



## Executive Summary

6. This report seeks approval to progress the Bedhampton Road, Havant scheme within the Portsmouth and South-East Hampshire TCF programme.
7. The scheme aims to encourage sustainable travel and improved bus journey times through provision of enhanced infrastructure.
8. 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;
  - promoting walking and cycling to provide a healthy alternative to the car for short journeys to work, local services, and school; and
  - developing bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability.
9. Stakeholder and public engagement activities were undertaken for this scheme from 28 January to 8 March 2022.
10. There was support from the local members who attended the engagement event for the scheme, including Councillor Fairhurst (who is both the District and County Member for this area) and Councillor Pike (Havant Borough Council Member).
11. In developing the outline scheme a lack of public support and technical challenges emerged. In response, an alternative option was developed. As this option does not dilute the objectives of the Transforming Cities fund, is closely aligned to the original proposal, responds positively to the consultation feedback and addresses some of the technical challenges, it is considered that no further public engagement is necessary. However, there will be ongoing communications as the scheme develops and is delivered.
12. Hampshire County Council and Havant Borough Council are committed to delivering the objectives of the Transforming Cities programme which deliver improvements to public transport within the Havant - Portsmouth - Southsea corridor and this report recommends approval of the revised scheme. Full details of this recommendation are set out later in this report.

## Contextual Information

13. The proposed scheme on Bedhampton Road in Havant is focused on updating the existing bus facilities on the approach to the Bedhampton Hill/ Portsdown Hill Road roundabout, with the aim of improving bus journey times for services between Havant, Portsmouth, and Southsea.
14. The westbound bus stop on the Bedhampton Road approach to the roundabout is currently provided within a lay-by that is substandard, with the existing surfacing, kerbs and footways in a poor state of repair.
15. Current guidance provided by the Chartered Institute for Highways and Transportation (CIHT) advises that bus lay-bys are not suitable on urban bus routes, citing several reasons including the delays that services face when seeking to depart from the lay-by.
16. The recommended scheme proposes to relocate the stop a short distance to the west to be provided on the carriageway together with a short section (35m) of westbound bus lane on Bedhampton Road starting immediately west of the junction with Nursery Road and terminating 20m east of the junction with Brookside Road, thereby reducing the potential for delays to buses departing the stop. Part of the existing bus stop lay-by will be replaced with grass verge.
17. Carriageway markings on the approach to the relocated stop will be revised to provide two lanes over a longer length on the approach to the Bedhampton Road roundabout, enabling vehicles approaching the junction to overtake buses using the stop, and so reduce the potential for buses to delay general traffic flows.
18. When exiting the stop buses will proceed to the termination of the bus lane and merge with other traffic at the point where two lanes become available for all traffic as it approaches the roundabout. All the road markings provided within the revised scheme are in accordance with the design standards set out within Traffic Signs Manual (Ch.3) as issued by the Department for Transport.
19. The proposals will also enable the westbound bus stop to be provided on the exit side of the existing uncontrolled pedestrian crossing facility, in accordance with current guidance (Traffic Signs Manual Ch.6), so improving visibility for pedestrians of traffic approaching on the westbound carriageway.
20. Minor works at the exit of eastbound bus lay-by on Bedhampton Road will enable the crossing width for pedestrians to be slightly reduced.
21. Improvements to the bus facilities at this location will assist in improving overall bus journey time reliability for the Havant - Portsmouth - Southsea corridor, with the Bedhampton Road scheme being provided as one of several measures proposed for the corridor within the Portsmouth City Region (PCR) TCF programme, including improvements at the Spur Road

and Portsbridge roundabouts that are being delivered by Portsmouth City Council.

22. In addition to the potential time benefits associated with the scheme, it is considered that the proposed scheme will also provide an improved experience for bus users, as well as improving visibility/ safety for pedestrians crossing Bedhampton Road in the vicinity of the bus stops.
23. In addition to improvements to the public transport network, the revised scheme has also sought to ensure that any impact on the operation of the highway network for other road users, in particular private cars, will be minimised as much as possible. It is considered that the scheme provides balanced improvements for all users of the local network.

### Scheme Details

24. The revised scheme addresses some of the earlier concerns in relation to the right-turn out of Nursery Road; visibility from Brookside Road and potential delays to general traffic. The opportunity has also been taken to enhance the quality and standard of carriageway and footway surfaces.
25. The general arrangement plan for the scheme is provided within Appendix 1 of this report. This converts an existing bus stop into a bus lane with a new on-carriageway bus stop midway between Brookside Road and Nursery Road.

### Finance

26. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	65	5	TCF	950
Client Fee	67	6	HBC*	250
Supervision	78	6		
Construction Land	990	83		
Total	1,200	100	Total	1,200

(\* Havant Borough Council have committed to the financial contribution for this project and formal commitment will be secured ahead of contract award.)

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	4	0.003%
Capital Charge	115	0.068%

## Programme

27. The Scheme is currently projected to be completed within the Department for Transport funding deadline of March 2023.

G3 (Project Appraisal)	Tender	Construction	G4 (Post-Construction Review)
July 2022	October 2022	January 2023	July 2023

## Consultation, Engagement & Equalities

28. An online digital engagement event was held in January 2022 for Councillors (county, borough, town and parish) and key stakeholders including local businesses and community groups. The scheme presented at the engagement event was similar to that being considered within this report, with the main difference being that the short section of bus lane was not included (see Appendix 2). The event was well attended by interested parties with good levels of interaction between attendees and council officers, with Councillor Fairhurst and Councillor Pike indicating their support for the scheme. The event included an introductory statement on public transport by Councillor Humby.
29. Following the digital event, an online public survey was launched which attracted some 72 responses. In addition, 7 unstructured responses were received by email or letter and 21 social media comments were received through Facebook. Full results of the online event are available at [Bedhampton Road Bus Improvement | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/bedhampton-road-bus-improvement-transport-and-roads-hampshire-county-council) with the headlines summarised as follows:

there is a general lack of support for the scheme, with

- 80% of all respondents being against the proposals, and 15% indicating their support;
- the highest proportion of respondents were frequent car drivers with the majority (80%) disagreeing with the scheme, although some (12%) did indicate support for the proposals. The key reasons for opposition to the scheme raised by car drivers were that there are no issues with the existing layout (54%), it won't reduce traffic associated with nearby new developments (23%), and that allowing for the right-turn out of Nursery Road would be unsafe (23%);
- amongst frequent bus users there was a higher level of support for the scheme (30%) than amongst car drivers. Bus users indicated several key areas of opposition to the scheme including that there are no issues with the existing layout (40%), it would increase congestion at the roundabout (28%) and that it would restrict views for traffic exiting Brookside Road (28%);
- for those respondents that supported the proposals, reasons for doing so included an easing of traffic/ congestion, improved reliability, and access

to bus services, together with the provision of the right-turn out of Nursery Road; and

- the majority of respondents indicated that the proposed changes would not lead to a change in the primary mode of travel that they use on this part of the network. A small number of respondents (6%) indicated that they would be likely to use the bus more in the future if the proposals are implemented, with the increased bus usage coming from car drivers and cyclists.

30. The main areas of concern identified within the engagement, together with officer mitigations, are outlined in the table below:

<b>Concern</b>	<b>Mitigation Response</b>
Changes are unnecessary, no issue for buses exiting the lay-by	<p>The existing bus lay-by is not in accordance with current guidance with regards to the provision of bus stops on busy urban bus routes (the stop is served by over 700 buses per week), where lay-bys are generally considered to have a detrimental impact on service reliability.</p> <p>In addition, the layout with regards to the relationship between the bus stop and uncontrolled pedestrian crossing is not in line with current guidance. The proposed works will enable the provision of a facility with improved safety and visibility for pedestrians using the uncontrolled crossing.</p> <p>The funding received from TCF provides an opportunity to improve this stop as part of a wider programme of improvement works on this corridor, including at the Portsbridge and Spur Road roundabouts.</p>
Scheme won't resolve existing issues at the roundabout, and would increase congestion	<p>The TCF award received from the Department for Transport outlines that the monies are to be spent on improvements to schemes aimed at improving infrastructure for walking, cycling and public transport, to encourage a modal shift away from the private car.</p> <p>A previously considered scheme investigated replacing the existing roundabout with traffic signals, but there were several key issues that meant the scheme would not be able to deliver improvements in terms of safety and performance, and so it was not progressed further.</p> <p>The revised scheme addresses the concerns raised by providing two lanes over a longer length on the approach to the Bedhampton Road roundabout. This will enable vehicles approaching the junction to be able to overtake buses using the stop, and so reduce the potential for buses to delay general traffic flows.</p>
No requirement for right-turn out of Nursery Road	The revised scheme addresses the concerns raised and will no longer facilitate the right-turn out of Nursery Road

31. The public engagement activity was successful in understanding public opinion and the lack of public support for the original scheme. The alternative option being recommended within this report responds positively and seeks to mitigate some of these concerns - the updated design is set out in Appendix 1.

32. As this option does not dilute the objectives of the Transforming Cities Fund, is closely aligned to the original proposal; responds positively to the consultation feedback and addresses some of the technical challenges, then it is considered that no further public engagement is necessary. However, there will be ongoing communications as the scheme develops and is delivered.
33. Discussions have been held with both the local County and District members to outline the proposed revisions and the associated benefits of the scheme. The local County Councillor, Cllr Fairhurst has confirmed her support for the scheme that is outlined here in Appendix 1. Cllr Inkster, a Havant Borough Council member has queried the introduction of a bus lane on the grounds that it may increase vehicle queues in the approach. The officer at Havant Borough Council leading the detailed design of the scheme has provided a response to the member, advising that there will be no reduction in capacity for other road users, whilst making bus journeys more reliable.
34. An Equalities Impact Assessment (EIA) was carried out on the Bedhampton Road scheme. The scheme has a positive impact on some groups with protected characteristics (age, disability, pregnancy & maternity) as it improves access to low floor accessible buses, provides wider footways and a minor reduction in crossing width across the eastbound carriageway. A positive impact is also reported for poverty due to the aims of the TCF programme, as the scheme improves infrastructure for buses 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 vehicles, 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 scheme has a neutral impact on all other groups with protected characteristics.

### **Climate Change Impact Assessments**

35. 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.
36. 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 towards 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**

37. The adaptation project screening tool has assessed the scheme and identified Bedhampton Road as:
- medium level of vulnerability assumed. Under extreme heat events, road surface could be subject to melt, which would affect wider network and transport links across the area.
  - flood maps show medium risk of surface water flooding - scheme designs will include drainage to link to existing facilities - site adjacent to scheme at higher risk.
  - low overall risk of extreme storm and wind events affecting the feasibility and operation of this project.

### **Carbon Mitigation**

38. Carbon emissions from this scheme arise from the use of highway materials for construction, e.g., concrete and steel, and from plant and equipment needed to undertake the work.
39. 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**

40. Under the New Roads and Street Works Act 1991 and road space bookings legislation all forward planning notices have been completed.
41. Formal traffic regulation orders (TROs) are required to implement the above improvements, including the new section of bus lane and appropriate no stopping restrictions, together with any additional orders that may be considered necessary. The process involves giving local people an opportunity to give their views, separate to the public engagement activity undertaken to date.
42. A Stage 1 Road Safety Audit (RSA) undertaken on the original scheme identified no fundamental safety issues with regards to the design. The only comment raised was in relation to a proposed amendment to the existing pedestrian crossing point on Brookside Road with the recommendation being that the crossing point is unaltered as part of the scheme. A further Stage 1 RSA will be undertaken on the updated scheme.

## **Land Requirements**

43. The proposed scheme lies within the existing extents of the adopted public highway and is considered to be permitted development for which planning permission is not required.

## **Environmental and Ecological Summary**

44. Several high-level environmental assessments have been undertaken for the proposed scheme at Bedhampton, and are summarised as follows:
  - the scheme would not lead to any loss of trees within the local environment;
  - though the scheme lies within 100m of several recorded priority ecological habitats and species, including woodland and bats, it would not impact any of these habitats;
  - the scheme will not impact any of the locally identified European and nationally designated sites of ecological importance;
  - whilst the site lies within zones for groundwater vulnerability, Flood Zone 3 and Source Protection Zone 1, the Environment Agency have confirmed that there is a low risk of flooding and so a Flood Risk Assessment (FRA) will not be required;
  - the likelihood of discovering any undisturbed cultural/ heritage assets is low;
  - the scheme does not lie within an Air Quality Management Area (AQMA) and will not have a negative impact on existing air quality levels; and
  - there are no Noise Impact Area (NIAs) close to the scheme and it will not have a negative impact on existing noise levels.

## **Maintenance Implications**

45. There will be an increase in long term maintenance liability resulting from the delivery of the above scheme of approximately £2,450 per annum. This increase should be considered when setting future annual highway maintenance budgets.
46. The design of the scheme has been refined to reduce future maintenance liability as far as possible by using robust materials.
47. The scheme has been subject to review in terms of asset management with respect to design principles and proposed materials.

# Appendix 1: Updated Scheme



- NOTES**
- DO NOT SCALE FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  - LIFTS OF WORK ARE APPROXIMATE AND ARE TO BE FINALISED DURING NEXT PHASE OF DESIGN.
  - HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL EXISTING UNDERGROUND PLANT THAT MAY BE LOCATED WITHIN THE SITE.
  - DRAINAGE ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE.
  - THE FAVORITEST COMPOSITION IS SURFACE COURSE AS UNDER COURSE - 100 BASE COURSE IS SUBMIT FOR NEW CONSTRUCTION - WEEDING IS TAKEN BY ADDING 5% ON FOR VALUE 0.20/m<sup>2</sup>.
  - FOR DETAILS OF PAV. REA & TRANSITION HERE, REFER TO HCC STANDARD DETAIL DRAWING NO. HCC/SD/001.
  - FOR DETAILS OF PRECAST CONCRETE EDGING, REFER TO HCC STANDARD DETAIL DRAWING NO. HCC/SD/002.
  - FOR DETAILS OF CONTROLLED AND UNCONTROLLED RESISTANCE CRIBSING, REFER TO HCC STANDARD DETAIL DRAWING NO. HCC/SP/001, HCC/SD/003 & HCC/SD/004.
  - FOR DETAILS OF FACED WARNING PAVERS, REFER TO HCC STANDARD DETAIL DRAWING NO. HCC/SD/005, HCC/SD/006.
  - FOR FOOTWAY DETAILS, REFER TO HCC STANDARD DETAIL DRAWING NO. HCC/SD/007.
  - FOR ALL ROAD MARKING TYPE / COLOUR / DIMENSIONS AND TRAFFIC SIGN NUMBER, REFER TO TSG10 2018 AND SUBSEQUENT CHANGES.
  - EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROVIDED.
  - SIGN ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE INDICATIVE PROPOSAL ONLY SHOWING STRATEGIC REVIEW OF ALL NEW INFRASTRUCTURE WITHIN SHOWN EXTENTS TO BE UNDERTAKEN AS DESIGN PROGRESSSES TO ENSURE A CONSISTENT PROVISION ACROSS ALL SHOWN AREAS.
  - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEING ORGANISATION.

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

Compliant to the requirements of the Health and Safety Act 1974 and the Health and Safety Regulations 1988. The contractor shall be responsible for the safety of all workers on the site.

<b>CONTRACTOR</b>	Public Service Place, Havant, Hampshire, PO9 2AT
<b>CLIENT</b>	Havant Borough Council, Havant, Hampshire, PO9 2AT
<b>DATE</b>	14/05/2022
<b>SCALE</b>	AS SHOWN

**Havant BOROUGH COUNCIL**  
 Public Service Place  
 One Centre Road  
 Havant, Hampshire, PO9 2AT  
 Telephone: 01329 8247 47/5  
 Email: info@havant.gov.uk  
 Internet: www.havant.gov.uk



**PORTSMOUTH TCF**

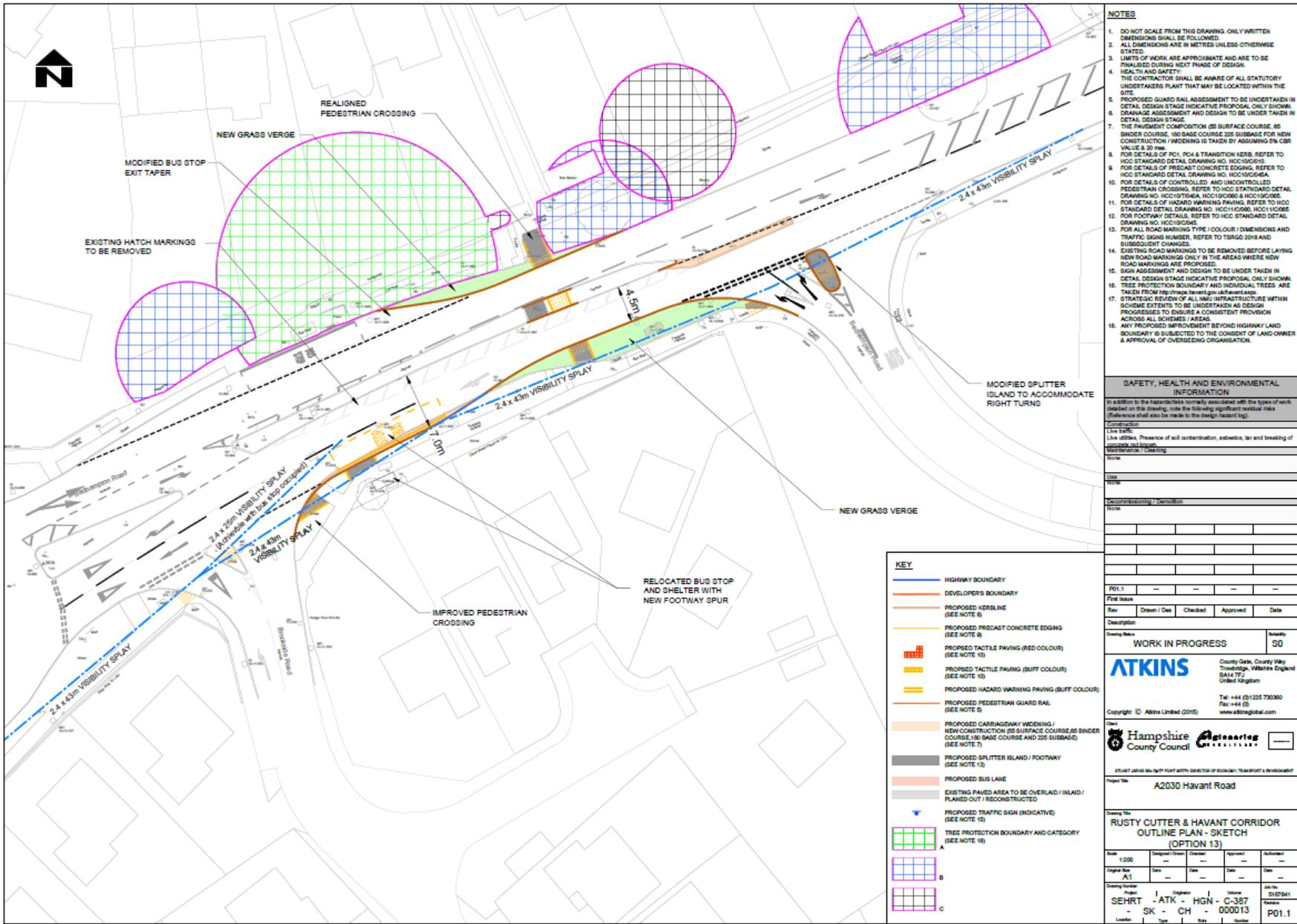
**82177 BEDHAMPTON ROAD**

SCALE	AS SHOWN
DATE	14/05/2022

PROJECT NUMBER	2022-04	HBC	3059	DO	00002
DATE	14/05/2022				

NO.	REV.	DATE	BY	CHKD

# Appendix 2: Original Scheme Presented at Public Engagement Event (January 2022)



- NOTES**
- DO NOT SCALE FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  - LIMITS OF WORK ARE APPROXIMATE AND ARE TO BE TRIALLED DURING NEXT PHASE OF DESIGN.
  - HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE.
  - PROPOSED GUARD RAIL ASSESSMENT TO BE UNDERTAKEN IN DETAIL DESIGN STAGE INDICATIVE PROPOSAL. ONLY SHOW DRAINAGE ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE.
  - THE PAVEMENT COMPOSITION (25 SURFACE COURSE, 45 BINDER COURSE, 180 BASE COURSE AND 225 SUBBASE) FOR NEW CONSTRUCTION / WIDENING IS TAKEN BY ASSUMING 5% CBR UNLESS STATED.
  - FOR DETAILS OF P.C.I. P.C.H. & TRANSITION KERB. REFER TO ICC STANDARD DETAIL DRAWING NO. ICC0305019.
  - FOR DETAILS OF PRECAST CONCRETE EDGING. REFER TO ICC STANDARD DETAIL DRAWING NO. ICC0305018.
  - FOR DETAILS OF CONTROLLED AND UNCONTROLLED PEDESTRIAN CROSSING. REFER TO ICC STANDARD DETAIL DRAWING NO. ICC0305014, ICC0305015 & ICC0305016.
  - FOR DETAILS OF HAZARD WARNING PAVING. REFER TO ICC STANDARD DETAIL DRAWING NO. ICC1101006, ICC1101008.
  - FOR FOOTWAY DETAILS. REFER TO ICC STANDARD DETAIL DRAWING NO. ICC0305019.
  - FOR ALL ROAD MARKING TYPE / COLOUR / DIMENSIONS AND TRAFFIC SIGN NUMBER. REFER TO TSG02 2018 AND SUBSEQUENT CHANGES.
  - EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROPOSED.
  - SIGN ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE INDICATIVE PROPOSAL. ONLY SHOW TREE PROTECTION BOUNDARY AND INDIVIDUAL TREES ARE TAKEN FROM Highways Investigation Software.
  - STRATEGIC REVIEW OF ALL INMUI INFRASTRUCTURE WITHIN SCHEME EXTENTS TO BE UNDERTAKEN AS DESIGN PROGRESSES TO ENSURE A CONSISTENT PROVISION ACROSS ALL SCHEMES / AREAS.
  - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEERING ORGANISATION.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the design hazard log.)

Construction	Use
Live traffic. Presence of soil contamination, asbestos, tar and breaking of pavements, drainage, infrastructure / crossing	
Note	
Use	
Note	
Access/egress / ejection	
Note	

**KEY**

- HIGHWAY BOUNDARY
- DEVELOPER'S BOUNDARY
- PROPOSED KERBLINE (SEE NOTE 6)
- PROPOSED PRECAST CONCRETE EDGING (SEE NOTE 8)
- PROPOSED TACTILE PAVING (RED COLOUR) (SEE NOTE 10)
- PROPOSED TACTILE PAVING (BUFF COLOUR) (SEE NOTE 10)
- PROPOSED HAZARD WARNING PAVING (BUFF COLOUR) (SEE NOTE 10)
- PROPOSED PEDESTRIAN GUARD RAIL (SEE NOTE 5)
- PROPOSED CARRIAGEWAY WIDENING / NEW CONSTRUCTION (25 SURFACE COURSE AND 225 SUBBASE) (SEE NOTE 7)
- PROPOSED SPLITTER ISLAND / FOOTWAY (SEE NOTE 13)
- PROPOSED BUS LANE
- EXISTING PAVED AREA TO BE OVERLAID / INLAID / PLACED OUT / RECONSTRUCTED
- ▼ PROPOSED TRAFFIC SIGN (NEGATIVE) (SEE NOTE 15)
- TREE PROTECTION BOUNDARY AND CATEGORY (SEE NOTE 16)
  - A
  - B
  - C

TR1	TR2	TR3	TR4	TR5
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Rev	Drawn / Des	Checked	Approved	Date
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Drawing Name: **WORK IN PROGRESS**      Authority: **SO**

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Client: **Hampshire County Council**      **Engineering**

PROJECT AND/OR PART WITH DIRECTOR OF ECONOMIC TRANSPORT & HOUSING

Project Title: **A2030 Havant Road**

Drawing Title: **RUSTY CUTTER & HAVANT CORRIDOR OUTLINE PLAN - SKETCH (OPTION 13)**

Rev	1:200	Design/Drawn	Checked	Approved	Authorised
Original	A1	---	---	---	---

Drawing Number: **SEHRT - ATK - HGN - C-387 - SK - CH - 000013**      Volume: **01/02/61**      Job No: **P01.1**

## 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**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	No
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="#">Portsmouth and South East Hants TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day</a>	<u>Date</u> Nov 2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<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 Assessment:**

An Equalities Impact Assessment (EIA) was carried out on the Bedhampton Road scheme. The scheme has a positive impact on pregnancy and maternity, age and disability as changes will improve access for low floor accessible buses and enables provision of a wider footway. A positive impact is also reported for poverty due to the aims of the TCF programme, as the scheme improves infrastructure for buses 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 vehicles, 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 scheme has a neutral impact on all other groups with protected characteristics.