

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	29 July 2021
Title:	Active Travel Fund Tranche 2 Programme
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Kettlewell

Tel:

Email: andrew.kettlewell@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to:
 - provide a progress update on each of the Active Travel Fund Tranche 2 programme schemes;
 - summarise feedback from the public consultation exercises for each of the schemes;
 - recommend a way forward for each of the schemes in the programme with recognition of the consultation feedback and delivering policy objectives; and
 - note that individual project appraisals will be undertaken for each scheme and be considered and approved in line with the scheme of delegation.

Recommendations

2. That the Executive Member for Highways Operations notes the significant progress that has been made on developing the programme of schemes for Tranche 2 of the Active Travel Fund and the findings of the recent public consultation events for each scheme;
3. That approval is given for detailed design work for schemes at: Aldershot Station, Brockenhurst, Basingstoke (Brighton Way), North Camp (Camp Road & Old Lynchford Road), Winchester, and Petersfield (some elements of the original proposals), Gosport-Fareham BRT route improvements, Low Traffic Neighbourhoods, School Cycle Support, and A27 Continuous Footways, as detailed in the report, to ensure that the timescales of the funding allocation can be met;
4. That authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements to implement the Active Travel schemes including authority to procure and spend, enter into the

necessary agreements in consultation with the Head of Legal Services, and secure any consents required.

5. That proposals for Romsey Town Centre are not progressed further at this time, given the limited impact this proposal had in promoting a greater proportion of journeys by Active Travel modes and the lack of support received through the public consultation.
6. That approval is given to remove the Emergency Active Travel schemes in Winchester following the additional traffic data collection previously agreed by the Executive Member for Highways Operations.
7. That approval is given in principle for the temporary closure of Great Minster Street in Winchester to support local businesses recovering from the impacts of lockdown, consistent with the Winchester Movement Strategy, and that authority is delegated to the Director of Economy, Transport, and Environment to work with Winchester City Council to make the necessary arrangements.
8. That the County Council continues to work with Winchester City Council to develop and implement a Winchester Movement Strategy to effectively support Active Travel Modes in the city centre.
9. That the County Council works with, and supports, East Hampshire District Council and Petersfield Town Council to develop a town centre 'Place Making' scheme, in addition to and complementing the smaller Tranche 2 Active Travel scheme.
10. That the County Council works with, and supports, Eastleigh Borough Council to develop a town centre 'Place Making' scheme as an alternative to the Tranche 2 Active Travel scheme
11. That the Executive Member for Highways Operations notes that there will be further work and consultation for an alternative Active Travel proposals for Stubbington.

Executive Summary

12. This paper seeks to
 - set out the background to the Active Travel Fund (ATF) programme of schemes and the work that has been undertaken since the funding award in November 2020;
 - present the findings of a comprehensive set of consultations that were undertaken in February and March 2021; and
 - make recommendations about which schemes should continue to detailed design and implementation, which require further development, and which should be removed from the ATF programme.

Contextual information

13. In August 2020 Hampshire County Council submitted a bid for Tranche 2 of the Active Travel Fund (or Emergency Active Travel Fund as it was at the time) to the Department for Transport (DfT) in order to deliver a range of schemes to help redesign some of Hampshire's roads and high streets,

encouraging the use of active travel modes and supporting economic recovery from the pandemic.

14. Following a successful bid, the County Council was awarded £3.25million of which £2.6million was for capital schemes and £0.65million was for revenue schemes. As part of this award the DfT required local authorities to undertake public consultation on all schemes to confirm that there was broad support for the measures before they are implemented.
15. As such, through February and March 2021, the County Council undertook a number of consultations covering the capital improvement schemes proposed under the ATF programme – full details of the consultation feedback are available on the Hampshire County Council website.
16. Temporary Tranche 1 schemes were introduced primarily as a response to the pandemic and to create space to support social distancing and economic activity. Introduction of the Tranche 1 schemes provided an opportunity to observe and consider the effect of altering road space in the longer term to encourage walking and cycling, which has shaped the Tranche 2 schemes that were the subject of consultation. The removal of temporary Tranche 1 schemes was presented in the ‘Active Travel Update’ report at a Decision Day on 17 June 2021, with further support for economic activity presented in the ‘Highways Policy Framework to Support Business Recovery’ report at Decision Day on 29 July 2021.
17. It is important to sense check that each scheme delivers Active Travel benefits and aligns with guidance about how residents make short journeys, how road layouts support cyclists and pedestrians, and how each scheme supports the objectives of the emerging Local Transport Plan 4 (LTP4) around active travel, local economies, and public health outcomes.
18. The following section considers each scheme in terms of the effectiveness in delivering Active Travel changes, the impact of the scheme on the local and broader area, and the level of public support measured through the consultation feedback. These elements are combined to recommend a way forward.
19. Additionally, data led scheme monitoring and evaluation is required to understand the effectiveness of Active Travel schemes and to inform future choices. Volume and trend data which reflects pre and post-implementation conditions on traffic levels, levels of cycling and walking, public transport usage, and air quality allows an overall assessment of the impact. It is recommended that monitoring equipment be secured and implemented as part of each scheme with the use of technology maximised as far as possible (for example: monitoring cameras)

Schemes to progress

A27 Continuous Footways

20. This scheme to provide continuous footways to improve conditions for cyclists and pedestrians on the minor arms of six junctions with the A27, with two

located in Park Gate and four located in Portchester, has been subject to feasibility design and a public consultation on the proposals.

21. There were 289 responses to the consultation and the results show that there is broad support for the continuous footways at each location. In Portchester there was between 47% and 48% support for each location, compared to 31-33% against. In Park Gate there was between 49% and 50% support for each location, compared to 37% against.
22. With due consideration for the consultation feedback and the broader policy position it is recommended that the scheme continues to progress to detailed design and delivery.

Brighton Way, Basingstoke

23. This scheme was approved by the Executive Member for Economy, Transport and Environment on 11 March 2021 to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed Brighton Way cycle route scheme as part of the Brighton Hill Roundabout Scheme. The cycle way element is estimated at £551,202 to be funded from the Active Travel Fund from the Department for Transport and developer contributions.
24. The report and decision can be found here:
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?AllId=36918>
25. Public support for the decision is affirmed through the consultation with a total of 114 responses, with 64% of respondents in favour of the Brighton Way cycle route. 15% of respondents were not in favour of the scheme and the remaining 21% were unsure.

Brockenhurst

26. This scheme builds on a local Parish Council initiative and supports the aims of Hampshire County Council to encourage cycling by providing additional cycle parking within the village at a prominent and convenient location on Brookley Road.
27. In term of consultation results, a total of 366 respondents completed the questions. 59% of all respondents felt that measures to increase active travel would benefit the local area, 56% of respondents supported having the pavement buildouts, and 57% supported using this area in the short term for customer queuing. There were broadly even responses for and against retaining or removing the cycle stands.
28. With due consideration for the consultation feedback and the broader policy position, it is recommended that the scheme on Brookley Road should be revised to develop a preferred permanent option, which may need to involve a further round of consultation on the detail.

Gosport-Fareham BRT access improvements and cycle signage

29. The joint consultation for this scheme was aimed at receiving suggestions for locations where additional cycle signage and accessibility measures should be considered. The consultation did not ask if participants supported the proposed measures, as that approach was deemed inappropriate for

schemes of this size, where the County Council would not typically undertake public engagement.

30. 61 comments were received, and the feedback is being considered to assist identifying where improvements can be made. It is proposed to progress to detailed design with the identified proposals following business-as-usual governance on this low-cost scheme.

School Cycle Support

31. Given the nature of this scheme, which seeks to provide schools with infrastructure (such as cycle parking) to support active travel modes and therefore does not include any works on the public highway, no public consultation has been undertaken. However, schools within Hampshire have been made aware of the opportunity through the long-term working relationships established through the County Council's school travel planning work.
32. All schools that have expressed interest in cycle storage have been contacted to provide quotes for their requests. Priority has been given to those schools actively engaged in travel planning and to those quotes under £10,000.
33. Prior to payment, schools have been asked to complete an online survey to provide baseline data on the cycling and scooting levels so that the impact of the storage can be monitored. To-date eight schools have received funding for storage, with one additional school, which is also in the "School Streets" trial, receiving funding for a new pedestrian gate. Specifically, the schools are:
 - Cycle/scooter storage:
 - Calmore Junior School
 - Woodlea Primary School
 - Stockbridge Primary School
 - Elson Junior School
 - Greatham Primary School
 - Austen Academy
 - Ringwood Junior School
 - Wavell School
 - New gate:
 - Harrison Primary School
34. The next phase is consideration of requests that are above £10,000, which are likely to be predominantly from secondary schools where cycle security is a greater issue and capacity requirements are greater.

Winchester Schemes

35. The proposed Tranche 2 schemes in Winchester are split into four parts:
 - The **North Walls** scheme includes the reallocation of road space to provide two-way segregated cycle routes and footway widening on North Walls;
 - The **City Centre North-South** scheme includes a modal filter on Hyde Street, pedestrian improvements on Jewry Street, and contraflow cycling schemes on St. Peter Street and Parchment Street;

- The **High Street/Upper High Street** proposals include contraflow cycle lanes on Upper High Street and part of the High Street; and
- The **Romsey Road/Clifton Terrace** crossing proposals include a signalised crossing on Romsey Road in the vicinity of Clifton Terrace.

36. A public consultation was undertaken between 17 February and 21 March 2021. This was supplemented by online engagement meetings with residents of Worthy Lane and Upper High Street arranged to understand the views and concerns of these local communities.

North Walls

37. A total of 970 people responded to the questions about the North Walls active travel proposals. When asked if the proposed changes to North Walls would encourage them to use active travel in the North Walls area more often, 53% said that they would and 42% said they would not.

City Centre North-South

38. A total of 968 people responded to the questions about the City Centre North-South Active Travel proposals. When asked if the proposed changes to City Centre North-South active travel routes would encourage them to use active travel in the area more often, 49% said that they would and 45% said they would not. The results showed support for all elements of the City Centre North-South Active Travel proposals, apart from the closure (modal filter) at the south end of Hyde Street. This had 46% support for and 46% against.

39. Early in the consultation, officers received email correspondence from residents of Worthy Lane expressing concerns about the proposals for Hyde Street. An online meeting to discuss the proposals with residents was held on the evening of 4 March. Residents raised concerns about the impact of the closure of Hyde Street as a through route on traffic volumes using Worthy Lane, particularly as Winchester emerged from lockdown restrictions. It was explained to residents that to reduce North Walls from two lanes of vehicular traffic down to one it was necessary to close the left turn movement out of Hyde Street, otherwise the result would be long traffic queues building up on City Road and on Jewry Street. It was suggested by residents that as some way of mitigating impacts, the northbound movement from Jewry Street onto Hyde Street could remain open.

40. In addition, a petition of 1618 signatures entitled 'Re-open Hyde Street to all vehicles' was received by the County Council in March 2021 and a response provided in April 2021. This has been considered as part of the recommendations in this report.

High Street / Upper High Street

41. A total of 747 people responded to the questions about the Upper High Street/ High Street proposals. When asked if the proposed changes to Upper High Street/ High Street would encourage them to use active travel in the area more often, 55% said that they would and 36% said they would not. The results showed support for all elements of the Upper High Street/ High Street proposals.

42. Early in the consultation, officers received email correspondence from residents of Upper High Street expressing concerns about the proposals. An online meeting to discuss the proposals with residents was held on the evening of 11 March. Clear feedback was given by all the residents that the proposals would not be compatible with the way that carriageway space on Upper High Street was currently used in a flexible manner for pick up/ set down and deliveries. The contraflow cycle lane and loss of on street parking were not supported by residents or businesses.

Romsey Road – Clifton Terrace Pedestrian Crossing

43. With regards to the Romsey Road-Clifton Terrace pedestrian crossing scheme, the consultation had 682 respondents and there was broad support for the scheme with 77% of respondents agreeing with the proposal to include a signalised pedestrian crossing on Romsey Road in this location. The response to the options for restricting vehicle movements at the junction to accommodate the crossing were more mixed (40-41% agreeing and 31-36% disagreeing).

Winchester Schemes Summary

44. Based on an assessment of the effectiveness in delivering Active Travel benefits, the impact of the scheme on the local and broader area, and the level of public support measured through the consultation feedback, the following is recommended for the package of schemes in Winchester:
- North Walls: scheme to be removed and considered as part of a longer-term package of improvements;
 - City Centre North – South: scheme to be implemented, with the exception of Hyde Street which will be considered as part of a longer-term package of improvements;
 - High Street / Upper High Street: High Street element to be implemented with the Upper High Street element removed as consultation feedback does not meet the Department for Transport test of public support;
 - Romsey Road / Clifton Terrace: scheme to be implemented.
45. The recommendation is to withdraw the temporary emergency active travel measures in Hyde Street and North Walls in light of a changing traffic situation. It is also to advance design work on a permanent option with a modified design that is better adapted to the changing traffic situation in central Winchester. Key considerations in reaching this decision are:
- That traffic volume in the city have recovered to pre pandemic levels and at some times of the day they are above.
 - That the nature of private vehicle travel being undertaken has changed with less commuting and an increase in what appears to be non-essential trips i.e. leisure, holiday, shopping and socialising. These trips are made outside the traditional peak periods leading to a very different traffic situation that is also likely to change.

- The likely further increase in traffic levels once Covid-19 restrictions are entirely lifted.
 - There are design options available in a more permanent solution that might address some of the concerns that have applied to the temporary solution.
46. The measures implemented on Hyde Street and North Walls have been proven to work with minimal journey time impact when there is approximately 10% less vehicles in the city centre, and as such suggest that there is considerable merit in the scheme concept, which will be considered as part of a broader package of improvements.
47. Journey time data obtained by on street traffic counters confirms that on most routes into the city, journey times are comparable in June 2021 to pre covid times. This includes North Walls. However, journey times since June have been marginally longer on Worthy Lane and Andover Road suggesting that the temporary arrangements are unable to cope with current traffic volumes as well as the situation before.
48. Winchester City Centre is a declared 'Air Quality Management Area' with the main source of air pollution being road traffic emissions. There are a number of factors which influence air quality, including the volume and conditions for traffic. Retaining the temporary measures may increase congestion and queuing traffic, which could have a further negative effect on air quality in the immediately local area. Therefore, it is important to consider the future of these schemes in a broader context as part of the Winchester Movement Strategy identified as a core action of the 2020 Air Quality Management Action Plan, which will also consider wider priorities of tackling urban congestion to reduce traffic emissions, improve air quality and noise, health and well-being.
49. The conclusion from this is that retaining the temporary measures as they are with an impending situation of even higher level of traffic than pre-covid times is likely to result in congestion being greater than is currently experienced. Removal of the temporary Active Travel measures may go some way to relieving the recent increase in traffic congestion. However, it should be noted that the fundamental cause of congestion is the increasing traffic levels as they return to pre pandemic levels. This means that whilst traffic may be eased slightly by removing the temporary measures, it may not be perceived to get significantly better.
50. Work on the modelling and developing the concept of the temporary schemes will continue, assessing options such as signalling Worthy Lane and Worthy Road with Andover Road, or whether leaving access to Hyde Street open in one or both directions could address the traffic impacts. Subject to this ongoing work, including future consultation, a future decision may be forthcoming promoting an enhanced scheme.

51. The temporary measures have led to a greater level of understanding about how the road network copes with different levels of traffic. The insights from this are useful in helping determine the future direction of the movement strategy, most notably that The Winchester Movement Strategy was correct in identifying that the strategy objectives can only be achieved if City Centre traffic is reduced.
52. It is planned to consult on the action plan for the movement strategy by the end of the year. This will present the public and stakeholders with the opportunity to inform its future direction including active travel measures such as those considered in the ATF schemes.
53. The Winchester emergency active travel temporary schemes (Tranche 1) were considered at the Executive Member for Highway Operations Decision Day on 17 June 2021, where it was agreed to defer removal of the Tranche 1 Winchester schemes to allow additional data collection before the start of the school summer holidays to inform future scheme development including the 'Movement Strategy'. This is critical in understanding changes to travel patterns and the impact of displaced traffic on congestion and air quality.
54. Two active travel temporary schemes promoted by Winchester City Council are located on The Broadway and The Square. These schemes are not included in the Tranche 2 programme and therefore were not included in the consultation. Following removal of the temporary schemes, it is proposed to work with Winchester City Council in developing the City Council's 'place-making' proposals in these locations. Further support for economic activity is also presented in the 'Highways Policy Framework to Support Business Recovery' report to Decision Day on 29 July 2021.

Aldershot Station

55. This scheme is part of the Aldershot Station Transport Hub and Public Realm Improvements scheme for which the Project Appraisal was approved by the Executive Member for Economy, Transport and Environment on 8 October 2020.
56. The recent consultation exercise sought public feedback on additional active travel measures (including new cycle routes on Arthur Street to the station, and improved pedestrian and cycle crossings) that could be included within the design of the existing capital scheme to add further value and benefit to the area. The number of responses to the consultation was fairly low. However, of note within the responses is a desire for additional improvements to pedestrian and cycle routes and facilities.
57. In relation to the Station Forecourt proposals, 65% of responses were in favour of the proposals, with 17% disagreeing and the remainder neutral. For other proposals located in individual streets, between 47-53% of responses were in favour with between 19-23% disagreeing, with the remainders neutral.

58. The scheme as designed is already delivering significant improvements for active travel modes. However, in light of the feedback, the design is being reviewed to consider whether there are additional improvements that can be delivered around the station forecourt. These potential additions highlighted through the consultation are currently under consideration to confirm whether they are feasible given the constraints of the site.

Camp Road, Farnborough

59. This scheme builds on the active travel elements of the Tranche 1 works and involves the use of enhanced materials such as timber planters and parklets creating additional space for walking.
60. The consultation was undertaken as part of the North Camp Accessibility Package which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A total of 263 respondents completed the joint section relating to the Camp Road and Old Lynchford Road Active Travel Fund schemes.
61. 62% of respondents felt that measures to increase active travel would benefit the local area.
62. 52% of respondents felt that active travel measures would have a positive impact on journeys on Camp Road, with 23% stating they would have no impact and 13% stating they would have a negative impact. The top active travel measures which should be prioritised along Camp Road were; more space for people to walk (39%), reducing traffic speeds (33%), reducing speeds on local residential roads (30%), and reallocating road space from motor vehicles to improve walking and cycling facilities (25%).
63. With due consideration for the consultation feedback and the broader local transport policy position, it is recommended that the scheme continues to progress to detailed design and delivery.

Old Lynchford Road, Farnborough

64. This scheme builds on the ATF Tranche 1 works to create additional space for walking and provides a new cycle lane.
65. The consultation was undertaken as part of the North Camp Accessibility Package, which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A total of 263 respondents completed the joint section relating to the Camp Road and Old Lynchford Road Active Travel Fund schemes.
66. 62% of respondents felt that measures to increase active travel would benefit the local area.
67. 52% of respondents felt that active travel measures would have a positive impact on journeys on Old Lynchford Road, with 20% stating they would have no impact and 15% stating they would have a negative impact. The top active travel measures which should be prioritised along Old Lynchford Road were; more space for people to walk (37%), reducing traffic speeds (35%), creating

new cycle crossing points (32%), and reducing/restricting through-traffic on local residential roads (27%).

68. With due consideration for the consultation feedback and the broader policy position encouraging walking and cycling, it is recommended that the scheme continues to progress to detailed design and delivery with measures selected appropriate to the level of funding held. The Tranche 2 scheme will use planters and bollards rather than the red and white barriers that were used previously.

Low Traffic Neighbourhood

69. The intention is to undertake the Low Traffic Neighbourhood trial in North Camp and a consultation was progressed on this basis.
70. The consultation was undertaken as part of the North Camp Accessibility Package which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A bespoke webpage was set up for the engagement activity, with the purpose of identifying the location and nature of current issues, and recommendations for how to mitigate these issues. There were a total of 655 visitors to the webpage and 165 people provided responses, which consisted of 213 comments and 485 agreements. 68 respondents also signed up to receive updates on the scheme's progress.
71. The most popular issues were; the speed of traffic (80), the level of traffic (60), cars parking inconsiderately (59), no priority for pedestrians and cyclists (54), and feeling unsafe (47). The most popular solutions to the issues reported were: reduce speed limit/traffic calming (71), pedestrians and cyclists to have priority (50), Improve surfaces (43), separate cycle lanes (43), and introduce residents parking zones (34).
72. The recommendation is for the scheme be progressed, and subject to further engagement with the community, to implement a trial later in the year following business-as-usual governance processes.

Schemes to remove from programme

The Hundred Romsey

73. The Tranche 2 scheme proposed enhancement of the Tranche 1 scheme on The Hundred (replacing the red and white barriers with planters) along with a proposal for making Portersbridge Street one-way. Prior to the consultation and the pre-election period, the design team regularly engaged with the Romsey Futures group (which includes elected representatives from Hampshire County Council, Test Valley Borough Council, Romsey Town Council, and other key stakeholder groups) to provide updates on the proposal for Tranche 2 and to receive feedback.
74. Prior to the pre-election period, the local member, Councillor Cooper, informed the County Council of his intention to withdraw his support for the full-time closure of The Hundred. Romsey Town Council had also written to the County Council to advise of their request to remove the scheme.

75. The consultation had 925 responses. 59% of the respondents supported the current measures for social distancing, with 34% against. 49% of respondents were against the closure of The Hundred being kept in place for up to 18 months (with 48% supporting), and 50% supported replacing the red and white barriers with planters. 47% of respondents felt that the measures had not been of benefit to the local area, and 47% responded to say that the proposals would have a negative impact on Market Place/The Hundred.
76. 63% of respondents said that they were against the proposal to make Portersbridge Street one-way, only allowing westbound traffic, and 61% felt that making the street one-way would have a negative impact.
77. When asked whether they would undertake more journeys by active modes if there were routes to support them, only 29% said that they would, and only 27% reported that they had made more active travel journeys in the last 6 months.
78. The recommendation is that the Romsey scheme should not progress. The consultation results have demonstrated that the closure has not resulted in an increased take up of walking and cycling for local journeys, and therefore the scheme is not deemed consistent with the objectives of the Active Travel Fund Tranche 2.

Schemes for Further Consideration

Eastleigh High Street

79. The Eastleigh scheme includes the closure of the High Street and Market Street with barriers currently used at the entrances to the closure. Hampshire County Council's consultation results were supportive for this scheme to become permanent. However, there is uncertainty on the Business Improvement Districts position following consultation with its members.
80. In addition, there are aspirations to enhance Eastleigh High Street. Therefore, it is recommended that Hampshire County Council economic development and other specialist areas, support and work with Eastleigh Borough Council to develop a town centre 'place-making' scheme. The scheme will be subject to Highway Authority approval and will seek to incorporate the elements supported through the consultation and consider wider issues (for example: the business impact on the loss of 'passing trade', and the wider impact on traffic patterns). This will enable an alternative to the tranche 2 active travel scheme which seeks to deliver wider 'Place Making' benefits.
81. The approach will seek to align with the objectives of the emerging Local Transport Plan 4 (LTP4), in particular those related to enhancing the local economy ("a transport system that supports a connected economy whilst reducing its emissions") and improved health outcomes ("A network that promotes active travel and active lifestyles to improve our health and wellbeing"). The enhancements to active travel modes which may lead to reduced local car journeys support the County Council's declaration of a climate emergency and commitment to become carbon neutral by 2050. However, it is important to understand the benefit in terms of air quality and reduced congestion both in the immediate vicinity of the scheme and in the wider area where queuing may increase, and increased traffic may occur.

82. With respect to the consultation details, a letter was sent to 547 residents and 336 businesses. In total, 364 responses were submitted. Of those, 63% were in favour of replacing the barriers with more attractive planters, while 58% were in favour of retaining the current closures of both Market Street and High Street and a short section of Wells Place for a period of up to 18 months.
83. The consultation also sought feedback on views about other Active Travel measures that could be considered as a priority in Eastleigh if further future funding became available – feedback included a desire for a permanent pedestrian scheme and having more places to sit and rest. The recommendation to develop an alternative ‘place-making’ proposal provides the opportunity to respond to this feedback.

Petersfield High Street

84. This scheme seeks to build on the Tranche 1 scheme and encourage more cycling and walking. The elements that were consulted on included keeping the Square closed to through traffic for up to 18 months (except buses, cyclists, and taxis) to possibly include an enforcement camera at a later stage. In addition, the proposal was to replace the temporary red and white barriers with attractive planters, as well as additional cycle parking.
85. The consultation had in total 955 responses of which 925 were from individuals, 12 were from representatives of organisations, groups, and businesses, and 7 were from elected representatives. 61% were in favour of replacing the temporary red and white barriers with planters and 70% were in favour of installing additional cycle parking. A majority of 57% however, were against keeping The Square closed to through traffic for up to 18 months (except buses, cyclists, and taxis).
86. With the objectives of the emerging LTP4 supporting improvements to active travel to support local economies and public health outcomes, the recommendation is only to deliver elements of the original proposals, which include reducing on-street parking and reallocating more space to disabled parking, cycle parking, seating, and timber planters. This will enhance the area for people walking and cycling. The red and white barriers will be removed.
87. It is recommended that the bus gate elements should not be included in the Tranche 2 scheme. Alternatively, the County Council will work with and support the District and Town Councils in the development of a town centre ‘Place Making’ scheme in the longer term.

Stubbington

88. Public consultation for this revised scheme has yet to start. The scheme has been delayed after the original proposals were not supported by local stakeholders. Feasibility design is nearing completion and the intention is to re-engage stakeholders with a view to consulting with the wider public in the summer.

Finance

89. The capital funding award from the DfT for the Active Travel Fund was £2,624,280. It is proposed that the cost of the above schemes will be met by this funding.
90. The requirements for the funding are that the County Council will deliver the objectives as set out in the original Active Travel Fund Tranche 2 bid and that the funding should be spent by the end of the 2021/22 financial year.

Consultation and Equalities

91. Public consultations on the following Active Travel Fund Tranche 2 schemes outlined in this report took place for four weeks between February and March on dates outlined below – full results have been published on the Hampshire County Council website:
www.hants.gov.uk/transport/transportchemes/hantscovidtravel
- Camp Road, Old Lynchford Road, Low Traffic Neighbourhoods scheme consultations were undertaken between Monday 1 February to 5 March 2021 as part of the North Camp Accessibility Package
 - Romsey consultation was undertaken between 15 February and 14 March 2021;
 - Winchester schemes' consultations were undertaken between 17 February and 21 March 2021;
 - Petersfield, Eastleigh, Aldershot Station, Brockenhurst, and the A27 Continuous Footways scheme consultations were undertaken between 22 February and 21 March 2021;
 - Gosport-Fareham BRT route improvements consultation was undertaken between 4 and 21 March 2021; and
 - Brighton Way Cycle Track consultation was undertaken between 25 January 2021 to 22 February 2021.
92. The approach to the consultation for the Active Travel Fund follows the Communication and Engagement Plan prepared as a requirement by the DfT and published on the webpages:
www.hants.gov.uk/transport/transportchemes/hantscovidtravel
93. The Plan identifies the following aims:
- to engage comprehensively with stakeholders on the project from the start (feasibility) to the end (post-implementation);
 - to deliver a clear communications and engagement plan which incorporates feedback and demonstrates adjustments made in response;
 - to raise awareness of the active travel schemes and to increase walking and cycling; and
 - to encourage feedback from the public and key stakeholders on the benefits of the projects post-Covid response/recovery.

94. For each of the above schemes, letters and emails were sent to residents, organisations, groups, and District and Parish Councils in the areas affected by the schemes, advising of details of the scheme with links to Hampshire County Council webpages and asking for feedback via online questionnaires. Accessible versions of the questionnaire and scheme details were made available and sent out upon request.
95. Feedback from local businesses was gained through the consultation, direct correspondence, and ongoing relationships formed during the Active Travel Tranche 1 temporary work. The feedback was mixed and was largely dependent on the type of business, with the main interest being in associated 'place-making' proposals or impact on practical activity such as deliveries.
96. In the case of the Gosport Fareham BRT Improvements, notices were placed around the area with a QR code to access the consultation on Commonplace, advertising on real time information on the bus stops, and online advertising through social media. Key stakeholders were emailed directly, including local cycling groups and schools.
97. The engagement for the School Cycle Support scheme has developed through a long-standing working relationship on active travel with schools over many years. A formal public consultation, similar to the Active Travel Schemes above, has not therefore been appropriate for this scheme.
98. By contacting engaged schools in the first instance, the County Council has been able to identify a significant number of requests for storage. Where other non-engaged schools have made contact, they have been asked to demonstrate their commitment to active travel before being considered for the funding.
99. A few other different requests have been funded in relation to the School Streets' pilot, which was presented in the 'Active Travel Update' report to the Decision Day on the 17 June, whereby additional measures will assist in encouraging people to travel sustainably to the site, for example, through measures such as new pedestrian gates to enhance accessibility into the school.

Equalities

100. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents, and other than the positive impact outlined below, the scheme has been assessed as having a neutral impact on people with protected characteristics.
101. The Active Travel Fund programme provides the County Council with an opportunity to capitalise on funding available to provide improved outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points.

Climate Change Impact Assessments

102. 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.
103. The carbon mitigation tool and climate change adaptation tool were not applicable because this decision relates to a strategic programme of interventions. Projects named in the report will be assessed individually.
104. 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.

Conclusions

105. The above report sets out the background to the Active Travel Fund programme of capital schemes and the work that has been undertaken since the funding award in November 2020, including presentation of the findings of a comprehensive set of consultations that were undertaken in February and March 2021.

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>ETE Capital Programme Monitoring EMETE Decision Day</u>	<u>14 January 2021</u>
Direct links to specific legislation or Government Directives	
<u>DfT Active Travel Fund Final Allocations</u> <u>https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations</u>	<u>13 November 2020</u>

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

The Active Travel Fund programme provides the County Council with an opportunity to capitalise on funding available to provide improved outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points.