

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide detail on two of the Portsmouth and South East Hampshire's Transforming Cities Fund (TCF) programme schemes and seek approval to progress and implement the schemes as detailed in this report on behalf of Hampshire County Council in Partnership with Portsmouth City Council.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal for Portsmouth Transforming Cities Fund (TCF) schemes – A27 Delme Roundabout to Downend Road Junction and Havant Park Road South, as outlined in this report.
3. That approval is given to increase the capital programme value of Havant, Park Road South scheme, from £1.6 million to £1.728 million, with the increase to be funded from within the TCF programme.
4. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the schemes outlined individually below, at a total cost of £11.66million:
 - a) A27 Delme Roundabout to Downend Rd Junction Improvements Fareham at a cost of £9,932,000 funded from the TCF and Department for Transport Safer Roads funding; and
 - b) Park Road South Havant at a cost of £1,728,000 to be funded from the TCF.

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 Economy, Transport and Environment.
6. That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, 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 the Portsmouth and South-East Hampshire TCF Programme.

Executive Summary

7. This report seeks to provide sufficient information for approval to progress with the Portsmouth and South East Hampshire TCF schemes for:
 - A27 Delme Roundabout to Downend Road bus and cycle scheme; and
 - Havant Park Road South bus scheme.
8. The schemes aim to provide better connectivity and journey time improvements for bus travel and encourage sustainable travel by improving and providing safer walking and cycling infrastructure for local residents for local journeys.
9. The County Council, together with Portsmouth City Council and Isle of Wight Council, has secured £57million of funding from the Department for Transport's ("DfT") Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. These schemes form part of a wider programme of highway works within Hampshire and support policies for:
 - helping to reduce carbon emissions in line with the climate change strategy;
 - improving air quality;
 - supporting wellbeing by providing safer active travel options;
 - contributing to a greener and healthier Hampshire;
 - improving road safety (through delivery of casualty reduction and speed management);
 - working with operators to grow bus travel and remove barriers to access;
 - promote walking and cycling to provide a healthy alternative to the car for short journeys to work, local services and school; and
 - develop bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability.
10. Individual stakeholder/public engagement was carried out individually on all the schemes within the TCF programme during autumn/winter 2021/22.

11. Full analysis of feedback received on Delme, and Park Road South is included within the detail of this report and the full supporting consultation feedback can be accessed from the relevant links to each webpage within this report. In summary, for the Delme scheme, consultees raised significant concerns with respect to the implementation of a length of bus lane and the impact on traffic conditions with positive feedback around walking, cycling and safety. For Park Road South there is broad support.
12. The two schemes detailed in this report form the first phase of a wider strategic programme within the SERHT rapid transit principles and future phasing elements will be progressed when funding becomes available.
13. The Local Access Zone schemes have been included within the report to provide context around the TCF programme of works. These will be completed under the minor works process, with approval being sought by the Head of Implementation on behalf of the Director of Economy, Transport and Environment once detailed design has been carried out. The remaining schemes, consisting of Gosport interchange; Elmleigh Road; A27 Portchester Bus Improvements, Ladybridge and Bedhampton Road will be subject to separate Project Appraisals to be considered at Decision Day in May 2022, once further detailed design elements have been carried out.
14. An Equalities Impact Assessment has been undertaken for both schemes covered within this report and the findings are summarised in the appendices.

Programme Finance

15. The funding for the Portsmouth and South-East Hampshire TCF programme is £22.316m which is predominantly from the DfT grant following the successful funding bid. This is combined with additional funding from District Council partners, Safer Road Funding and Developer Contributions to enable the delivery of the overall programme
16. The individual funding breakdowns have been included within each scheme's detailed report.

Programme Construction Timeline

17. The TCF funding is subject to a spend deadline as set out by the DfT for completion by the end of March 2023. The construction phase for two out of the nine schemes is currently expected to extend beyond March 2023, but all DfT TCF funding will be spent by the March 23 deadline.

A27 Delme Roundabout to Downend Road Junction - Contextual Information

18. The A27 Delme scheme is a key route between Portchester and Fareham. Existing queuing on the westbound approach from Cams Hill to the Delme Roundabout is extensive, giving little incentive for modal shift to bus travel over individual car use for local journeys.

19. The scheme will increase bus service reliability and reduce public transport journey times through the introduction of a designated westbound bus lane from the bus stop outside Cams Hill school onto priority signals to enter the Delme Roundabout prior to traffic being released. Implementing the TCF schemes are expected to achieve a reduction for bus journeys across the corridor between Portsmouth to Fareham of circa 7 minutes.
20. Cycle improvements along the westbound carriageway by means of a segregated, dual direction cycle lane adjacent to the bus lane to provide a safer route for cyclists travelling along the A27 Cams Hill.
21. To address road safety concerns, improvements to walking and cycling routes by means of improvements to seven crossing points are proposed at: the pedestrian crossings at the entrance to Cams Hall, across the A27 outside Cams Hall and The Cams Mill Public House and five crossings at the Downend Road Junction. These crossings will be updated to Toucan crossings. Also, the removal of an informal crossing point at the Delme roundabout that was identified in a recent International Road Assessment Programme (IRAP) report as a significant road safety concern and will be removed as part of the scheme due to its proximity to the formal crossing at Cams Mill Pub. Improvements also include footway widening to introduce a shared use path between St Catherines Way and Downend Road.
22. The signalisation of the roundabout and improved technology on the Downend Road Junction will improve traffic flows across the corridor, including from the westbound A27 Cams Hill onto the Delme roundabout by utilising modern traffic signal technology meaning that signal phasing will be optimised automatically depending on traffic flows, therefore providing an improved traffic flow for all vehicles.
23. This scheme forms part of a phased plan of works to improve traffic capacity, pedestrian and cycling safety and a modal shift detailed within Portsmouth and Fareham's local plan and the wider strategic aims for the borough. Within these, several highway improvement works will be investigated as funds become available to progress. Elements currently being progressed or are scheduled to start, include improvements to the A32, improvements to the motorway network to increase capacity and the M27 Junction 10 as part of Welborne Gardens Village scheme.
24. Currently there are two lanes both east and westbound between the Delme Roundabout and Downend Road Junction. This scheme will require reallocation of approx. 300m of eastbound carriageway to accommodate the westbound bus lane whilst retaining one lane in this section for general traffic. Journey times for car drivers will change as a result of the scheme but the overall impact is negligible.
25. Network traffic modelling undertaken as part of developing the scheme, shows that the impacts to general traffic as a result of the proposed scheme would be negligible. In response to concerns raised from removal of a section of the eastbound carriageway on the approach to Downend Road

Junction, the design team reassessed the modelling and a review of the signal timing optimisation. The network modelling shows a negligible impact to eastbound traffic approaching from Downend Road.

26. The increased queue from Downend Road onto the A27 Junction is due to the current single lane approach onto the junction. This element is currently being developed under a Section 278 improvement. The works for the two-lane approach will follow shortly after the A27 TCF scheme. Once this element has been completed, the network modelling shows no additional impact to general traffic using the Downend Road junction (i.e., When both schemes are complete the impact on general traffic will be neutral but will deliver improvements for bus services)
27. Improvements to the bus reliability and travel time will provide a benefit to bus users by means of a journey saving time of circa 7 minutes across the corridor.

Finance

28. The estimated project cost of £9.932m. is available through DfT Tranche 2 funding for the scheme and this includes £600,000 DfT Safer Roads Funding allocated to safety improvements on the A27. These costs are based on detailed design estimates. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	371	4	TCF Tranche 2	9,332
Client Fee	425	4	SRF	600
Supervision	696	6		
Construction	8,440	86		
Land	0	0		
Total	9,932	100	Total	9,932

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	46	0.045%
Capital Charge	944	0.621%

Programme

29. The Scheme is currently projected to deliver some elements after the March 2023 spend deadline, but all DfT TCF monies will be spent by the agreed timescales.

G3	Tender	Construction	G4
January 2022	19/4/2022 – 21/8/2022	4/10/2022 – 7/11/2023	23/11/2023

Scheme Details

30. The general arrangement drawings for the scheme are included at Appendix 1 and cover:
- provision of a bus lane and bus priority signals on the eastern arm of the Delme Roundabout;
 - provision of a two-way segregated cycle track adjacent to the westbound carriageway;
 - improved southern footway adjacent to the westbound carriageway with a shared-use path for pedestrians and cyclists to the south of the segregated cycle track;
 - conversion of the existing crossing at the Cams Hall Estate junction to a Toucan crossing;
 - northern footway widened to create a shared-use path between St Catherines Way and the Downend Road signalised junction; and
 - provision of cycle access to Cams Hill 'service road' on the northern side of the A27, linking to a shared-use path to the east, adjacent to the A27.
31. The new cycle infrastructure has been designed in accordance with the principles of the Department for Transport Local Transport Note 1/20 – Cycle Infrastructure Design guidance document for local authorities for designing high-quality cycle infrastructure.

Consultation and Equalities

32. An online digital engagement event was held during September 2021 for Councillors (county, borough, town, and parish) and key stakeholders including local businesses and community groups. The event was well attended by interested parties with good level of interaction between attendees and council officers. The event was preceded with a personal message from Councillor Humby.
33. Following the digital event, an online public survey was launched which attracted 311 responses. Full results are available at [A27 Delme Roundabout to Downend Road Junction Improvement | Transport and roads](#)

[| Hampshire County Council \(hants.gov.uk\)](http://hants.gov.uk) with the headlines summarised below:

- 34.
- 90% of the responses received were from frequent car drivers, the majority of whom disagreed with the scheme;
 - cyclists support each of the proposals, with the exception of the bus lane;
 - bus users largely agreed with each proposal
 - positive comments were received with respect to improved safety and reduced accidents
 - the scheme has received support from Cams Hill school, Cams Hall Estate and First Bus company Hampshire.
35. The County Councillor, Councillor Price (Portchester District), has been briefed on the scheme proposals following the public survey and supports the scheme with the exception of creating the bus lane resulting in the loss of 300m of eastbound carriageway currently available to all traffic. Councillor Price would be keen to secure additional land, provide the bus lane and retain two lanes for general traffic. Securing additional land to retain two traffic lanes and add a length of bus lane is outside the scope and cost envelope of this project and does not accord with the funding agreement with the Department for Transport.
36. Ongoing discussions with Councillor Price will continue throughout the design process and programme phasing.
37. Opposition from Councillor Woodward was received as the leader of Fareham Borough Council with objections to the scheme. The objections are based on there being existing traffic queues and, therefore, removal of lane width for buses and cyclists is a bad idea
38. The primary objections to the project are the introduction of a bus lane and associated traffic signals which are seen to worsen the traffic situation and that the level of use of buses and cycling does not warrant the changes. These objections cannot be addressed without diluting the overall objectives of the scheme compromising our commitment to the overall programme approved by the Department for Transport.
39. The most common matters raised, together with officer mitigation are set out in the table below.

Concern	Mitigation
Increase congestion/ queuing	Over the next 5 years Fareham's Strategic Plan includes traffic capacity enhancements within the Delme roundabout and surrounding area. The Delme scheme is phase 1 of Fareham's Strategic Plan. The plan outlines a wider programme of work utilising Transforming Cities funding and the wider council portfolio to improve the infrastructure within Hampshire.

Making a bad situation worse	<p>The scheme maintains two traffic lanes westbound between Downend Road and Delme Roundabout involving no loss of lane capacity for traffic travelling westbound on this link.</p> <p>However, a 300m section of road eastbound between Delme Roundabout and Downend Road is reduced to one lane. The modelling for this road shows only a negligible impact to traffic, with the modifications to the eastbound lane capacity being maintained at the junction. By improving the signal timings on several junctions, the modelling shows this will have a negligible impact on eastbound traffic. The timings will also be co-ordinated with other signals in the area to accommodate traffic flows as much as possible in peak times.</p>
Won't improve congestion	<p>The objective of the scheme is to improve the walking and cycling infrastructure, and the reliability of bus services from Cams Hill to the Delme roundabout. Better cycle lanes in the local area will help to reduce the number of on carriageway cyclists by moving them to the safer, segregated cycle track. The bus lane will improve journey time along the A27 Cams Hill and allow buses to enter the roundabout prior to general traffic, thereby increasing the appeal of bus travel. Both are designed to reduce congestion through modal shift to sustainable travel methods for local journeys.</p> <p>For commuters, signalisation and the bus priority lane on the roundabout will improve traffic flow from the Cams Hill approach, as it allows dedicated time for westbound traffic to access the Delme Roundabout at regular intervals.</p>
Waste of money	<p>Funding has been allocated by the Department for Transport to deliver the Portsmouth and South East Hants TCF programme which aims to improve links with bus travel, and active travel modes across Portsmouth, Fareham, Gosport, and Havant regions.</p> <p>Acting in conjunction with other schemes along the A27 corridor, this scheme aims to provide a cumulative journey time reduction for bus users. Removing the Delme scheme from the programme would risk not achieving the overall benefits and the potential withdrawal of associated funding.</p>

Will add to pollution/ emissions	<p>In conjunction with Fareham’s Clean Air Zone the TCF programme aims to reduce emissions through modal shift, these will be delivered via:</p> <ul style="list-style-type: none"> • enhanced public transport priority across the network • a segregated cycling track to promote sustainable travel for shorter distance journeys • safer routes for pedestrians and cyclists by the introduction of a segregated cycle track reducing the likelihood of collisions between each mode of travel; and • improved signalisation to allow for maximum traffic capacity flows on all junctions including crossing points.
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40. Formal traffic regulation orders (TROs) are required to implement the above improvements. A schedule of the required TROs is located in Appendix 2.
41. Enforcement of the bus only lane and junction will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment at the 28 October 2021 Decision Day.
42. Formal land dedication at Cams Hall entrance was required for the scheme and was completed by Hampshire County Council estates, and legal team in conjunction with the solicitors on behalf of Cams Hall. This was required to formalise a current agreement in place with Cams Hall for maintenance of the highway and traffic equipment at the entrance to the estate.
43. No planning consents are required for the delivery of the A27 Delme scheme, as all works are to be carried out as permitted development within the existing ETE highway boundary.

Park Road South Capacity Enhancement Scheme, Havant

Contextual information

44. The scheme proposes capacity enhancement through widening the southbound carriageway on Park Road South between Solent Rd and the A27 Langstone Road roundabout. The Park Road South traffic approaching the A27 roundabout experiences morning and afternoon peak congestion with queues regularly stretching back into the town centre. The scheme will add network capacity providing journey time savings to benefit southbound vehicle movements, including buses accessing Hayling Island and the A27 to Emsworth, and Chichester to the east and Portsmouth to the West.
45. The scheme will improve bus journey times and services by allowing buses to exit the bus layby directly into the new lane enabling the predominant Hayling Island bound services to be in the correct lane to navigate the

roundabout without the need to cross lanes. This will also give additional time for Portsmouth bound buses to manoeuvre into the correct lane, without the need to wait for a gap in the traffic when pulling out from the layby.

46. This scheme forms part of a phased plan of works to improve traffic capacity, safety and modal shift within Havant and further highway work phases will be scheduled as the funding becomes available.
47. The scheme does not require reallocation of any existing road space to accommodate the additional lane but will be achieved by utilising existing highway and Hampshire County Council land as detailed in the land requirements below.
48. The modelling shows that by introducing the additional lane capacity and bus improvement, it will provide a forecasted journey time improvement of circa 3 minutes across the corridor once completed.

Finance

49. The original cost estimate for this scheme was £1.6m. Approval is sought in this report to lift this value in the Capital programme to £1.728m. This is based on detailed design cost estimates which include a robust quantified risk assessment and current inflation in the construction material market.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	189	11	TCF Funds	1,728
Client Fee	127	8		
Supervision	160	9		
Construction Land	1,252	72		
Total	<u>1,728</u>	<u>100</u>	Total	<u>1,728</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005%
Capital Charge	166	0.109%

Scheme details

50. The general arrangement drawings for the scheme are included in Appendix 1 and cover:
- reducing the speed limit along the affected section of Park Road South, from the current National Speed Limit to 30mph, consistent with the rest of Park Road South, making the area a safer and more attractive route for walking
 - provision of a replacement bus shelter relocated to a different location
 - widening the footway to provide better facilities for pedestrians on this link as well as access to/from Bosmere Junior School including the Park and Stride scheme between Tesco and the school; and
 - widening the Park Road South southbound carriageway from the existing bus stop layby to provide a third lane approaching the A27 roundabout to provide a longer ahead and left turn lane for Hayling Island and A27 traffic towards Emsworth and Chichester.
51. As a result of the need to close the footway which currently provides access to the rear of Bosmere Junior School during the construction, a temporary access is proposed into the school, to be taken via The Parchment. Discussions between Hampshire County Council and the Residents' Association which owns the required parcel of land are ongoing. Planning Consent will be required to progress the temporary access to the school as it is a Grade II listed building. Should agreement not be reached an alternative route has been identified for pupils to access the school, for which Planning Consent would not be required.
52. The reduction of speed limit on Park Road South from the current national speed limit to 30mph has been included within the scope of the scheme following traffic monitoring and auditing carried out by Road Safety Audit and Traffic Management teams, who support the proposal.

Consultation and Engagement

53. An online digital engagement event was held during September 2021 for Councillors (county, borough, town and parish) and key stakeholders including local businesses and community groups. The event was well attended by interested parties with good level of interaction between attendees and council officers. The event was preceded with a personal message from Councillor Humby.
54. Councillor Bowerman supports the aims and objectives of the scheme.
55. Havant Borough Council Councillor Tim Pike and representatives from Stagecoach raised concerns (with a subsequent letter of objection from Stagecoach) regarding the level of benefits to bus services resulting from the proposals shown at the event.

56. In light of the objection from Stagecoach and the concerns from Councillor Pike, an adjustment to the scheme road markings was undertaken, to change the lane designations for Lane 1 from left turn only to A27 Chichester to 'ahead and left' meaning buses would be able to pull directly out of the bus stop into lane 1 and continue the journey to Hayling Island without the need to change lanes. This amendment has been discussed with both the councillor and the bus company who have confirmed support of the changes and the scheme.
57. Following the digital event, an online public survey was launched which attracted 74 responses, including a response from Stagecoach. Full results are available at [Park Road South | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport-and-roads).
58. Almost all respondents were frequent drivers in the area, and just over half walked at least once a week in the area. There was broad support among respondents with the proposed changes at Park Road South. Among those who agreed with element(s) of the proposed changes (42 respondents), the most common reasons were that the changes would improve traffic flows and safety. Just 24 respondents gave reasons for disagreeing with the proposed changes.
59. The most common matters raised, together with officer mitigation can be seen in the table below.

Concern	Mitigation response
Changes will have minimal impact	<p>The Transforming Cities Fund money has been allocated by the Department for Transport to improve active travel and bus journey times within the Portsmouth and South-East Hampshire area, as defined within the Bid. The proposed scheme accords with the objectives of the TCF funding.</p> <p>The capacity enhancement afforded by the addition of the extra lane on the approach to Langstone Roundabout will have the effect of allowing additional vehicles through this junction over the same period of time (defined by the signal phasing). This will in turn reduce queuing and congestion on this link. Buses will be able to continue straight from the bus stop into the new lane and over the roundabout to Hayling Island and Chichester without the need to wait for a break in the traffic flows to leave the bus stop. This provided some benefit to the services, particularly Hayling Island bound services).</p> <p>Should this scheme be implemented, it will form the first of several measures on this corridor identified by the</p>

	County and Borough Councils to enhance the flow of traffic and improve connections in the area.
Suggested changes to the proposals (Alternative locations should be considered)	<p>The Transforming Cities Fund money has been allocated by the Department for Transport to improve active travel and bus journey times within the Portsmouth and South-East Hampshire area, as defined within the Bid, and therefore cannot be spent on other road improvements projects.</p> <p>Details of the suggestions for other improvements in the vicinity of the Park Road South scheme will be passed to relevant Officers for their consideration for future initiatives and funding opportunities. The alternative locations for improvements include a bus lane on Langstone Roundabout, works to improve capacity on Langstone Road and Solent Road signalised crossing.</p>
Better provision for cyclists needed	<p>The signed cycle route between Langstone and Havant does not currently utilise the length of Park Road South between Solent Road and Langstone Roundabout.</p> <p>The designated and signed route crosses Park Road South at Solent Road, where it continues adjacent to the watercourse by Tesco Superstore and under the A27 adjacent to Langstone Technology Park. From here it utilises the western shared footway through Langstone to Hayling Island. Alternatively, cyclists can follow the Billy Trail further to the East.</p> <p>This scheme therefore has not made provision for another cycle link on Park Road South, where it would be severed by the footbridge over the A27 on which cycling is prohibited.</p>

60. Overall, the consultation was well received, Havant Borough Council Councillor Pike has advised of his support for the scheme objectives, as well as Stagecoach providing its support following conversations during the detailed design process and the amendments to the design.
61. Formal traffic regulation orders (TROs) are required to implement the above improvements. The process involves giving local people an opportunity to give their views, separate to the public engagement undertaken to date. A schedule of the required TROs is located in Appendix 2.
62. A small area of additional land is required for footway widening, which lies outside of the existing highway boundary. The land is currently in the ownership of Hampshire County Council and will be brought into the 'highway boundary' post-construction.

63. The proposals for the scheme have been shared with Bosmere Junior School, located immediately to the east of the scheme, which is supportive of the proposals.

Climate Change Impact Assessments

64. 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.
65. 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.
66. The TCF Programme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy, and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the schemes enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

Climate Change Adaptation

67. The adaptation project screening tool has assessed the schemes presented within this report and the following findings have been identified:
- A27 Delme roundabout scored higher than the other PCR TCF schemes with respect to their vulnerability to sea level rise/coastal flooding and heavy rainfall/surface flooding due to its proximity to tidal bodies of water and flood plains. The drainage for this scheme has been designed in line with current infrastructure so as not to make the situation worse; and
 - Park Road South was not considered vulnerable to other climate variables.

Carbon Mitigation

68. Carbon emissions from this project arise from the use of highway materials to construct their schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.
69. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will 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.

Statutory Procedures

70. Under the New Roads and Street Works Act 1991 and road space bookings legislation all forward planning notices have been completed for both schemes within this report.
71. Traffic Regulation Orders are required for both schemes and a summary of the necessary orders is included in Appendix 2. These will follow the appropriate separate statutory processes.
72. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980.

Environmental Requirements

73. The A27 Delme scheme required submission of a screening opinion under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. For which, a full Environmental Impact Assessment was not required for the scheme with a decision made on 6 January 2022.
74. The A27 Delme scheme will result in the loss of nine trees, which is assessed as a minor impact with respect to the number of trees lost and minor/moderate impact with respect to the quality of trees lost. The scheme plans include planting of native tree species to directly replace the 416 m² canopy cover, with an additional provision to ensure net gain. The landscape plans also include planting of species rich grassland, areas of scrub and herbaceous species for ecological biodiversity and pollinator species.
75. The A27 Delme scheme requires additional environmental permits, as it is vulnerable to sea level rise/coastal flooding and heavy rainfall/surface flooding due to its proximity to tidal bodies of water and flood plains. Through a flood risk assessment and the EIA screening, the construction area flood risk is considered to be low. An environmental permit will be required from the EA, owing to the proposed works being within 16m of a tidal main river, in the form of a Flood Risk Activity Permit (FRAP).
76. The Park Road South scheme is expected to result in the loss of 3 trees as a direct result of the scheme, however a further 17 have been identified by the Highway Authority as requiring felling due to Ash Dieback and are scheduled to be felled on the grounds of highway safety early this year. Mitigation proposals are being drawn up to account for the replacement of these lost trees and replanting will be undertaken following the completion of the works

for the scheme. The planting will include native tree species to directly replace lost canopy cover, with an additional provision to ensure net gain.

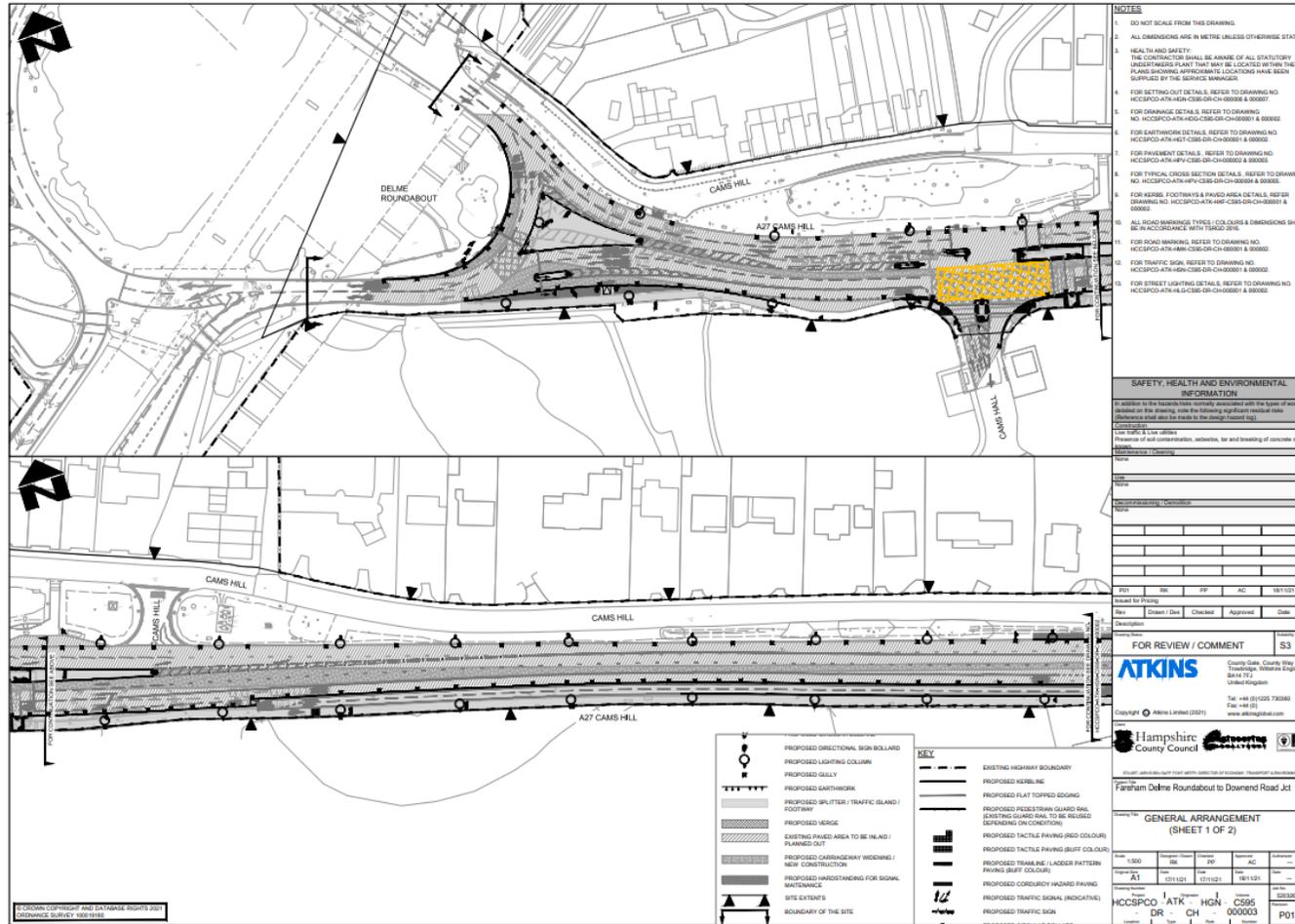
77. The Park Road South scheme has also been subject to Noise and Air Quality Screening, both of which report no adverse effects resulting from the implementation of the scheme. However, a Construction Management Plan will be in place to ensure any adverse effects during construction are appropriately managed.

Maintenance Implications

78. There will be an increase in long term maintenance liability resulting from the delivery of the above schemes of approximately £51,000 per annum. This increase should be considered when setting future annual highway maintenance budgets.
79. The design of the schemes has been refined to reduce future maintenance liability as far as possible by using robust materials and value engineering.
80. Both schemes have been subject to review in terms of asset management with respect to design principles and proposed materials.

Appendices Appendix 1 –

A27 Delme Roundabout to Downend Road Junction General Arrangement Drawing 1 of 2



Appendix 2 – List of TROs Required

Scheme	Details of TRO Location & Historic TRO's	Proposed TRO requirement
A27 Delme Roundabout to Downend Road Junction	Delme Roundabout	Signalisation and bus only gate onto the roundabout from the westbound Cams Hill approach and on the roundabout allowing the westbound traffic and bus lane to enter the roundabout
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill westbound carriageway	Designated bus only lane between Downend road junction and the Delme Roundabout
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill eastbound footway between St Catherines way and Downend Road	Improvements and widening of the footway to change to shared use
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill westbound carriageway	Cycle only on segregated bi-directional cycle path
Park Road South	Southbound carriageway of Park Road South, from existing change in speed limit: 30 to National Speed Limit (NSL– 70mph) to Langstone Roundabout	Change of speed limit from NSL to 30mph.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long-term transport strategy to enable sustainable development in major growth areas

Other

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

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:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Portsmouth and South East Hants TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day	<u>Date</u> Nov 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Portsmouth air quality directive Fareham air quality directive	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 assessments (EIA) were carried out on the individual schemes and key areas of interest for each schemes include:

The A27 Delme Scheme EIA identified the following:

- Positive impact reported for Age due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution. With the inclusion of the segregated cycle path and improvements to crossings this will improve journey safety for local

school children (11yr - 16yrs) as the improvements fall directly outside the school and along the route used by the children.

- Positive impact reported for disability due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution. The safety improvements by widening of the footway and including the segregated cycle way will improve the infrastructure for disability groups as it will allow additional space within the footway for wheelchairs and mobility aids and improved surfaces at the crossings. Improved crossings will also allow adequate space for mobility users to cross and allow sufficient time to do so before traffic is released. Improvements to the bus journey times will also benefit disability groups who use the bus service as they are unable to use other modes of transport.
- Positive impact reported for pregnancy due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality. The safety improvements by widening of the footway and including the segregated cycle way will improve the infrastructure for users with pushchairs as it will allow additional space within the footway and improved surfaces at the crossings. Improved crossings will also allow adequate space for users with pushchairs to cross and allow sufficient time to do so before traffic is released. Improvements to the bus journey times will also benefit groups who use the bus service.
- Positive impact reported for poverty due to the aims of the programme. As the scheme improves infrastructure for bus and sustainable travel, it will benefit groups that are more likely to travel by these means if they cannot afford or are unable to utilise private vehicle use. Without the use of private vehicle use, these groups would most likely utilise sustainable travel modes or public transport and by improving the infrastructure, space for sustainable travel and bus journey times, this will improve all modes utilised by people within the group.

The Park Road South EIA identified the following:

- Positive impact recorded for Age: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by all age groups, although favours the elderly. Drivers of vehicles, and the passengers within these vehicles on Park Road South, again are of all ages. The benefits to the scheme will mainly be seen during peak

travel times where road users, particularly commuters, will be able to benefit from reduced congestion, associated pollution and improved journey times. School age children will also benefit from the improvements to the footway providing better access to the rear entrance to the school grounds from Park Road South.

- Positive impact recorded for Disability: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by a wide range of people including those with disabilities. The relocation of the bus shelter closer to the point where the bus stops will benefit those with a disability as the distance from the shelter to the bus will be reduced and the change from the advertising shelter to a cantilever style will increase the available width of the footway. The changes to the footway will also provide benefits through widening and improved surfacing.
- Positive impact recorded for Poverty: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are often utilised by those living in poverty or are unable to own/run a private motor vehicle. The benefits to the scheme will mainly be seen during peak travel times where road users, particularly commuters will be able to benefit from reduced congestion, associated pollution and improved journey times allowing improved access to jobs and key employment areas, increasing employment and work opportunities available to those living in poverty.
- Positive impact recorded for Rurality: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The scheme is just south of the Town Centre and is considered an urban location, however the bus services to Hayling Island provide improved transport facilities between the rural areas of Hayling Island and Havant.
- All other characteristics have been recorded as Neutral impact.