airport Parkway.

5.2 The feasibility studies were supplemented by market research and public engagement which helped to inform the most appropriate approaches to the range of facilities to be offered by the Travel Hubs and possible delivery and operational models.

5.3 The work undertaken has demonstrated that there is not a one-size-fits-all approach to developing travel hubs, and each hub will need to be flexible in responding to a wide variety of user needs, informed by location and demographics.

5.4 Following advice from HCC's Procurement Team, the offering of Travel Hub facilities across Eastleigh Town Centre and Southampton Airport Parkway, will be procured as a call off through the existing Shared Bike Rental and Associated Micro-Mobility Services Framework Agreement. Additionally, HCC will look to procure a Car Club operator separately by obtaining quotes through the open market for a value of less than £177,000. The facilities we are looking to provide in the hubs are outlined in Sections 8.2 and 13.2.

5.5 The following frameworks can be used for any elements that cannot be provided by the Solent Transport Framework.

- ET14148 - HCC Gen 4- Geotechnical and GeoEnvironmental Framework for ground works and cabling.
- CC18191 - HCC Electric Vehicle Charging Points Framework for installing charging points for car share.
- F07199 HCC Landscape and External Works Framework – Lot 1 Minor Civil works and Associated Soft Landscape for landscaping works like sitting areas or parklets and resurfacing works if not covered under the Shared Bike Framework already.

## Eastleigh Town Centre

### 6. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	56	15	TCF Tranche 2 (DfT grant)	275
Client Fee	93	24	Developer Contributions	108
Operational Costs *	234	61		
Total	<u>383</u>	<u>100</u>	Total	<u>383</u>

\* These costs will be used to purchase the assets for the operator to run.

The client and design fees account for more than 30% of the total budget as Travel Hubs are a new and emerging area of a transport scheme focused on securing an operator rather than the delivery of an infrastructure. These client and design fees relate to the predominate use of external support for Hampshire to establish the need and demand as part of the feasibility and evidence which had not been undertaken as part of the bid process.

- 6.1 The capital costs of the initial set up and implementation of a scheme (cost of bikes, docking station equipment, car club spaces incurred to set up the necessary licenses /traffic orders) would be met through the TCF funding which needs to be spent by March 2024. The travel hub project is unlike other capital schemes that HCC delivers as there will be an element of initial capital spend to install infrastructure and procure vehicles for travel hub. The Bike Share and Car Club elements will be run by the operator procured as highlighted in 5.4 above. Ongoing operational costs for these shared mobility services would be met by the operator, expected through charges to the users and will be included as part of the contract specification. Proposed tariffs/charges will be discussed with HCC.
- 6.2 The operator will have responsibility for preventative maintenance and general upkeep (including cleanliness and aesthetics) of any associated hub infrastructure as part of their commission. The operator will also be responsible for the Supply, delivery, installation and full decommissioning including reinstatement and making

good of ground of any associated infrastructure. On termination of a contract, the operator will be required to "buy back" assets at their current market value.

6.3 It should be noted that Schedule G of the existing Shared Bike Rental and Associated Micro-Mobility Services Framework Agreement permits a Relevant Public Body such as HCC to stipulate amendments, substitutions or amendments to the Call-Off Terms, as long as the amendments do not entail substantial modifications to the terms laid out in the Call-Off Terms. Any amendments made will be agreed between the Head of Highways, Head of Universal Commissioning, Head of Integrated Transport and Head of Implementation to ensure that these are acceptable from an operational, performance and maintenance context.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000%
Capital Charges (Depreciation and notional interest charges)	33	0.019%

## 7. Programme

	Gateway Stage			
	3 - Project Appraisal	Start of implementation	End of implementation	4 - Review
Date (mm/yy)	August 2023	September 2023	March 2024	March 2025

7.1 As noted, the travel hub project is unlike many of the other capital schemes that HCC delivers. Therefore, the programme identifies the key dates of procurement of an operator and should not be confused with the provision of infrastructure for a bike share scheme. The timescales for the provision of supporting infrastructure are dependent on the operator's response to HCCs technical specification to deliver a viable scheme.

## 8. Scheme Details

8.1 Located in Town or District Centres or at transport interchange points, a travel hub is a single place where a range of mobility options, services and facilities

are available in a convenient location. Travel hubs can provide the opportunity for people who do not have access to their own car or only have one vehicle to access a vehicle and can also be used by those that want to make more sustainable trips using an electric vehicle, bike or cargo bike for work, business or leisure. The range of services provided by a travel hub should be tailored specifically to the demographics and mobility needs of local residents. Further details are provided in the consultation document as per 10.2 below.

8.2 The feasibility and market research studies undertaken to inform the development of the STCF Travel Hubs have highlighted that the Eastleigh Town Centre Travel Hub should include the following elements as a minimum:

- Cycle parking and charging
- Bike / Scooter Share
- Electric Vehicle Charging
- Information/ wayfinding Totem
- Car Club vehicle(s)

8.3 Eastleigh Town Centre has been identified as a suitable location for one of the STCF Travel Hubs because there are a range of complementary transport services already available within the town centre, such as Eastleigh bus and rail stations, taxi ranks and car club vehicles. The town centre also provides a range of local amenities including a supermarket, local shops, public open space and a theatre.

8.4 The delivery of a Travel Hub within Eastleigh Town Centre will support Eastleigh Borough Council's wider aspirations to improve the town centre and encourage sustainable and active travel.

## **9. Departures from Standards**

9.1 Travel hubs are an emerging area of transport planning with no standards currently specified for their design and delivery. However, standards do exist for individual elements that are likely to be delivered as part of the mobility hubs, and it is not anticipated there will be any departures from standard.

## **10. Community Engagement**

10.1 A First Stage Market Research Public Engagement consultation exercise was conducted from July to August 2021 in the form of an online survey (other formats were available) available for 4 weeks to understand Eastleigh residents' current travel habits and their thoughts about the type of facilities that a travel hub could offer in their area. Additionally, a social media campaign via Facebook was conducted over the same time.

- E-scooter and E-Bike hire came out as the most attractive options of transport to use 27% and 34% respectively.



- E-car hire at 23%
- Secure cycle parking (53%), digital travel information (56%), signage and local information (55% and parcel pick up (46%) were identified as the services most likely to be used at a travel hub.
- Free water refills (65%), café/refreshments (49%) and a bike maintenance service (45%) also came out high on residents' answers.

10.2 In August 2022 a second stage of Public Engagement was conducted with an information pack to include visuals. [EastleighTownCentre-and-SouthamptonParkwayTravelHubs-InformationPack.pdf \(hants.gov.uk\)](#) In addition the engagement included an online survey (other formats were available) available for 4 weeks where 381 responses were submitted via the feedback form, either online or on paper. Additionally, a social media campaign was conducted over this same time, twenty-four social media comments were received through Facebook. This further engagement was to inform the development plans of the hub and to which services would be most likely used by the residents. Key findings are summarised below and provided in the report here: [Microsoft PowerPoint - Eastleigh Travel Hub - second stage engagement report \(hants.gov.uk\)](#)

- Overall, cyclists and those from higher income households (£40,000-£60,000) were most likely to use all of the proposed travel services.
- Of the three proposed travel services, electric bike hire had the highest indication of overall usage with 46% of cyclists and those aged between 25-44 indicating likely use. NB: The most significant barrier to cycling currently was not owning a bicycle (19%).
- Almost a third of cyclists (30%) indicated that they would use a car/ e-car club as well as cargo bike hire.
- Households with children were also more likely to use all three of the travel services than those without.
- Of the additional facilities, seating had the most interest and was particularly desirable for those travelling by taxi (72%), train (64%), those with children (63%) and disabled people (61%).
- Parcel lockers were likely to be used by those travelling by bus (57%) and those who are travelling through/ to Southampton Airport Parkway (54%).
- Electric vehicle charging was most likely to be used by households with children (30%) and high-income households (£60,000+)

10.3 Two pop-up engagement stands were set up at Eastleigh Rail Station and Eastleigh Town Centre in September 2022. Officers staffed these and gave the public the opportunity to ask questions about the proposed schemes there were information packs available as well as the ability to complete the online survey.

10.4 Councillor Humby gave his support and approval for these proposals when the STCF programme commenced. Councillors Tanya Park and Wayne

Irish, Parish Councils and Eastleigh Town Council as well as Southwestern Rail were contacted with details of the market and public engagement and an outline of the proposals in November 2022. No responses were received, as a result it was concluded that there were no objections to the proposals. The operator will be responsible for any further public engagement. They will lead a stakeholder engagement strategy for the implementation of the scheme to include consideration of typically underrepresented communities and groups.

10.5 Further details on scheme progress will be provided on the TCF Travel Hub web pages. Currently located here [Eastleigh Travel Hub | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#) [Airport Parkway Travel Hub | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#) Any future engagement will also direct stakeholders to these webpages for more information.

10.6 An Equalities Impact Assessment has been undertaken on both schemes.

## Southampton Airport Parkway

### 11. Finance

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	35	9	TCF Tranche 2 (DfT grant)	383
Client Fee	75	20		
Operational costs *	273	71		
Total	<u>383</u>	<u>100</u>	Total	<u>383</u>

\* These costs will be used to purchase the assets for the operator to run.

11.1 The capital costs of the initial set up and implementation of a scheme (cost of bikes, docking station equipment, car club spaces incurred to set up the necessary licenses /traffic orders) would be met through the TCF funding which needs to be spent by March 2024. The travel hub project is unlike other capital

schemes that HCC delivers as there will be an element of initial capital spend to install infrastructure and procure vehicles for travel hub. The Bike Share and Car Club elements will be run by the operator procured as highlighted in 5.4 above. Ongoing operational costs for these shared mobility services would be met by the operator, expected through charges to the users and will be included as part of the contract specification. Proposed tariffs/charges will be discussed with HCC.

- 11.2 The operator will have responsibility for preventative maintenance and general upkeep (including cleanliness and aesthetics) of any associated hub infrastructure as part of their commission. The operator will also be responsible for the Supply, delivery, installation and full decommissioning including reinstatement and making good of ground of any associated infrastructure. On termination of a contract, the operator will be required to "buy back" assets at their current market value.
- 11.3 It should be noted that Schedule G of the existing Shared Bike Rental and Associated Micro-Mobility Services Framework Agreement permits a Relevant Public Body such as HCC to stipulate amendments, substitutions or amendments to the Call-Off Terms, as long as the amendments do not entail substantial modifications to the terms laid out in the Call-Off Terms. Any amendments made will be agreed between the Head of Highways, Head of Universal Commissioning, Head of Integrated Transport and Head of Implementation to ensure that these are acceptable from an operation, performance and maintenance context.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000%
Capital Charges (Depreciation and notional interest charges)	33	0.019%

## 12. Programme

	Gateway Stage			
	3 - Project Appraisal	Start of implementation	End of implementation	4 - Review

Date (mm/yy)	August 2023	September 2023	March 2024	March 2025
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12.1 As noted, the travel hub project is unlike many of the other capital schemes that HCC delivers. Therefore, the above programme identifies the key dates of procurement of an operator and should not be confused with the provision of infrastructure for a bike share scheme. The timescales for the provision of infrastructure are dependent on the operator's response to HCCs technical specification to deliver a viable scheme.

### 13. Scheme details

13.1 Located in Town or District Centres or at transport interchange points, a travel hub is a single place where a range of mobility options, services and facilities are available in a convenient location. Travel hubs can provide the opportunity for people who do not have access to their own car or only have one vehicle to access a vehicle and can also be used by those that want to make more sustainable trips using an electric vehicle, bike or cargo bike for work, business or leisure. The range of services provided by a travel hub should be tailored specifically to the demographics and mobility needs of local residents.

13.2 The feasibility and market research studies undertaken to inform the development of the STCF Travel Hubs have highlighted that the Southampton Airport Parkway Travel Hub should include the following elements as a minimum:

- Cycle parking and charging
- Bike Share
- Digital Information totem
- Electric Vehicle Charging Point
- Car Hire
- Car Club

13.3 Southampton Airport Parkway has been identified as a suitable location for one of the STCF Travel Hubs because it a busy transport interchange with high footfall. The railway station provides fast and frequent services to key destination, the site is adjacent to Southampton Airport and there is already a good supply of bicycle and car parking in the vicinity.

13.4 The delivery of a Travel Hub at Southampton Airport Parkway will provide a sustainable, practical solution to helping residents achieve sustainable door-to-door journeys and will support the achievement of the strategic aims of [Local Transport Plan 4](#).

### 14. Departures from Standards

14.1 Travel hubs are an emerging area of transport planning with no standards currently specified for their design and delivery. However, standards do

exist for individual elements that are likely to be delivered as part of the travel hubs, and it is not anticipated there will be any departures from standard.

## **15. Community Engagement**

15.1 A First Stage Market Research Public Engagement consultation exercise was conducted from July to August 2021 in the form of an online survey (other formats were available) available for 4 weeks to ask Eastleigh residents to share their ideas on what they would like to see in a new mobility hub. Additionally, a social media campaign via Facebook was undertaken over the same time period at the same time. The travel hub services most likely to be used were: -

- e-bike hire 23%
- EVCP 21%
- Ticketing information and secure cycle parking 20%

15.2 In August 2022 a second stage of public engagement was conducted in the form of an online survey (other formats were available) available for 4 weeks where 381 responses were submitted via the feedback form, either online or on paper. Additionally, a social media campaign was conducted over this same time period, 24 social media comments were received through Facebook. The results of this engagement demonstrated:

- People were more likely to travel to Southampton Airport Parkway as a means to reach other locations such as commuting/ business (32%) and leisure/ social activities (31%).
- Electric vehicle charging was most likely to be used by those who are travelling through/ to Southampton Airport Parkway (27%).
- Parcel lockers were likely to be used by those travelling through/ to Southampton Airport Parkway (54%).

15.3 Two pop-up engagement stands were set up at Eastleigh Rail Station and Eastleigh Town Centre in September 2022. Officers staffed these and gave the public the opportunity to ask questions about the proposed schemes there were information packs available.

## **Remainder of this report covers both Travel Hubs combined.**

## **16. Statutory Procedures**

16.1 Traffic Regulation Orders (TROs) may be required for the implementation of any Car Club Bay associated with a Car Club / Bike Share scheme.

16.2 The operator will be required to apply to carry out any works on the highway using a Section 115 agreement and licenses under relevant highways legislation

## **17. Land Requirements**

- 17.1 The final location for the assorted services of the two Travel Hubs will be confirmed once the operator is appointed. The Feasibility work undertaken to date has included a land status search which has identified suitable locations within the current highway boundary. Any other land requirements identified with Eastleigh Borough Council and Network Rail will be confirmed via a land registry search. Legal agreements with these landowners will be progressed as necessary.
- 17.2 It is likely these schemes will require licenses under the relevant highways legislation for the installation and maintenance of any components on highway land. This is to be the responsibility of the operator.

## **18. Maintenance Implications**

- 18.1 As highlighted above in Finance 6.1 and 11.1 The capital costs of the initial set up and implementation of a scheme would be met through TCF Funding which currently runs to March 2024. The future maintenance of any of the infrastructure travel hub components would become the responsibility of the operators. At this stage, any supporting infrastructure would be minimal and confined to signing and lining for any associated Car Club Parking Spaces.
- 18.2 For any elements of the Eastleigh Town Centre and Southampton Airport Parkway Travel Hubs located within the highway; Asset Management would be consulted on the proposals with approval sought from them prior to the commencement of any installation.
- 18.3 The operator will supply, deliver, install and fully decommission including reinstatement and making good of any ground and associated infrastructure as part of the contract requirements. The operator will also be responsible for location risk, safety, and equality impact assessments where any of the infrastructure is introduced to public space with pedestrian safety and access reviewed.
- 18.4 The operator will also be required to report metrics of monitoring for the TCF Programme as highlighted in Section 4. A contract lead at HCC will therefore be responsible for consulting with the operator once the scheme is launched to monitor operations.

## **19. Climate Change Impact Assessments**

- 19.1 Hampshire County Council uses 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.

## Carbon Impact RAG Status

Colour	Criteria	Place an X in the relevant box
<b>GREEN</b> (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council's climate change strategy.	X
<b>AMBER</b> (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	
<b>RED</b> (above zero)	Scheme may contain elements that would increase carbon emissions.	

### Brief Explanation of Carbon RAG

19.2 Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles by offering electric vehicle charging points and electric bikes.

### Climate Change Adaptation

19.3 The Adaptation Project Screening Tool has assessed the schemes presented within this report and the following findings have been identified.

19.4 The TCF programme and Travel Hub implementation supports three strategic priorities as follows:

- Hampshire maintains strong and resilient economic growth and prosperity. These Travel Hubs will encourage a shift to sustainable modes, particularly cycling, walking, and public transport (bus) These Travel Hubs will not only improve transport connectivity in the Eastleigh area but improve public realm for local residents, businesses, and visitors.
- People in Hampshire live safe, healthy, and independent lives. This Mobility Hub will contribute to keeping the local community safer due to its high visibility and links to existing and proposed infrastructure

projects around the Eastleigh area (LCWIP, TCF Town Centre cycle route, TCF Bishopstoke Road bus priority scheme).

- People in Hampshire enjoy a rich and diverse environment. These Travel Hubs will provide access to a variety of active travel modes which in turn will promote a healthier lifestyle as well as supporting HCC Climate change strategy with lower emissions.
- Results from the screening tool suggest that vulnerability to climate is considered to be low.
- During extreme periods of wet weather there is the potential for localised surface water flooding.
- The schemes were not considered vulnerable to any other climate variables.

## **Carbon Mitigation**

19.5 The schemes will result in a decrease in carbon emissions as they promote sustainable modes of travel such as the use of electric cars, by providing EV charging points. Furthermore, travel hubs reclaim the kerb for sustainable and equitable modes reducing the dominance of the private car and associated problems of congestion, carbon emissions, and air quality.

19.6 The mitigation of carbon emission cannot be addressed as the scheme promotes public transport. Furthermore, the scheme reduces individuals' carbon footprint by providing EV charging points (powered by solar panels) and green roofs).

## **20. Recommendation(s)**

20.1 That the Director of Universal Services approves the Project Appraisal for Southampton and South-West Hampshire Transforming Cities Fund programme: Eastleigh and Southampton Airport Parkway Travel Hubs as set out in this report.

20.2 That the Director of Universal Services supports the approach as detailed in this report.

20.3 That the Director of Universal Services gives approval to spend and enter into necessary contractual arrangements with a supplier, to implement this scheme, at a total estimated cost of £766,000 to be funded from the Transforming Cities Fund and Developer Contribution to be split between both hubs. Eastleigh Travel Hub at £383,000 and Airport Parkway Hub at £383,000.

20.4 That the Director of Universal Services approves a £64,000 increase in value in the 2021/22 Capital Programme for Eastleigh Travel Hub from £319,000 to £383,000 offset by a £64,000 reduction in value in the



2022/23 Capital Programme for Southampton Airport Parkway Travel Hub  
from £447,000 to £383,000.

20.5 That the Director of Universal Services, and Legal Services progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

### 14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e., Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high-quality public transport in South Hampshire,  
to reduce car dependence and improve journey time reliability

Outline and implement a long-term transport strategy to enable sustainable  
development in major growth areas

**Other**

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

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<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.)

DocumentLocation

## Impact Assessments

### 1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Low (+ve)
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	Low (+ve)
Rurality	None
Other factors	Low (+ve)
Geographical impact	Low (+ve) Within one Borough

The proposed schemes are anticipated to have a low positive impact on the following protected characteristics and wider policy considerations:

**Age:** The proposals will provide increased mobility options for those who do not have access to a car or who are unable to drive, likely the elderly or those not yet old enough to drive.

**Poverty:** The proposals will provide shared transport options that will enable people to get around if they are unable to afford to own and run their own car and public transport does not serve their destination.

**Other factors:** The proposals align with the objectives of the current LTP3 and emerging LTP4 as well as Hampshire County Council's Strategic Plan.