

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Cabinet
Date:	16 March 2021
Title:	Waterside Transport Strategy Update
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. This report provides a progress update on the Waterside Multi-Modal Transport Strategy and follows the Waterside Transport Update reported to the Executive Member for Economy, Transport and Environment in November 2020, under the over-arching umbrella of the Waterside Vision Document reported to Cabinet in September 2020. Within the context of the Waterside Transport Strategy several workstreams are being progressed to develop various aligned potential transport infrastructure improvements, including the A326 Large Local Major Scheme (LLMS), Waterside Rail, and measures for bus, cycling and walking aligned to the Transforming Cities Fund and emerging Local Cycling and Walking Infrastructure Plans. The proposed improvements are growing in significance in light of the emerging proposals for Freeport status.
2. The report: notes progress on the strategy, provides a short status report on the A326 LLMS; seeks approval for the County Council to conditionally support re-introducing passenger rail services on the Waterside railway line to align with business case submission; and seeks the addition of £970,000 to the Capital Programme for 2021/22 to improve east-west connectivity for cyclists and pedestrians, aligned to the mitigation for the Fawley Waterside Development on the southern section of the A326. The report notes the successful bid to DfT Major Road Network Fund for funding towards the further improvements to maintain structures on the eastbound carriageway of Redbridge Causeway and the aligned pedestrian and cycle scheme and seeks the addition of £1.98million to the Capital Programme for 2021/22 to enable the progression of the scheme development for pedestrians and cycles. The report also highlights the financial challenges being faced by the Hythe ferry.

Recommendations

3. That the enhanced significance of the Waterside Multi-Modal Transport Strategy and the associated combined transport improvements for the Waterside area be noted in light of the emerging proposals for Freeport status.
4. That approval be given for the Director of Economy, Transport and Environment to continue to work with the Department for Transport and Network Rail to

explore the potential for the re-introduction of passenger services on the Waterside rail line, through the continuing scheme development and business case processes.

5. That the County Council conditionally supports the re-introduction of passenger services on the Waterside rail line between Totton and a point south of Hythe in the vicinity of the original Hardley Halt subject to further work being undertaken at the next stages of scheme and business case development to fully consider feedback from the planned public consultation in Spring/Summer 2021, and to further consider the impacts of re-opening the railway on local buses, the Hythe ferry, level crossings, and the environment, together with potential mitigation.
6. That the Waterside East-West connectivity scheme be entered into the 2021/22 Economy, Transport and Environment capital programme at a value of £0.97million to be funded from Section 106 contributions, underwritten by Local Transport Plan (LTP) integrated transport capital funds.
7. That Cabinet approves the entry of Redbridge Causeway Phase 4 - Improvements to the Approaches for Pedestrians and Cycles into the 2021/22 Economy, Transport and Environment capital programme at a value of £1.98m to be funded from the DfT's Major Road Network (MRN) allocation of funding for Redbridge Causeway.
8. That the County Council makes further monthly payments for the current national lockdown period, to both the Hythe Ferry (£7,500) and the Gosport Ferry (£15,000), subject to agreement of matched funding of equal contributions from other affected Local Authorities.

Executive Summary

9. This paper seeks to:
 - provide an overview of progress on the Waterside Strategy;
 - provide an overview of emerging proposals for Freeport status;
 - provide a short update on the A326 Large Local Major Scheme;
 - set out the background for the previous County Council position on rail services in the Waterside area and to summarise the work to date in developing the business case for re-introducing passenger services on the Waterside railway line, including the likely benefits, disbenefits and risks;
 - provide the rationale for the County Council to conditionally support the re-introduction of passenger services on the Waterside railway line;
 - provide a rationale for enhanced mitigation for the Fawley Waterside Development to better reflect recent guidance contained within Local Transport Note 120 regarding the provision of measures for cycling and also in light of comments received;
 - outline the funding opportunity that will help facilitate enhanced access for pedestrians and cyclists on the approaches to Redbridge Causeway; and
 - summarise the plight of the Hythe-Southampton ferry.

Waterside Transport Strategy Overview

10. The emerging Draft Waterside Transport Strategy covers the period up to 2036 which aligns with the New Forest District Local Plan period. The strategy follows on from and updates the Waterside Transport Study Phase 1 and associated Interim Policy Position, which was completed in 2017. The strategy takes account of the updated policy position in the recently approved Waterside Vision document, which was jointly prepared by Hampshire County Council, New Forest District Council and New Forest National Park and which was reported to Cabinet in September 2020. The Vision document outlines key transport objectives within the broader context of an overarching plan for the area to support growth in a way that enhances the sensitive environment. The strategy complements the emerging Local Transport Plan 4 (LTP4) and draft vision which seeks to develop a carbon neutral and resilient transport system designed around people which: supports health wellbeing and quality of life for all; connects thriving places; and 'respects Hampshire's unique environment'. The strategy reflects the evolving position on the Climate Change agenda. The strategy will consider current and future network issues and challenges, including recent changes that reflect the revised planned and anticipated development position and the emerging proposals for Freeport status. It will identify appropriate mitigation in the form of interventions that will shape the approach to planning and delivering transport infrastructure going forward. The Strategy recognises the Waterside's relationship with surrounding areas particularly Southampton city and takes account of potential future major development and infrastructure plans which would affect the area, particularly along the A326.
11. The Strategy is evidence based and defines current and future transport issues to set out an agreed list of priorities and transport improvements. An implementation plan and overarching programme will form part of the Strategy. Public Consultation will be undertaken on the Draft Strategy in Spring/Summer 2021, following which time revisions will be made to reflect appropriate feedback. Approval will be sought on a Final Waterside Strategy in late 2021, in order to update the County Council's Policy position.
12. Ultimately the purpose of the multi-modal Transport Strategy is to determine the optimum mix of interventions that will help alleviate the transport issues faced in the Waterside area, both currently and forecast in the future.
13. This report provides updates below in relation to the key ongoing workstreams associated with Transport Strategy, where things have progressed for reporting purposes following the previous report in November 2020, including on the A326 LLMS, the potential re-opening of the Waterside Railway line, the Fawley Waterside development, the Hythe ferry and Redbridge Causeway.

Freeports Application

14. Since the commencement of work on the Waterside Transport Strategy and aligned transport proposals, the Solent Local Enterprise Partnership (LEP) has recently submitted an outline proposal for a Freeport status for the Solent area as a joint Expression of Interest (to which the County Council is aligned) to MHCLG. Hampshire has all the attributes that closely align with the Government's priorities for trade, regeneration and innovation, along with an

established coalition of private and public sector organisations, that share a common vision to deliver significant economic benefits for Hampshire and the UK economy, within the context of the green recovery and levelling up agendas which are also at the heart of the joint proposition.

15. The Waterside area is likely to be at the forefront of the proposed Freeport as a result of a significant clustering of major ports, and strategic road, rail and pipeline links to key industries.
16. In light of the emerging Freeports proposals it is even more critical that there is focus upon and over-arching government support for improving the connectivity of the area through the raft of transport proposals currently being developed, to ensure that future infrastructure can support the potential future demand created by the planned investments as proposed.

A326 Large Local Major Scheme

17. The A326 is a critical strategic link serving existing essential national infrastructure assets and the LLMS improvement scheme for the more northerly part of the A326 forms a fundamental part of the emerging proposals aligned to Freeports status and growth of existing port operations on the Waterside. Improvements to the A326 will also provide the catalyst for a raft of aligned transport improvements for the Waterside, which will be drawn together by the Waterside Strategy.
18. Further to the update provided in the November 2020 report to the Executive Member for Economy, Transport and Environment, development work has continued to progress on this scheme, including a detailed assessment of scheme options and undertaking initial survey work to inform the preferred way forward. Following the submission of an initial pre-Strategic Outline Business Case (SOBC) to the Department of Transport (DfT) in September 2019, via Transport for South East, work has been progressing on the full SOBC, in dialogue with DfT. The SOBC will inform the assessment of preferred scheme options, alongside feedback from stakeholder and public consultation planned for Spring/Summer 2021 (as part of the Waterside Strategy consultation). The SOBC will be submitted to DfT in Spring/Summer 2021.

Waterside Rail

19. In November 2017 the Interim Waterside Transport Policy Position was reported to the Executive Member for Environment and Transport. The report set out the emerging view on transport infrastructure requirements for the Waterside area of the New Forest in light of potential future growth aspirations, and to support the Local Planning Authorities in the New Forest in developing their Local Plans. It followed the production of the Waterside Transport Study, which provided a comprehensive review of the existing and forecast future transport issues in the Waterside. This study referenced previous assessment of the case for passenger rail which concluded that although relatively modest capital investment was required to develop passenger rail services, at that time there was insufficient demand in the area to support the service, resulting in a relatively poor Benefit Cost Ratio. The recommendation at that time was that further work should only be undertaken if there were significant changes in either future funding arrangements for rail projects or local circumstances.

20. Since 2017 there have been a number of changes in local circumstances including allocations in the new Forest District Local Plan for a number of new major development proposals. In addition the District Council, in partnership with others including Hampshire County Council, has developed a Waterside Vision document identifying significant employment growth potential in the area and this document was approved by Cabinet in September 2020. Emerging proposals for a potential Freeport in the area may also add to a change in local circumstances. Taking these into account it was considered timely to reassess the business case for the re-introduction of passenger services along the Waterside railway line.
21. In 2019 Hampshire County Council commissioned consultants to carry out a feasibility study that reviewed the evidence base for re-opening the railway line. The study would investigate if it was operationally feasible, and set out the costs and benefits to transport users of re-introducing passenger services on the Waterside railway line. This work is now largely complete and is showing an improved business case. It indicates that it would be operationally feasible (in rail terms) to re-introduce passenger services, and there is now a more robust economic and strategic case for further development of this scheme, alongside broader work to understand mitigation that would be required. The improved business case needs to be balanced against other local issues and concerns and further work will be needed going forward to consider the wider case.
22. As a result of the changing local population, economic and funding circumstances in the Waterside area, and therefore in accordance with the County Council's policy in November 2020, authority was given by the Executive Member for Economy, Transport and Environment to review and develop the business case for re-introducing passenger rail services on the Waterside Line.
23. Approval was also given to submit a SOBC to the DfT for its further consideration as part of the 'Restoring your Railway' Ideas Fund, subject to consideration of a number of potential risks that will need to be assessed and addressed, as outlined within the 19 November 2020 Decision Day report.
24. The potential scheme involves the re-introduction of passenger rail services on the existing freight-only Fawley branch line. The scheme is likely to extend from Totton to a point south of Hythe in the vicinity of the original Hardley Halt. The scheme will not extend as far south as Fawley Waterside development. At present the line is used by a small number of freight services going to Marchwood Military Port on an ad-hoc basis. Commercial services to the refinery ceased in 2016. Passenger services on the line ceased in 1966.
25. The options assessed involve potential new stations at Hythe Town, and a Hythe and Fawley Parkway, with the former station at Marchwood upgraded. The work identified a number of different options to either extend existing services that currently terminate at Southampton Central or introduce a new shuttle service between Southampton Central and Waterside. In all cases provision for existing and future freight services have been included. The table below summarises three shortlisted options which were developed to assess a range of services.

Option* ¹	2036 Demand (Passengers/year)	Capital Cost* ²	Benefit/Cost Ratio (BCR)	BCR Range (sensitivities)
Low Cost Option: 1 train per hour (tph) Romsey via Eastleigh – Hythe & Fawley Parkway	541,000	£43m	0.8	0.5-0.8
High Connectivity Option: 1tph Romsey via Eastleigh – Hythe & Fawley Parkway + 1tph Victoria – Hythe & Fawley Parkway	820,000	£64m	1.3	0.8-1.5
High Frequency Option: 3tph Southampton – Hythe & Fawley Parkway shuttle	991,000	£50m	1.7	1.1-2.2

*¹ tph = trains per hour

*² Q2 20/21 prices, undiscounted, excluding Optimism Bias

26. The potential scheme has a number of benefits for residents, workers and visitors to the Waterside area:

- **supports economic development:** supports planned development including 2,500 new homes in Marchwood and Fawley, 2,000 new jobs at Fawley Waterside with a focus on marine and high-tech companies, expansion of Fawley Refinery, new development at Solent Gateway and potential port expansion on ABP Strategic Land Reserve. Improved access to the Waterside area will help improve productivity by providing a journey time saving for business travel and enabling people living in the Waterside to access employment opportunities across a wider area;
- **will help deliver a sustainable modal shift from car to public transport** with an improved transport choice and offering an attractive alternative to the car. Forecasts suggest that in 2036, the rail service would result in a reduction in car trips between 312,000 and 735,000 trips per year. Waterside Rail services would also significantly improve journey times, for example between Marchwood and Southampton City centre, it currently takes 37 minutes by bus or 17-26 minutes by car while a rail service would have a 15 minute journey time. Totton would also benefit from increased train frequency as it currently has only one stopping train per hour in each direction, this could be increased to four. Whilst the aim of improved modal choice is not to switch passengers from bus to rail, it is anticipated that a large proportion of the new rail demand is forecast to be abstracted from bus and ferry potentially impacting the viability of running bus and ferry services at their existing frequencies. However, it is expected that bus services could adapt to provide more local connectivity and links to rail stations thus improving options for local people;
- **enhances connectivity** for residents in the Waterside area to employment, education and training, and between local towns and communities. Due to the geography of the area and local highway congestion the Waterside area

has relatively poor connectivity to employment opportunities. By providing an improved public transport offer and quicker journey times to employment in Southampton, and education in Southampton, Totton and Winchester this will help to improve social inclusion for those without access to a car; and

- **contributes to the climate change agenda by reducing carbon emissions:** carbon benefits will be achieved from the lower carbon emissions per passenger km for rail services (diesel and electric) compared to bus and from switching people from the car. Air quality benefits will also be achieved by encouraging mode shift away from the private car. Network Rail has identified the Waterside line as an option for electrification which would further reduce carbon emissions.

27. In light of the significant potential economic, social and de-carbonisation benefits identified above, it is now considered appropriate for the County Council to revisit and amend its previously neutral position regarding this scheme and to move to a position of offering conditional support for the re-introduction of passenger services on the Waterside railway line. This conditional support will require the following issues and concerns highlighted in the initial feasibility and business case work to be resolved satisfactorily:

- the impact on local buses and the Hythe Ferry services would need to be more fully understood and will inevitably be determined by the identification of a preferred scheme in the next stages of development. However, it should be noted that transport modelling to date indicates that a large proportion of the new rail demand is forecast to be abstracted from bus and ferry. This is likely to have an impact on the viability of running bus/ferry services at their present service frequency, including during evenings and weekends. Condition of support: The County Council would like to see the local bus and ferry operators involved in future development work as this progresses into the next more detailed business case stages which will potentially be managed by Network Rail;
- the equalities impact upon people living in Waterside area who use concessionary passes to undertake journeys by bus could see their travel opportunities reduced through knock on impacts from service changes or services being made more costly. This is because national rail does not accept concessionary pass users. It is also important to note that the majority of the journeys within the Waterside, particularly those undertaken by older members of the population are local to the Waterside. In general, these are short journeys with multiple origins and destination points. Condition of support: The County Council would like to engage the DfT in dialogue regarding the use of concessionary passes on rail journeys within the Waterside area;
- the impact of rail infrastructure civil engineering work particularly along the part of the route that passes through the New Forest National Park would need to be carefully managed. Condition of support: Network Rail as potential scheme promoter should engage with the New Forest National Park Authority and prepare full environmental mitigation proposals for the proposed engineering works along the whole route, including where measures are proposed for upgrading or replacing existing level crossings;

- the impact of re-introducing passenger services on local residents and the environment backing onto the route, need to be fully understood and mitigated where appropriate. Condition of support: Network Rail as potential scheme promoter should engage with the local communities to understand concerns and issues and make necessary improvements to mitigate the impact of increased frequency of rail services and changes to access arrangements, such as removing or upgrading level crossings, and improving lineside fencing where necessary; and
- the potential adverse impacts on journey times, congestion, air quality and community severance arising from the likely increased downtime of level crossings, including Junction Road in Totton and Marchwood, would need to be fully understood and mitigated. Preliminary assessment at Totton suggests 'down-time' of the level crossing could increase by 1 to 3 ½ minutes per hour, if the preferred option provided two trains per hour. However, the potential for running up and down train services at the same time and other adjustments may provide opportunities to reduce these impacts. Condition of support: Network Rail as potential scheme promoter should undertake a detailed assessment of the impact at Totton and at all the smaller level crossings along the route and mitigate the impacts, including increased severance or traffic delays as well as safety, where possible.

28. Acceptance of the SOBC by the DfT will allow Network Rail and DfT to prepare the Decision to Develop to support the next stage of the Railway Network Enhancement Pipeline (RNEP) process, the preparation of the Outline Business Case. Moving forward, it is proposed that Network Rail becomes scheme promotor and takes the lead in preparation of an Outline Business Case, with DfT as project client and Hampshire County Council represented on the Project Board. The exact timing and decision making process on the SOBC is still unknown but feedback to date from the DfT and Network Rail has been positive.

Fawley Waterside - East/West Connectivity

29. The County Council is progressing the delivery of a package of eight junction improvements on the southern part of the A326 between Main Road (north of Dibden) and Church Lane (Fawley) on behalf of the Fawley Waterside Developers and based upon a design prepared by Markides on behalf of the Fawley Waterside Developers. The improvements are required by Planning Condition as mitigation for the approved Fawley Waterside development. The junction schemes are being accelerated to provide improved public benefit by early implementation, and are funded through a combination of Solent LEP grant and developer contributions.

30. A Project Appraisal for the A326 South scheme was approved by the Executive Member for Economy, Transport and Environment in March 2020. The likely start of Phase 1 works is now May 2021, with an advance package of works for utility upgrades from February/March 2021, with completion likely in Autumn 2022.

31. Since the Business Case for funding was approved by the LEP, there have been a number of issues that have arisen that have changed some of the

design assumptions and requirements for the junctions and the corridor as a whole. These include:

- changes to Technical Guidance relating to the requirements for and provision of measures for cyclists and pedestrians. The publication of LTN 1/20 in summer 2020 (Government cycling guidance) has significantly changed the expectations for cycling/walking infrastructure;
- approved funding for the Transforming Cities Fund that will deliver improved walking and cycling facilities on a north-south route adjacent to the A326;
- upcoming consultations on the Local Cycling and Walking Infrastructure Plans (LCWIPs) for the Waterside and New Forest, which will confirm public and stakeholder aspirations for all walking and cycling routes in the area;
- a change in programme for the A326 Improvement Scheme as a result of COVID related delays to programme; and
- continuing feedback from local interest groups regarding issues related to east-west connectivity for walking and cycling.

32. Whilst some minor adjustments can be made within the constraints of the current budget, it is considered that an additional package of east - west cycling and pedestrian connectivity is required to fully realise the potential benefits and mitigate the impact on cycling and walking of traffic flow improvements planned for the junctions. This additional package of measures will cost £970,000 and proposed funding details are covered in the Finance section below. Efficiencies have been identified in scheme delivery by making the most of opportunities to deliver improvements along with existing schemes of work to reduce disruption to travellers and to minimise costs, which is the reason for seeking Cabinet approval for the additional scheme at this juncture.

Hythe Ferry

33. The Covid-19 situation has had a major impact upon the viability of Hythe-Southampton ferry. As with all public transport operators, patronage levels dropped significantly when the first lockdown started (by over 90% at its lowest point). In an attempt to protect its business at the end of 2020, the ferry company ceased to provide the service for an undefined period until the situation returns to some degree of normality.

34. Local ferries have unfortunately not been able to benefit from the same level of public sector financial support as the bus industry, which has benefitted from several sources of funding to keep their businesses viable, e.g. Concessionary fares re-imburement at pre-Covid levels; local bus contracts paid at 100% of their value despite a significantly reduced service operating over recent months; and lost revenue on commercial and subsidised services has been paid by the DfT. Local ferries were not included in any of these support schemes, which has created particular financial difficulties for the sector.

35. The County Council no longer pays a revenue subsidy to the Hythe-Southampton ferry, the annual support was withdrawn in 2018/19 after two years of increased payments to help the new owner invest in the business and make it more commercially viable. The business has already received a one-off financial package of support from the County Council, Southampton City Council and New Forest District Council (£15,000 from each Authority) to keep

the ferry service going through this difficult time up to Spring 2021 when patronage was expected to return to somewhere near pre-Covid 19 levels.

36. With the current lockdown in place the operator is now requesting further financial support. In the absence of a new support package there is a strong likelihood that the service could cease to operate. The impact of this would be that those still seeking to make the journey would either not make the journey, journey by car or make use of the local bus network. Whilst there is recognition that the ferry companies have not received the level of support from Central Government that other public transport providers have received, even with financial support it is unlikely that patronage levels on the ferry will return to pre-Covid 19 levels in the foreseeable future, and consequently any decision to further support the ferry would need to be on an interim basis, based on the established formula and in the same order of magnitude as the previous support package. In the absence of Government recognition of the need to support such ferry services, the Hythe ferry operation may become unsustainable going forward.
37. Similarly, the Gosport ferry is facing a difficult financial situation as a result of the latest national lockdown and the operator has requested further financial assistance from local authorities to keep the ferry in operation. Again, any funding package would need to be of a similar nature to the assistance provided in 2020, with support from the County Council being matched by Portsmouth City Council and Gosport Borough Council.

Redbridge Causeway Pedestrian and Cycle Improvements

38. On 30 January 2021 DfT announced that Redbridge Causeway had been successful in its bid for £13.4million of Major Road Network (MRN) capital funding to enable upgrades to the structures on the eastbound carriageway of the Causeway bridge over the River Test which provide access for local businesses and hauliers to Southampton docks, and link the city to the New Forest. The DfT funding announcement follows ministers' agreement to speed up delivery of the proposed maintenance work. The funding is for the third and final phase of repairs to the causeway, with the County Council making up the remainder of the costs of this phase of £2.4million up to £15.8million total scheme value. Around £25million worth of repairs will have been made to the causeway once all the works are complete. The maintenance works for the Causeway are covered under separate reporting processes.
39. The successful funding bid included an allowance of £1.98million for pedestrian and cycle infrastructure improvements to the approaches to Redbridge Causeway as Phase 4 of the overarching works programme aligned to the bridge repairs. This scheme is linked to the Transforming Cities Funding (TCF) for Tranche 1 schemes. The TCF Tranche 1 scheme for pedestrian and cycle provision on this part of the network has an allocation of £750,000, but this amount is not sufficient to deliver significant change, hence an additional £1.98million was allowed for in the MRN bid. The precise nature of the pedestrian and cycle enhancements need to be determined following additional design, development and aligned consultation work, but is likely to include improvements for pedestrians and cycles on the approaches to the Causeway,

where there is most scope to make improvements. This report seeks approval to more fully define the scope of and to commence with the progression of this development and design work.

Finance

40. In relation to Waterside Rail, following prior approval from the Executive Member for Economy, Transport and Environment, £70,000 revenue funding has been spent on the preparation of a feasibility study and business case for the scheme from the Major Schemes Development Budget. This funding helped lever in a further £50,000 revenue funding from the DfT from its Restoring Your Railway Fund to provide a total scheme feasibility budget of £120,000, which has now been spent. If the scheme is supported, and consequently Network Rail become the scheme promoter, it is not expected that the County Council will have to make any further financial contribution to the scheme development or delivery.
41. In relation to the Fawley Waterside east/west connectivity improvements, it is recommended that £0.97million be added to the Capital Programme for 2021/22. The package of measures will be funded by LTP resources, with the expectation that sufficient Section 106 contributions will be received to cover the cost of this work, though the timing of these contributions remains uncertain at the current time.
42. In relation to pedestrian and cycle improvements aligned to the successful Redbridge Causeway bid it is recommended that £1.98million be added to the Capital Programme for 2021/22 to cover this scheme development and subsequent delivery. This funding is from part of the DfT Major Roads Network allocation for Redbridge Causeway.

Consultation and Equalities

43. The various workstreams cover a variety of different modes of transport and provide potential enhancements for all. Public Consultation is currently planned to take place on the Waterside Transport Strategy and aligned workstreams in late Spring/Summer 2021, where the local community and wider stakeholders will have the opportunity to comment and influence the way forward. All of the workstreams covered in this report will be presented at the consultation and views will be sought to enable appropriate adjustments to be made going forward. The timescales for the consultation will be dependent upon the prevailing situation at the time, in respect of the pandemic or other constraints.

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> Waterside Interim Transport Policy Position Waterside Vision Waterside Transport Update	<u>Date</u> November 2017 September 2020 November 2020
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

There is a potential impact on the commercial viability of the existing bus and ferry services if the Waterside Passenger Rail scheme goes ahead, depending on the more detailed operational arrangements for the various services. In the event that there is a reduction or changes to bus services, this could potentially have an impact on the elderly and in particular those that use a freedom pass. The County Council will work with Network Rail, train operators and bus operators to mitigate this impact. Overall, the introduction of rail services will have a positive impact on public transport choice in the Waterside area, which will benefit those without access to a private car. The east-west connectivity improvements and pedestrian and cycle improvements on the Redbridge Causeway will provide better facilities for all users but will particularly assist the elderly and those with mobility impairments. For the majority of people with protected characteristics the impact is assessed as neutral, as the Transport Strategy will promote improvements across a range of transport modes and will provide benefits to all users, regardless of protected characteristics.