

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	3 March 2025
Title:	Project Appraisal: A27 Segensworth Walking and Cycling Improvements
Report From:	Director of Universal Services

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Purpose of this Report

1. The purpose of this report is to provide detail on the proposed A27 Segensworth Walking/Cycling Link scheme and seek approval to progress and implement this scheme.
2. The main objective of the scheme is to complete a north-south pedestrian and cycle route over the M27 to connect Whiteley and Segensworth and thereby reducing the level of severance created by the motorway and providing better accessibility between these two regionally significant employment areas by active modes.

Recommendations

3. That the Executive Lead Member for Universal Services approves the Project Appraisal for A27 Segensworth Walking and Cycling Improvements, as outlined in this report.
4. That approval be given to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the A27 Segensworth Walking/Cycling Improvements, as set out in this report, at a cost of £3.002million to be funded from grant funding (Active Travel England), Developer Contributions and Integrated Transport Block funding.
5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Universal Services.
6. That authority be delegated to the Director of Universal Services, in consultation with the Head of Legal Services, to progress any orders, notices, or statutory procedures and secure any consents, licences,

permissions, rights or easements necessary to enable implementation of this scheme.

Executive Summary

7. This report seeks approval to progress with the delivery of the shared use footway link between M27 Junction 9 and Segensworth.
8. The scheme will provide onward connectivity for pedestrians and cyclists using the shared-use footway between Parkway South Roundabout and M27 Junction 9, delivered as part of the M27 Junction 9 scheme. On completion, the scheme will provide a continual shared-use connection to enable access by non-car modes across the M27 corridor between Segensworth and Whiteley.
9. The scheme aligns with several of the key outcomes outlined within Hampshire Local Transport Plan 4 (LTP4), including: reduced transport related carbon emissions, improved air quality, supporting a connected economy, supporting sustainable housing and employment growth, and a network that supports and enables active travel and active lifestyles to improve our health and wellbeing
10. The scheme has been costed at £3.002million, with funding secured from Active Travel England (ATE) of £1.878million, with further funding also secured via Developer contributions of £0.774million for the North Whiteley Major Development Area.
11. A funding bid of £0.35million of funding has been submitted to National Highways' Designated Users and Communities Fund (RIS3). As the funding associated with the RIS3 bid is currently unknown (a decision on RIS3 is not expected until mid-2025), an Integrated Transport Block (ITB) underwrite has been secured for the scheme. Subject to a successful RIS3 bid, it is anticipated that the ITB funding will be returned.
12. The scheme requires the installation of a permanent replacement bridge parapet to meet design standards required when creating a safe, shared-use route. Approval from Network Rail is currently being sought for the permanent solution and consent is already in place for a temporary solution to enable construction to commence, and the path to be opened, ahead of the permanent approval.
13. Support for the scheme has been secured from the County Council members for the areas within which the scheme lies.
14. Assessments for Climate Change and carbon mitigation have been undertaken and indicate that the scheme has a low level of vulnerability to climate change, and as it encourages walking and cycling, once complete it has the potential to reduce future carbon emissions of those travelling in the area.
15. An Equalities Impact Assessment has been undertaken and confirms that the scheme will have a positive impact for the 'poverty' characteristic as the addition of a pedestrian/ cycle route linking to local amenities will encourage

the use of low-cost travel options such as walking and cycling. The scheme will have a neutral impact on all the other identified protected characteristics, as the proposed improvements are provided for all with no significant impacts identified.

Contextual Information

16. The North Whiteley Major Development Area (NWMDA) is located to the north of Whiteley and includes for the provision of a substantial number of homes, associated facilities including schools, and significant highway improvements. The scheme includes associated Section 106 agreements through which developers have provided financial contributions to assist the County Council in delivering improvements to the transport network to improve local connectivity for pedestrians, cyclists and public transport.
17. The M27 corridor acts as a significant barrier to connectivity to the major employment areas to the south of Whiteley, including Segensworth and Fareham. As a result, the developer contributions are aimed at delivering improved pedestrian/ cycle links to reduce dependency on the private car, particularly for short journeys (two out of every three personal trips are less than five miles in length¹, which is considered an achievable distance to cycle for most people, with many shorter journeys also suitable for walking).
18. The provision of this improvement scheme will enable the completion of a north-south shared-use (pedestrian and cyclist) route over the M27 to connect Whiteley and Segensworth, and Fareham further to the south-east, thereby reducing the level of severance created by the motorway and providing better accessibility by active travel modes between these regionally significant employment areas. The scheme will tie-in to the existing walking/ cycling network within Fareham where it passes beneath the A27 Segensworth Link.
19. Funding was secured from ATE for the ramp scheme in early 2024 based upon a feasibility design enabling the scheme design to be progressed. Geotechnical investigations to inform the retaining wall element of the scheme were planned but had to be cancelled because of the presence of dormice within the site area, which required a licence from Natural England, and the need to remove numerous trees. The dormouse licence took six months to secure and limited when any works could be undertaken due to hibernation, whilst the works to remove the trees are due to be undertaken as soon as possible after this decision day, subject to receipt of a decision to proceed. This is to reduce the potential for delays due to the presence of nesting birds.
20. The improvement scheme requires the existing bridge parapet over the Southampton - Portsmouth railway line to be increased in height, which requires an Approval in Principle (AiP) from Network Rail (NR). Structural

¹ Transport Statistics Great Britain, 2016

investigations to inform the design were undertaken in November 2024, having been delayed by the limited availability of any suitable rail possessions. The AiP will need to be reviewed and accepted by Hampshire County Council Structures once completed, before being submitted to NR for approval.

21. Agreement has been reached with NR that a temporary barrier can be provided so as not to delay the delivery of the scheme, should the permanent solution not have received the necessary final approval. Discussions with NR have not indicated any time limit on how long the temporary barrier can be in situ before the permanent barrier needs to be installed. However, given that there will be a cost implication associated with the maintenance of the temporary barrier, it would be financially beneficial to install the permanent barrier as soon as possible. This does not affect the opening of the path upon completion.

Strategic Case

22. The upgrade of the M27 Junction 9 and the Parkway South roundabout to the north of Junction 9 (CMS2676) became operational in May 2023, and included for the provision of shared-use (pedestrian/ cycle) footway from the Parkway South roundabout, through Junction 9 and terminating at the road overbridge on the A27 Segensworth Link, 100m south of Junction 9. South of the overbridge, the carriageway of the A27 is bounded by a grass verge which continues along the full length of the A27, down to the junction with Segensworth Roundabout.
23. Since the completion of the Junction 9 scheme, the shared-use footway has been closed for reasons of user safety, as a fully compliant route for pedestrians and cyclists cannot be made available until this scheme is delivered, enabling the footway to be extended further south to tie into the appropriate existing infrastructure, and increasing the height of the existing parapet on the A27 road overbridge in accordance with the requirements of Network Rail. This represents an ongoing reputational risk to Hampshire County Council regarding the delivery of improvements aimed at helping it achieve its key transport objectives if this scheme is not delivered.
24. The Hampshire Local Transport Plan 4 (LTP4) outlines the County Council's vision for transport under four key themes with eight outcomes identified under those themes. The plan also outlines how the success of each of those outcomes will be determined. The table below outlines which of the eight outcomes the delivery of the walking and cycling improvements at Segensworth aligns with, together with the key measurements of success that the scheme will assist the County Council in achieving.

Outcome	Measurement of Success
A - Reduce transport related carbon emissions to net zero (neutrality) by 2050	<ul style="list-style-type: none"> Public transport, walking and cycling to become the preferred option for travel, resulting in lower levels of private car use
C - Improved air quality and less noise disturbance from transport	<ul style="list-style-type: none"> National air quality limits for nitrogen dioxide (NO₂) and particulate matter (PM) concentrations are fully met, and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions
E - Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions	<ul style="list-style-type: none"> Successful and vibrant places with economic growth and activity focused in locations that are accessible by walking, cycling and public transport Improved access to opportunities and services especially for areas of deprivation and 'left behind places'
F - Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision	<ul style="list-style-type: none"> New development that supports mixed use, 'local living', in locations that are integrated with the transport system and avoid car dependency New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces New employment development in accessible locations that are well connected by a variety of different transport modes
G - A network that supports and enables active travel and active lifestyles to improve our health and wellbeing	<ul style="list-style-type: none"> More journeys undertaken by active modes (walking and cycling^Δ) by those who are able Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health

^Δ 'walking and cycling' also includes use of scooters, e-bikes and other legal forms of micro-mobility which can increase the range and opportunities for active travel. Walking also includes use of wheelchairs and other similar mobility devices. Cycling also includes hand cycling.

25. The funding application submitted to ATE outlined the scheme's main objectives as:

- reduce dependence on private car use in Segensworth and Whiteley and reduce the number of short car journeys between the two areas
- increase the number of walking and cycling trips between Whiteley and Segensworth
- contribute to public health goals by improving air quality and increasing levels of physical activity

- provide a safer link for pedestrians and cyclists between Whiteley and Segensworth by facilitating off-road journeys
 - improve highway network performance by reducing through traffic between Segensworth and Whiteley
 - enhance access to employment areas by providing improved travel choices between housing and employment centres for those without a private vehicle
 - promote walking and cycling to improve accessibility by non-car modes and provide a healthy alternative for short local journeys, encouraging exercise and active lives
 - support economic growth by ensuring safety, soundness and efficiency of the transport network.
26. The application outlined that the provision of the NWMDA would lead to an increase in the demand for travel to Segensworth, with the proposed scheme delivering a good level of benefit to users.

Finance

27. Funding for the ramp scheme has been secured from ATE, with a total of £1.878million being allocated towards the delivery of the scheme. The funding award letter outlines the conditions related to the funding as:
1. *the funding for the scheme must be committed by the end of the 2024/25 financial year ... a commitment could consist of a contract for design and construction, or a business case approving delivery of a scheme agreed with Council executives*
 2. *schemes delivered as soon as reasonably possible thereafter ... while timeliness of scheme construction may be considered when assessing authority capacity and capability, we expect construction for all schemes to be completed by March 2026*
28. To comply with condition 1 above, approval of the scheme Project Appraisal (PA) is sought to demonstrate to ATE that the County Council is committed to delivering the scheme. With regards to Condition 2, see paragraph 34.
29. Further scheme funding is provided from developer contributions (£0.774million from the NWMDA) with the remaining balance of funding to deliver this project coming from the County Council's Integrated Transport Block allocation.
30. An application has also been submitted to National Highways for £0.35million funding from the National Highways Designated Users & Communities Fund (under Road Improvement Strategy 3). This is a strong bid as developments on either side of the M27 corridor are heavily car dependant and the scheme will improve existing active travel links for non-car journeys across the M27, deliver health benefits, increased social inclusion and assist in reducing the future volume of vehicles on both the strategic road network and local network. Reduced vehicle numbers will help

improve safety, reducing risk and maintenance costs on both highway networks. The outcome of the RIS3 bid is not anticipated until mid-2025.

31. Subject to a successful outcome on the RIS3 bid, the secured ITB underwrite will then be released. If the bid is unsuccessful, then ITB funding will be used to deliver the scheme.
32. This funding approach is considered appropriate as the scheme has a strong 'Strategic Case' by aligning with key outcomes within LTP4 and extends some of the benefits delivered by the adjacent M27 Junction 9 scheme, notably providing improved connectivity for non-car modes across the M27 corridor. Providing the scheme also minimises the risk in retaining the current position whereby an incomplete walking and cycling route is in place. Given the potential for reputational damage to the County Council if this scheme is not delivered, awaiting a decision regarding this additional external funding is not recommended.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	566	19	ATE Tranche 4	1,878
Client Fee	92	3	N Whiteley s106	774
Supervision	162	5	ITB	350
Construction	2,182	73		
Land	0	0		
Total	3,002	100	Total	3,002

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	15 *	0.013
Capital Charge	259	0.152

** The maintenance costs set out above are based upon the preliminary design for the scheme and so will be subject to review ahead of scheme construction.*

Programme

33. The key milestones within the scheme delivery programme are outlined below.

G3 (Project Appraisal)	Tender	Construction	G4 (Post-Construction Review)
Q4 2024/25	Q2 to Q3 2025/26	Q4 2025/26 to Q2 2026/27	Q2 2027/28

34. As outlined above, the funding has been awarded on the expectation that the scheme is completed by the end of March 2026, whilst the current scheme delivery programme has the scheme forecast to be completed after this date. Hampshire County Council has contacted ATE on several occasions (October 2024, January 2025) requesting confirmation that a post-March 2026 completion date is acceptable.
35. Whilst no acceptance of the forecast delivery programme has been received at the time of writing, previous discussions with ATE around delivery of schemes using ATF funding have suggested that provided there are regular updates on scheme progress, and that such updates indicate that the schemes are being progressed as quickly as is reasonably possible, then ATE are happy for schemes to be delivered outside of their originally agreed timescale. There are several examples of schemes from earlier ATF funding rounds that have been successfully delivered outside of the original funding window specified by ATE. We are therefore confident that ATE will accept the programme as outlined above. If approval is not forthcoming and the funding contribution is at risk, then a further report will be prepared and shared with the Director of Universal Services on options for the scheme.
36. Delivery of the scheme has been impacted by delays to the geotechnical investigations for the ramp retaining wall and the presence of dormice (see paragraph 19), as well as the need for approval from Network Rail with regards to the replacement bridge parapet (see paragraph 20).

Scheme Details

37. The general arrangement plans for the scheme are provided within Appendix 1 of this report and indicate the following:
- new section of shared-use path adjacent to the southbound A27 Segensworth Link
 - provision of 100m long ramp down from the A27 to the existing shared-use path beneath the A27, and realignment of the 'junction' between the ramp and path to improve visibility
 - length of new retaining wall at the toe of the existing A27 embankment along approximately half the length of the new ramp
 - replacement bridge parapet (provision of temporary parapet agreed with NR in the event that delivery of the permanent parapet is delayed by the approvals process).
38. The new shared-use path will be provided in accordance with the requirements of the Department for Transport's guidance document LTN1/20 (Cycle Infrastructure design), with the ramp provided over a length of

approximately 100m at a maximum gradient of 5% and split into three sections, each approximately 33m in length and with two 5m long landings provided between each section. The design standard CD195 (Designing for Cycle Traffic) has also been considered when developing the scheme design.

39. A retaining structure will be required on the inside of the ramp due to the adjacent embankment and having considered several different options, it is considered that the provision of a reinforced concrete retaining wall, whilst not necessarily being the most innovative or environmentally sustainable option, due to *“a combination of well-established technical design/ construction procedures, space optimisation characteristics, low maintenance, and low whole-life cost”*, is the preferred option.
40. A Basic Asset Protection Agreement (BAPA) is in place with NR in relation to the provision of the increased height bridge parapet. Due to the processes and timescales associated with obtaining approval from NR for a permanent replacement barrier on the road overbridge, it has been agreed with NR that a temporary barrier can be provided to enable the new shared-use path to be opened to the public, the design of which has been approved by NR. It is preferable that the permanent barrier solution be provided at the same time as the wider scheme, however if the NR approvals are delayed, then the permanent barrier scheme will be delivered at a later date.
41. To construct the proposed ramp, it will be necessary to remove a substantial number of trees (approximately 100) adjacent to the A27 Segensworth Link, between the railway line and the east-west underpass beneath the A27.
42. Hampshire County Council’s Arboricultural Team have confirmed that all the trees within the scheme area are self-set rather than planted. Consideration has been given to whether any of the trees here can be retained, both during the geotechnical investigations and the final scheme, but as the trees are all relatively young having grown up together, removing sections of trees will expose remaining trees to unaccustomed wind forces. As a result, these trees will be less stable when exposed to wind loading, increasing the likelihood of failure to an unacceptable level given their proximity to the A27.
43. To mitigate for the loss of trees, the scheme will replace as much of the existing canopy cover as possible (either on or off site), with any planting likely to be further supplemented by natural regeneration. Should the scheme to extend the shared-use path not be delivered, then the cleared area will be subject to replanting.
44. To reduce the potential for delays to the scheme due to nesting birds, the trees required to be removed to facilitate delivery of the scheme will be felled at the earliest possible opportunity after this project appraisal, subject to a decision to proceed. Ecological supervision of the site will be undertaken during both stages of the clearance works, including the identification and establishment of suitable exclusion areas around any nests.

45. The area required for the new ramp will impact on an area of low scrub that is known as having hazel dormice present. A licence to allow for a 2-stage clearance has been secured from Natural England, with the first stage to take place before their hibernation period ends in April with the final clearance down to ground level to be carried out once they emerge from hibernation (April/ May).
46. Under the terms of the Natural England licence, any dormice found during the clearance works will be relocated. The scheme will allow the cleared areas to naturally regenerate and will also provide some mitigation planting of appropriate habitats and wooden dormouse boxes.

Departures from Standards

47. No departures from standard are required for this scheme.

Consultation and Equalities

48. The A27 Segensworth Link passes through three County Council wards - Meon Valley, Fareham Sarisbury and Fareham Titchfield. All three local councillors have recently been contacted to update them on the progress of the scheme and have confirmed their support for the proposals outlined within this report.
49. There was engagement with the community on the principle of providing improved walking and cycling routes across the M27 corridor as part of the Junction 9 scheme in late 2017/ early 2018. Feedback was sought from the public by means of a questionnaire, of which some 300 responses were received. Almost half of all respondents (48%) supported the provision of improvements to walking and cycling facilities as part of the scheme, whilst a further 50 (17%) disagreed with the proposals.
50. When asked whether improving facilities for walking and cycling at M27 J9 would make alternative travel modes an option for all or part of journeys being made, some 56% of responses indicated that they would consider walking and cycling for part or all of their journey across the M27 corridor.
51. Since the completion of the M27 Junction 9 scheme and the temporary closure of the shared-use path provided between the Parkway South roundabout and Junction 9, several queries have been received from residents querying when the 'missing link' between Junction 9 and Segensworth will be constructed, as they currently must use lengthy diversion routes to travel safely between Whiteley and Segensworth. Updates on the progress of the scheme are also provided via the scheme webpage - [A27 Segensworth Link - Eastern Footway | Transport and roads | Hampshire County Council](#).
52. Ahead of the works to remove the existing trees on the A27 embankment, the owners of the adjacent business within Segensworth East industrial

estate have been contacted regarding the potential for using part of their site for access/ temporary compound to undertake the clearance works. They have raised concerns regarding the future security of their site once the ramp is complete, which have been reinforced during a site meeting. Whilst the design of the scheme has sought to reduce the potential for any security issues relating to the adjacent property, and whilst Hampshire County Council has no obligation to provide improved site security because of these works, we are working with the adjacent business to agree a design that minimises any additional risk to their site.

53. An Equalities Impact Assessment has been carried out for this scheme and identifies that the scheme will have a neutral impact on all protected characteristics, except for the 'poverty' characteristic where the impact is positive as the addition of a pedestrian/ cycle route linking to local amenities will encourage the use of low-cost travel options such as walking and cycling.

Climate Change Impact Assessments

54. 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

55. Results from the screening tool suggest that the vulnerability of the scheme to climate change is low. This is particularly the case with regards to flood events where the design includes for improvements to existing drainage infrastructure, particularly at the toe of the embankment. There is a low possibility of extreme heat events impacting the proposed shared-use path construction such that it would impact on its use by pedestrians and cyclists. Extreme storm events have the potential to damage traffic signs and lighting columns, and their construction and foundations will be designed to help mitigate this potential.
56. Overall, the proposed scheme seeks to encourage a modal shift towards 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.

Carbon Mitigation

57. Carbon emissions from the scheme arise from the use of highway materials in its construction, including the use of bitumen, concrete and steel. The

provision of all materials will be to industry standards. Transporting materials and resources to site will generate CO₂ emissions as will the operation of plant and equipment during the works.

58. Where suitable, carbon emissions will be mitigated by the use recycled materials, by sourcing local materials and those manufactured using efficient low carbon methods. The contractor will be requested to turn off vehicles, plant and equipment when not in use.
59. There will be no further CO₂ emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance and to address defects.
60. The scheme aims to encourage a modal shift away from car-based journeys towards more active travel, bringing potential benefits in terms of reduced local congestion, improved air quality, and reduced carbon emissions from vehicles.

Statutory Procedures

61. No formal traffic regulation orders (TROs) are required to implement the above improvements.
62. No planning consents are required for the delivery of the scheme, as all works are to be carried out as permitted development.

Land Requirements

63. As the ramp is being provided on land that is either adopted public highway or owned by Hampshire County Council, planning permission is not required and so it can be delivered under Part 9 of Permitted Development as it is classed as an improvement to the highway.
64. The small area of land where the new ramp will tie-in with the existing shared-use path that passes beneath the A27, is not adopted highway but is owned by Hampshire County Council (Policy and Resources). Hampshire County Council Estates have advised that this land will therefore need to be appropriated, the process for which has commenced and will be concluded in advance of construction. The decision regarding the land appropriation will need to be made by the relevant Executive Member. However, given the size and nature of the land required, it is considered that a positive determination regarding this land will be received. The construction of the scheme will not proceed unless and until the appropriation of the required land has been completed.
65. A Network Rail possession will be required to enable the installation of the permanent barrier over the railway line (a possession is not required for the temporary barrier solution). As the scheme programme has now been confirmed, discussions with Network Rail around future possession dates for

the line beneath the A27 are ongoing. The costs for the rail possession are included within the scheme budget.

Maintenance Implications

66. There will be an increase in long term maintenance liability resulting from the delivery of the above scheme of approximately £15,000 per annum. This increase should be considered when setting future annual highway maintenance budgets.
67. The design of the scheme has been refined to reduce future maintenance liability as far as possible by using robust materials and value engineering.

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> N/A	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> Environment Act 1995 (Fareham Borough Council and Hampshire County Council) Air Quality Direction 2019	<u>Date</u> 2019

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

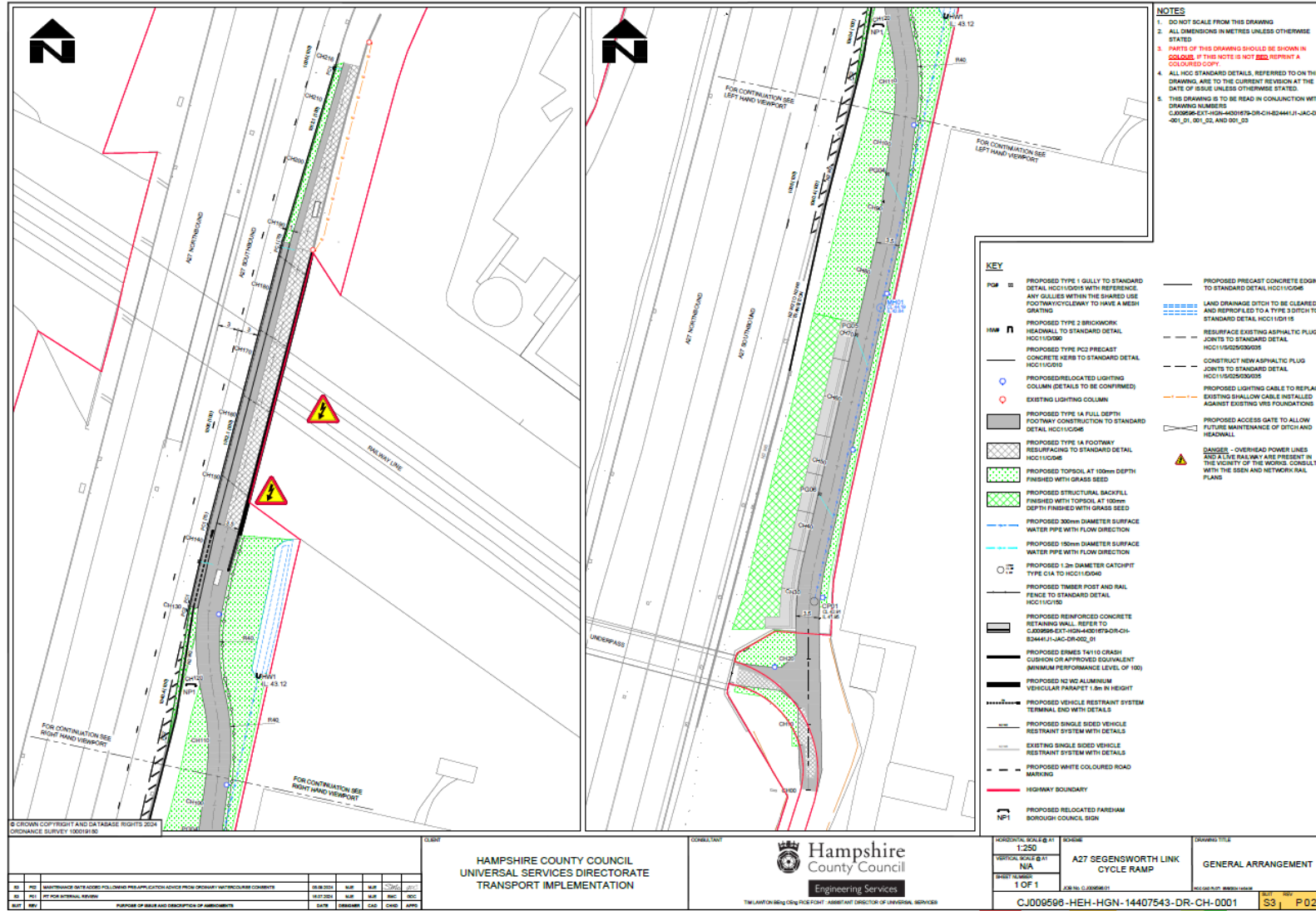
Due regard in this context involves having due regard in particular to:

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

An Equalities Impact Assessment has been carried out and identifies that the scheme will have a neutral impact on all protected characteristics, except for the 'poverty' characteristic where the impact is positive as the addition of a pedestrian/ cycle route linking to local amenities will encourage the use of low-cost travel options such as walking and cycling.

Appendix 1 - Scheme General Arrangement Drawing



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOURS. IF THIS NOTE IS NOT **REPEATED**, REPRINT A COLOURED COPY.
 - ALL HCC STANDARD DETAILS, REFERRED TO ON THIS DRAWING ARE TO THE CURRENT REVISION AT THE DATE OF ISSUE UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING NUMBERS: C/J009596-EXT-HGN-4407543-DR-CH-000001-11-JAC-DR-001_001_002 AND 001_003

- KEY**
- PROPOSED TYPE 1 GULLY TO STANDARD DETAIL HCC11UG018 WITH REFERENCE ANY GULLIES WITHIN THE SHARED USE FOOTWAY/CYCLEWAY TO HAVE A MESH GRATING
 - PROPOSED TYPE 2 BROOKWORK HEADWALL TO STANDARD DETAIL HCC11UG060
 - PROPOSED TYPE PC3 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC11UG010
 - PROPOSED/RELOCATED LIGHTING COLUMN DETAILS TO BE CONFIRMED
 - EXISTING LIGHTING COLUMN
 - PROPOSED TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC11UG046
 - PROPOSED TYPE 1A FOOTWAY RESURFACING TO STANDARD DETAIL HCC11UG046
 - PROPOSED TOPSOIL AT 100mm DEPTH FINISHED WITH GRASS SEED
 - PROPOSED STRUCTURAL BACKFILL FINISHED WITH TOPSOIL AT 100mm DEPTH FINISHED WITH GRASS SEED
 - PROPOSED 300mm DIAMETER SURFACE WATER PIPE WITH FLOW DIRECTION
 - PROPOSED 150mm DIAMETER SURFACE WATER PIPE WITH FLOW DIRECTION
 - PROPOSED 1.2m DIAMETER CATCHPIT TYPE C1A TO HCC11UG040
 - PROPOSED TIMBER POST AND RAIL FENCE TO STANDARD DETAIL HCC11UG190
 - PROPOSED REINFORCED CONCRETE RETAINING WALL. REFER TO C/J009596-EXT-HGN-4407543-DR-CH-000001-11-JAC-DR-002_01
 - PROPOSED ERMS T10 (D GRAB) CUSHION OR APPROVED EQUIVALENT (MINIMUM PERFORMANCE LEVEL OF 100)
 - PROPOSED 12 WD ALUMINIUM VEHICULAR PARAMET 1.2m IN HEIGHT
 - PROPOSED VEHICLE RESTRAINT SYSTEM TERMINAL END WITH DETAILS
 - PROPOSED SINGLE SIDED VEHICLE RESTRAINT SYSTEM WITH DETAILS
 - EXISTING SINGLE SIDED VEHICLE RESTRAINT SYSTEM WITH DETAILS
 - PROPOSED WHITE COLOURED ROAD MARKING
 - HIGHWAY BOUNDARY
 - PROPOSED RELOCATED FAREHAM BOROUGH COUNCIL SIGN
 - PROPOSED PRECAST CONCRETE EDGING TO STANDARD DETAIL HCC11UG046
 - LAND DRAINAGE DITCH TO BE CLEARED AND REPROFFLED TO A TYPE 3 DITCH TO STANDARD DETAIL HCC11UG191
 - RESURFACE EXISTING ASPHALTIC PUG JOINTS TO STANDARD DETAIL HCC11UG0500005
 - CONSTRUCT NEW ASPHALTIC PUG JOINTS TO STANDARD DETAIL HCC11UG0500005
 - PROPOSED LIGHTING CABLE TO REPLACE EXISTING SHALLOW CABLE INSTALLED AGAINST EXISTING VRS FOUNDATIONS
 - PROPOSED ACCESS GATE TO ALLOW FUTURE MAINTENANCE OF DITCH AND HEADWALL
 - DANGER - OVERHEAD POWER LINES AND A LIVE RAILWAY ARE PRESENT IN THE VICINITY OF THE WORKS. CONSULT WITH THE SEEN AND NETWORK RAIL PLANS

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NO.	REV	DATE	DESCRIPTION	BY	CHECKED	APP'D
01	ISSUE FOR TENDER	14/03/2024	ISSUE FOR TENDER
02	FOR CONTRACTOR	14/03/2024	FOR CONTRACTOR

CLIENT
**HAMPSHIRE COUNTY COUNCIL
UNIVERSAL SERVICES DIRECTORATE
TRANSPORT IMPLEMENTATION**

CONSULTANT
**Hampshire
County Council
Engineering Services**
The Leam Down Way, Ringwood, Hampshire, SO41 1AA

HORIZONTAL SCALE @ A1 1:250	DATE 14/03/2024	DRAWING TITLE GENERAL ARRANGEMENT
VERTICAL SCALE @ A1 N/A	PROJECT NUMBER A27 SEGSWORTH LINK CYCLE RAMP	DESIGN NO. S3
SHEET NUMBER 1 OF 1	PROJECT NUMBER C/J009596-HEH-HGN-14407543-DR-CH-0001	REV P02

