

6. The scheme forms part of the Stubbington Bypass proposals which are currently under construction following approval in September 2019. The Stubbington Bypass is a new 3.5km long single carriageway road between the B3334 Titchfield Road and the B3334 Gosport Road, passing to the north and east of Stubbington.
7. Once the new bypass is open, traffic volumes on the existing B3334 corridor through Stubbington are expected to fall as through traffic migrates to the new route. To help encourage use of the bypass and deter unnecessary through traffic from continuing to use the existing corridor in the village, the scheme aims to reflect the reduced traffic demand and reallocate the road space to improve accessibility for pedestrians and cyclists in the village centre.
8. The scheme is funded by a combination of allocations from the Local Growth Deal elements of the Stubbington bypass project, the Active Travel Fund, and local developer contributions.

Contextual Information

9. The existing B3334 route corridor between the A27 at Titchfield Gyratory and the B3385 at the Peel Common roundabout currently links via Titchfield Road and Gosport Road in Stubbington.
10. The route is currently heavily congested especially at the two roundabout junctions in the village centre: one is located at the junction with May's Lane and the other at the junction with Stubbington Lane and Stubbington Green. The congestion is evident during peak travel periods resulting in increased journey times and poor journey time reliability.
11. The route between the Titchfield Gyratory and the Peel Common roundabout is being improved as part of the Stubbington Bypass scheme which forms part of the wider strategy and package of schemes to improve access to Fareham and Gosport.
12. The scheme includes a new road to link between Titchfield Road on the north side of Stubbington and Gosport Road to the east of Stubbington. The new road between these points will be classified as the B3334 and named Daedalus Way, and the existing route corridor through the village will be reclassified as a 'C' class road.
13. Once open to traffic, Daedalus Way will reduce traffic flows on the Titchfield Road/Gosport Road corridor in Stubbington particularly at the two roundabout junctions in the village centre.
14. The layout of the existing roundabout at the junction of Titchfield Road with Gosport Road and May's Lane includes two lane entries on each of the three arms, with single lane exits. A signal-controlled pedestrian and cycle crossing is located approximately 25m east of the roundabout on Gosport Road which provides a pedestrian and cycle link between the car park and

cycle route on Burnt House Lane with the pedestrian link to the village centre and shopping area in Stubbington Green. A second pedestrian link also connects between Stubbington Green and Titchfield Road.

15. The predominant flow in the existing scenario is along the B3334 Titchfield Road/Gosport Road, with the left turn lane from Titchfield Road to May's Lane, and the right turn lane from May's Lane to Titchfield Road being underutilised. Once Daedalus Way is open the traffic volumes on Titchfield Road will reduce and the dominant movements are modelled to be to/from May's Lane and Gosport Road.
16. The layout of the existing roundabout at the junction of Gosport Road with Stubbington Lane and Stubbington Green includes two lane entries on the Gosport Road and Stubbington Lane approaches to the roundabout, with a single Lane entry from Stubbington Green. All four arms have single lane exits. A signal-controlled pedestrian crossing is located approximately 40m north of the roundabout which provides a pedestrian link between the residential area to the north-east of Gosport Road and the village centre in Stubbington Green. The footways around the roundabout are incomplete and offer limited road crossing opportunities.
17. The predominant flow in the existing scenario is along the B3334 Gosport Road north and east arms of the roundabout with a secondary flow between Stubbington Lane and the Gosport Road northern arm. Once Daedalus Way is open the traffic volumes on the Gosport Road east arm will reduce and the dominant movements are modelled to be between Gosport Road north arm and Stubbington Lane.
18. The proposed scheme will respond to the forecast changes in traffic demand at the roundabouts to utilise and reallocate the excess road space to support use of the new bypass and to achieve accessibility improvements for active travel modes both around the roundabouts and to improve connections to/from the village centre.

Finance

19. The scheme is funded from a combination of resources including an allocation from the Stubbington Bypass project, the Active Travel Fund, and Developer Contributions.
20. The allocation from the Stubbington Bypass scheme includes Local Growth Deal funding provided by the Department for Transport (DfT) and the Solent Local Enterprise Partnership (SLEP), administered by the SLEP for which a funding agreement with the County Council is in place.
21. The Active Travel Fund allocation to the scheme follows a successful bid to the DfT in August 2020 for Tranche 2 of the Active Travel Fund, to deliver a range of schemes to encourage active travel modes including walking and

cycling. Of the £3.25million awarded to the County Council, £2.6million was for capital schemes, which includes the allocation to Stubbington village.

22. The developer contributions are held by the County Council.

23.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	155	20	Local Growth Deal	450
Client Fee	45	6	Active Travel Fund	211
Supervision	50	6	Developer Contribution	114
Construction	525	68		
Land	Nil			
Total	<u>775</u>	<u>100</u>	Total	<u>775</u>

24.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	3	0.003%
Capital Charge	75	0.049%

Programme

25. The scheme is proposed to be implemented once the new Stubbington bypass, Daedalus Way is open to traffic and through traffic has started to migrate away from the existing route corridor through the village to the new bypass. This is expected to occur around the end of May 2022, and the scheme in the village is then expected to take about 4 months to build.

Scheme Details

26. A location plan and a layout plan for each roundabout is included in Appendices 1, 2 and 3.

27. At the Titchfield Road/Gosport Road/May's Lane roundabout the proposals include the reduction of the entries on Titchfield Road and May's Lane to single lane, whilst retaining a two-lane entry to the roundabout from Gosport Road.

28. The centre island of the roundabout will be retained but extended with buff coloured over-runnable surfacing to improve traffic management and reduce vehicle speeds, whilst still enabling larger vehicles to turn.

29. At May's Lane the footway on the east side will be widened locally and the existing traffic island extended to create a single traffic lane entry to the roundabout. The existing crossing point will be retained.
30. On Titchfield Road the footway on the north side will be widened into the carriageway and the traffic island extended to create a single lane entry to the roundabout. The footway widening will enable a short length of shared use with cyclists to be created to assist eastbound cyclists on Titchfield Road to cross the road towards the south side and the village centre.
31. On the south side of the roundabout the footway will be widened into the road between Titchfield Road and Gosport Road, to provide a cycle connection to the existing route by the signal-controlled Toucan crossing.
32. At the Gosport Road/Stubbington Lane/Stubbington Green roundabout the proposals include the reduction of the entries on the Gosport Road east arm to a single lane entry, whilst retaining a two-lane entry to the roundabout from the Gosport Road north arm, and from the Stubbington Lane arm. A single lane entry will be retained on Stubbington Green.
33. The centre island of the roundabout will be retained but extended with buff coloured over-runnable surfacing to improve traffic management and reduce vehicle speeds, whilst still enabling larger vehicles to turn. The overall size of the roundabout will be reduced, and the circulating carriageway marked with traffic lanes where two lane entries are provided.
34. On the Gosport Road north arm the footway on the east side will be widened and the traffic island modified to enable two traffic lanes to be retained with an uncontrolled pedestrian road crossing provided.
35. On the Gosport Road east arm the footways on both sides of the road and the traffic island will be widened into the road to create a single lane entry to the roundabout for traffic and to improve facilities for pedestrians.
36. At Stubbington Lane modifications will be made to the kerb on the west side of the road to widen the grass verge and create a new footway that will link the crossing points on Stubbington Lane and Stubbington Green. The traffic islands on Stubbington Lane and on Stubbington Green will also be modified to improve accessibility for pedestrians.

Departures from Standards

37. There are no departures from standards.

Consultation and Equalities

38. An early-stage meeting with local County and District Members together with representatives from the local Residents Association took place in March

2020. These discussions focussed on the initial active travel measures in the village centre and the initial proposals at the two roundabouts.

39. The initial active travel measures were not well supported so the scheme at the roundabouts was further developed to include enhanced features to support active travel.
40. An online public engagement was publicised and undertaken between 18 October and 14 November 2021. The public engagement included an online information pack illustrating and explaining the scheme proposals and including a feedback form, with paper copies available upon request.
41. In response to the public engagement 674 responses were received via the online feedback form, either online or on paper. 42 unstructured responses were received by email or letter and 68 social media comments were received through the County Council's Facebook page.
42. In addition, a group of residents carried out an unofficial engagement exercise alerting residents to the engagement process and asking people to object to the proposals by either completing the online survey or completing a printed slip included as part of their promotional letter. 77 slips were received by Hampshire County Council, although it is not known how many of those completing a slip also completed the online feedback form.
43. In terms of the responses to the public engagement, 29% of respondents strongly agreed and 11% slightly agreed with the proposals, and 46% of respondents strongly disagreed, and 10% slightly disagreed with the proposals, with 4% neither agreeing nor disagreeing. A full report detailing the feedback from the engagement can be found in Appendix 4.
44. A detailed analysis of the responses identified the individual scheme proposals that are most strongly supported are the removal of unnecessary through traffic, the provision of new pedestrian and cycle facilities, and improving local access around the village. The individual scheme proposals that respondents disagreed with are the reduced entry lanes to the roundabouts, particularly on Stubbington Lane, and increasing the diameter of the centre islands of roundabouts.
45. Following the analysis of the feedback and comments, a review of the scheme proposals and post bypass traffic model has been undertaken. This has confirmed the importance of encouraging use of the bypass by through traffic to ensure the benefits of the reduced traffic flows in the village are achieved once the bypass is open to traffic, and providing the improved accessibility for pedestrians and cyclists, without unnecessarily restricting local traffic movements on the Stubbington Lane/Gosport Road/May's Lane corridor.
46. The proposed scheme has therefore been revised to retain two-lane entries on the Gosport Road (north arm), and the Stubbington Lane arm to maintain north/south flows, whilst creating a single lane entry on Gosport Road (east

arm), at the Stubbington Green roundabout. At the May's Lane roundabout, a two-lane entry will be maintained at the entry from Gosport Road.

47. The local County Councillor for the Fareham Crofton Division, Councillor Pal Hayre, has expressed overall support for the proposed revised scheme.
48. An equalities impact assessment has been undertaken which has identified a neutral impact on people with protected characteristics. The proposed scheme includes revised crossing locations and tactile paving that will improve accessibility for pedestrians and cyclists and improve choices for active travel that benefit health and wellbeing.

Climate Change Impact Assessments

49. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

50. The climate change adaptation tool has identified two minor vulnerabilities in the scheme. The first identifies a vulnerability to heavy rainfall and surface flooding. The scheme will modify the existing roundabouts without significant variation to the impermeable surface area however it is reliant on the existing surface water drainage system. To mitigate this impact the existing drainage system will be retained and cleaned, checked, and, if necessary, repaired as part of the implementation phase.
51. The second vulnerability may occur during the construction phase when storms and high winds may impact on temporary traffic management equipment (signs, barriers and guarding) and may present a hazard. This will be mitigated by monitoring forecasts and securing, weighting, or removing the equipment as appropriate.

Carbon Mitigation

52. The scheme will result in carbon emissions during the construction phase, associated with the construction materials, fencing & barriers, drainage, electrical equipment, and energy consumption. This will be offset locally by the improved local environmental conditions produced by the reduction of traffic volumes using the route through the village which the scheme aims to support. The combination of this and the provision of measures to support active travel may encourage more walking and cycling trips in the village centre which will contribute to a reduction of emissions due to more people using sustainable travel modes.

Statutory Procedures

53. The scheme is being delivered within the existing highway boundary using permitted development rights and no planning consents are required.
54. The new sections of shared use footway/cycleway as proposed along part of Titchfield Road and Gosport Road at the May's Lane roundabout will be incorporated into the highway network under Section 65 and 66 of the Highways Act 1980.

Land Requirements

55. No land is required for the scheme which is to be constructed within the existing highway boundary.

Maintenance Implications

56. The Asset Management team has been consulted about the proposals and has agreed to the materials being used. The works are within the existing public highway and reduce the carriageway area whilst increasing the footway areas which should help to support a reduced maintenance liability.
57. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £2652 per annum.

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
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- 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:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> EMETE Report: 'Stubbington Bypass – Project Appraisal' EMETE Report: 'Active Travel Fund – Tranche 2 Programme'	<u>Date</u> 17 Sept 2019 29 July 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

An equalities impact assessment has been undertaken which has identified a neutral impact on people with protected characteristics. The proposed scheme includes revised crossing locations and tactile paving that will improve accessibility for pedestrians and cyclists and improve choices for active travel that benefit health and wellbeing.