

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund – A27 Portchester Bus Priority Scheme

Contact name: Oli Seebohm

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1. The decision:

- 1.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Portsmouth and South-East Hampshire Transforming Cities Fund – A27 Portchester Bus Priority Scheme' ("the Scheme"), as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary statutory and contractual arrangements to implement this scheme, at a total estimated cost of £378,000, to be funded from the Transforming Cities Fund award (TCF).

2. Reason(s) for the decision:

- 2.1. The decision will allow the spend of a proportion of the £56million secured from the Department for Transport's (DfT) Transforming Cities Fund (TCF) for the Portsmouth City Region. The bid provides for £19.6million investment in Hampshire, in the Boroughs of Fareham, Gosport and Havant. The TCF funding will deliver a range of schemes aimed at improving journey times for bus passengers and providing enhanced facilities for pedestrians and cyclists. Within the TCF objectives there is also a focus on Local Access Zones (LAZ), which aim at improving access to town centres from local communities by enhancing public transport and cycling options.
- 2.2. The A27 Portchester Bus Priority scheme seeks to improve bus connectivity and journey times on the Portsmouth-Fareham corridor. The scheme proposes the installation of bus priority signals on the Castle Street Roundabout bus lane/stop at Portchester precinct, providing journey time savings to benefit bus movements at this location. The TCF improvements will help advance sustainable travel as part of the HCC climate change agenda.
- 2.3. The introduction of the bus priority signals on Castle Street Roundabout will improve the reliability of the service and reduce overall passenger journey times, particularly when combined with the journey time savings provided by

other TCF schemes on the corridor between Portsmouth and Fareham contributing to a journey time saving of around 7 minutes.

Other options considered and rejected:

- 2.4. The original Portsmouth and South-East Hampshire Transforming Cities Fund bid outlined 'Low, Core and High' funding scenarios with scheme options based on the level of funding available. Funding was secured to deliver the programme of schemes covered by the 'Core' funding scenario for improvements to walking and cycling facilities in the form of an at-grade toucan crossing over the A27 with the infill of the existing subway.
- 2.5. Through further development and assessment of the scheme during preliminary design stages the scheme proposals were further refined, and the scope of the project reduced, removing the at-grade toucan crossing and the infill of the subway. The assessment of the proposals showed:
 - that the scheme did not meet the requirements or align with the principals set out in LTN/120. This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including planning for cycling; space for cycling within highways; transitions between carriageways; cycle lanes and cycle tracks.
 - an improving Road Safety record on the roundabout did not justify the cost of the proposed scheme developed originally as part of the Road Safety Fund.
 - the addition of the toucan crossing and removal of the subway did not align with HCC aspirations for walking and cycling on the A27 corridor, which is being considered as part of a package of future proposals.
 - there was no local political support for the removal of the subway.
- 2.6. The reduction in scope was approved by the SE-Hants TCF Delivery Board. The funding has therefore been utilised to develop proposals for the introduction of bus priority signals at the existing bus stop which remains aligned with the TCF objectives and was originally proposed as part of the High funding scenario. This is subject to DfT change control approval.

3. Conflicts of interest:

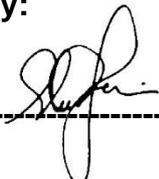
- 3.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

4. Dispensation granted by the Head of Paid Service:

- 4.1. None

5. Supporting Information:

- 5.1. Transforming Cities Fund – Portsmouth City Region [Strategic Outline Business Case](#).
- 5.2. Transforming Cities Fund – Portsmouth City Region TCF [Tranche 2 Re-Bid](#).
- 5.3. Transforming Cities Fund – Portsmouth City Region TCF [Letters of Support](#).

Approved by:  -----	Date: 14/07/2022 -----
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment		
Title:	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund – A27 Portchester Bus Priority Scheme		
Contact name:	Oli Seebohm		
Tel:	0370 779 2192	Email:	oliver.seebohm@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to implement the proposed TCF bus priority scheme on the A27 Castle Street Roundabout.
- 1.2. The scheme aim is to improve the bus services and passenger experience at the Portchester Precinct Bus Stop for journeys between Portsmouth and Fareham, whilst providing additional benefits for linked services from Fareham and Portsmouth to key destinations such as employment centres, Town and City centres and transport hubs for onward travel.
- 1.3. The proposed scheme forms one of a number of schemes contributing to improvements to the bus services along the travel corridor between Portsmouth and Fareham, including the Delme to Downend Road scheme and proposed TCF schemes within Portsmouth City.
- 1.4. The introduction of the bus priority signals on Castle Street Roundabout will improve the reliability of the service and reduce overall passenger journey times, particularly when combined with other TCF schemes on the corridor between Portsmouth and Fareham contributing to a journey time saving of around 7 minutes.
- 1.5. To support the delivery of the signals on the gyratory, resurfacing of the roundabout will be undertaken in conjunction with the works for the bus priority signals bringing together two separate schemes to minimise disruption to traffic on the A27 and residents whilst providing efficiencies in the delivery of both the TCF scheme and the resurfacing programme, negating the need for additional interventions at a later date and disruptions to the network.

2. Scheme Outline

- 2.1. Located centrally between Cosham (Portsmouth Conurbation & Bus Interchange location) and Fareham, the Portchester District Centre bus stop is

a well-used facility located on Castle Street roundabout on the A27 immediately east of the pedestrianised precinct.

- 2.2. The stop predominantly services route numbers 3 and X4 provided by First Hampshire and also provides a stop for other bus services including college and school routes.
- 2.3. The stop is a key location on the transport corridor between Portsmouth and Fareham, however due to its location within a separated lane on the Castle Street Roundabout, services experience issues accessing and egressing the bus stop due to the volume of vehicles using the roundabout and obstruction within the bus lane from private vehicles, private coach services and taxis that use the stop as a pick-up and set-down location.
- 2.4. The bus priority scheme has been identified to improve bus service reliability and reduce bus passenger journey times between Portsmouth and Fareham and encourage modal shift through improved infrastructure which will facilitate increased uptake of this sustainable method of transport.
- 2.5. The proposed scheme will achieve this through:
 - The introduction of traffic signals onto Castle Street roundabout and the bus stop. These bus priority signals will allow buses to access the roundabout without the need to wait for a gap in traffic.
 - The application of a Traffic Regulation Order (TRO) for the bus lane, subject to Statutory Consultation, permitting only local bus services to utilise the stop, preventing its use and obstruction by other vehicles that use the area as a drop-off / pick-up location, such as Taxis and private vehicles.
 - The introduction of lane markings on the roundabout in the vicinity of the signals.
- 2.6. The general arrangement drawing for the A27 Castle Street, Portchester scheme can be viewed in Appendix C.
- 2.7. A Traffic Regulation Order is proposed for the bus lane, subject to the Statutory consultation period. The TRO would have the effect of only permitting local bus services to utilise the bus lane/stop:
 - Preventing the use of the stop by other vehicles that currently utilise the area as a drop-off / pick-up location such as Taxis, private coaches and private motor vehicles.
 - Local licensing authorities (Portsmouth City Council and Fareham Borough Council) are aware of the proposals.
 - Hackney Carriages have a stop within the car park to the rear of the shops.

- Private hire vehicles would need to find alternative locations to stop, such as Jubilee Road or the Car Park areas.
- Other coach firms such as Lockett's who pick-up/drop-off from this stop for excursions, will be requested to utilise alternative stops.

Alternative Options Considered and Rejected

- 2.8. The original Portsmouth and South-East Hampshire Transforming Cities Fund bid outlined 'Low, Core and High' funding scenarios with scheme options based on the level of funding available. Funding was secured to deliver the programme of schemes covered by the 'Core' funding scenario for improvements to walking and cycling facilities in the form of an at-grade toucan crossing over the A27 with the infill of the existing subway. Therefore, the other options were discounted.
- 2.9. Through further development and assessment of the scheme during preliminary design stages the scheme proposals were further refined and following approval by the SE-Hants TCF Delivery Board of the reduced scope, the introduction of the toucan crossing, and subway infill (funded through the Road Safety Fund) were removed from the scheme.
- 2.10. With an improving accident history at this location (without intervention) the original Safer Roads Fund element (toucan installation and subway removal) was deemed not to deliver the benefits desired in terms of TCF and Safer Roads Fund objectives and was not considered to provide good value for money. The infill of the subway was not supported by the local Member. The remaining TCF funding was then considered for the implementation of the improved bus stop facility, as described in the High package above. The funding for the scheme fell short of the estimated cost to provide an additional bus stop within the bus lane which required the reprofiling of the roundabout and therefore was also discounted.

Measures of Success

- 2.11. Monitoring will be undertaken as part of the package of measures being delivered through the Portsmouth and South-East Hampshire Transforming Cities Fund Programme. Success would be measured as positive contribution to the overall journey time reduction and service reliability improvements on the Portsmouth-Fareham corridor.

3. Background

- 3.1. The County Council together with Portsmouth City Council has secured £57 million 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.

3.2. These schemes form part of a wider programme of highway works within Portsmouth and the surrounding areas and whilst funding is available from the DfT, these schemes also support HCC’s 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
- Develop bus Rapid Transit and high-quality public transport in the South Hampshire, to reduce car dependence and improve journey time reliability

3.3. Individual stakeholder/ public consultation on all schemes was carried out during autumn/ winter 2021. First Bus, as the primary bus operator at this location identified this location as one that impacts on the reliability of their services and adversely affects passenger journey times.

3.4. The scheme detailed in this report forms the first phase of a wider strategic programme within the South-East Hampshire Rapid Transit principles and future phasing elements will be progressed when funding becomes available.

4. Finance

4.1. The scheme will be fully funded through the Portsmouth and South-East Hampshire Transforming Cities Fund award.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	118	31	TCF Award	378
Client Fee	85	22		
Supervision	14	4		
Construction	161	43		
Land				
Total	<u>378</u>	<u>100</u>	Total	<u>378</u>
<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee’s budget</u>		
Net increase in		2.5	0.002%	

maintenance expenditure

Capital Charges 36.0 0.024%
(Depreciation and
notional interest charges)

4.2. The disproportionate 57% in fees is a result of complexities of the design phase in changing the scope of the scheme

5. Programme

5.1. The Scheme construction is currently projected to be delivered within the March 2023 TCF scheme spend deadline.

Gateway Stage			
3 – Project Appraisal	Start on site	End on site	4 - Review
June 2022	September 2022	September 2022	October 2022

6. Scheme Details

6.1. The general arrangement drawings for the scheme are included at appendix 1 and covers:

- Installation of bus priority traffic signals on Castle Street Roundabout adjacent to the Bus Stop, allowing easier movements for buses exiting the stop onto the roundabout.
- The signals would also incorporate detection for vehicles, such as those utilised for the weekly market or maintenance, joining the roundabout from the precinct. The signals would hold both circulatory and buses for a short duration to allow safe egress from the precinct onto the roundabout.
- Introduction of restrictions on the use of the bus stop by means of a Traffic Regulation order (TRO), so that only local buses, rail replacement buses and coaches may use the stop, providing easier access for buses with reduced obstructions in the bus lane.

6.2. In addition to the above, it is proposed to remove the advisory cycle lanes adjacent to the bus lane and station Road arm of the roundabout. This is to provide consistency of the cycle route on the A27 Portchester route where the markings have been removed on the A27 Cornaway Lane Roundabout to the west.

6.3. The introduction of signals on the circulatory requires improvements to the surfacing to be undertaken. A co-ordinated approach is being undertaken for the resurfacing of Castle Street Roundabout to be undertaken in conjunction

with the completion of the civils works for the bus signals. This brings together two separate schemes to minimise disruption to traffic on the A27 and local residents and provide efficiencies in the delivery of both the TCF scheme and the resurfacing programme.

6.4. , The scheme also considers:

- relocation of the royal mail pillar box from outside the Red Lion Public House to the western end of the pedestrian precinct. This has been agreed with Royal Mail, who will undertake the works for the relocation. The cost of which is included in the scheme budget.
- relocation of the litter bin adjacent to the bus stop flag to be positioned at the alighting point of the bus stop to make space for the signal control unit.

Modelling & Delays

6.5. Delays to vehicles on the circulatory resulting from the installation of the signals have been modelled and assessed.

6.6. Delay for buses at the bus gate would normally be 9 seconds from being detected to join the roundabout. The modelling for the scheme and the signal timings show that circulatory traffic would be stopped for 15-17 seconds when a single bus exited the bus lane.

6.7. A queue of around 40 metres (6 car lengths) would be generated on the inside lane in both 2024 AM and PM peaks, which is in line with the Castle Street arm of the roundabout. The queue on the outside lane would around 25 metres (4 car lengths) which would almost reach the Castle Street entry to the roundabout but would not obstruct the arm.

6.8. Of note is that queues will only form when a bus exits and will quickly dissipate. This is similar to the queues that form at moderately used pedestrian crossings which have long green times between demands in which the traffic queue quickly clears. The modelled delays and queuing would also be most prevalent at peak travel times, with less impact off-peak.

7. Departures from Standards

7.1. None

8. Community Engagement

8.1. An online digital engagement event was held on 23rd November 2021 for Councillors (County and Borough) and key stakeholders. The event had a good level of interaction/participation between attendees and County Officers during a question-and-answer session at the end of the event

- 8.2. Following the digital event, an online public engagement event was held between 24th November and 21st December 2021. The event was publicised through social media with targeted advertising, letters to local residents and businesses and was supported by First Hampshire with media coverage on their website and posters on their buses serving the Portchester stop. A press release was also published.
- 8.3. Utilising lessons learned from other TCF scheme engagement events, members of the team conducted face to face surveys with bus users on site to gather more accurate data regarding bus use and improvements to the area.
- 8.4. Following digital event, an online public survey is launched which attracted 278 responses. Full results are available at [A27 Bus Enhancements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#)
- 8.5. Analysis of the feedback form found markedly different sets of opinions and profile based on modal use, these are frequent bus users (who took the bus at least once a week in the local area), and infrequent/non-bus users (who took the bus less than once a week or never).
- 8.6. The majority of **frequent bus users** agreed with:
- Installing bus priority traffic signals on the roundabout (57% agreed)
 - Introducing measures to prevent non-buses from using the bus stop (70% agreed).
 - A fifth of frequent bus users (21%) said that the proposed changes would encourage them to use the bus more locally (45% said they already used the bus frequently).
- 8.7. Of the **infrequent/non-bus users** :
- A slim majority agreed with preventing non-buses from using the bus stop (53%).
 - Most disagreed with installing bus priority traffic signals (14% agreed, while 80% disagreed).
 - 7% said they would use local buses more if the proposed changes were introduced. Among those who would not use the bus more regularly more than two thirds could be encouraged by other incentives, notably cheaper fares (51%), more direct routes (35%), more reliable journey times (24%) and more frequent services (22%).
- 8.8. Among both groups, the most common reasons for **agreeing** with the proposed changes related to measures to restrict access to the bus stop for non-buses:
- 37% of those who agreed with the proposed changes felt that bus stops should be for buses only
 - A fifth of respondents had noticed taxis, vans or parked vehicles making access for buses more difficult.

- 8.9. Among those who **disagreed** with the proposed changes, many comments related to the proposed bus priority traffic signals,
- half of those answering (53%) felt that the change could increase congestion, while
 - 45% said they had not noticed issues at the roundabout, so the changes were not needed.

8.10. The most common comments together with officer mitigation can be seen in the table below.

Concern	Mitigation response
Increase in queues and congestion for cars on the roundabout	<p>It was found that some members of the public were under the incorrect perception that traffic lights are proposed on all arms of the roundabout. The signals are to be located across the bus lane and circulatory where the bus lane joins the roundabout.</p> <p>Delays to traffic on the roundabout will only be apparent when buses activate the signals and not at other times.</p> <p>The timings of the signals will introduce around a 15 second delay to traffic on the roundabout and will accommodate peak time traffic flows.</p> <p>The introduction of the road markings defining two traffic lanes will encourage better lane discipline and queuing is modelled to be circa 5 PCUs per lane at the signals.</p>
Unlikely to increase uptake of bus services	<p>Feedback from the public engagement survey indicates that if the proposals were to be introduced both car users (8% of responders) and bus users (21%) would increase their use of buses.</p>
Unnecessary as there is no problem to resolve / waste of money	<p>One of the main objectives of the TCF programme is to give local residents alternative means of travel by improving bus journey times and service reliability when travelling in the local area.</p> <p>This location was identified by the Bus Operator as a location where delays to the services have a detrimental effect on their service delivery.</p> <p>By improving the facilities for bus services at this location through the introduction of bus priority signals, it will allow dedicated time for the bus services to access to Castle Street Roundabout.</p>

This will help alleviate some capacity issues by encouraging modal shift away from private car use to public transport. Accessing the bus services by active travel means (walking or cycling) will also help with local health and wellbeing.

The scheme forms part of a wider package of measures across the Portsmouth and South Hampshire Region and will contribute to cumulative benefits on the corridor delivering journey time saving of around 7 minutes between Portsmouth and Fareham.

- 8.11. The full engagement report is available on the HCC webpage: [A27 Bus Enhancements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport-and-roads).
- 8.12. There has been political buy in from the Hampshire County Council Members and political engagement has been foregrounded as part of the Community Engagement through a personal statement by Cllr Humby.
- 8.13. County Councillor Roger Price (Member for Fareham Portchester) was not supportive of the initial proposals and requested that:
- a) additional planting to close the gap between the two planted raised beds to prevent passengers boarding and alighting away from the bus stop shelter as the gap is very dangerous.
 - b) there is an agreed place for coaches to pick up and drop off, this again is essential as a very large number of local residents who are elderly and go out on trips as their only way of getting out. They either catch the bus to this stop and then catch their coach or they get a taxi to this point or drive or dropped off in the car park and then just a short walk. There are many more coach companies other than Lockett's and National Express Coaches which use this area. This situation must be resolved before any scheme is started or approved.
- 8.14. Discussions around these elements has taken place with Officers and coach operator Lockett's Travel. The outcomes of these discussions are given below:
- a) Gap in Planted Area
 - The gap in the planting is thought to have been deliberately placed so as to allow for the alighting of passengers from a bus waiting to access the bus shelter, reducing the time required at the shelter for boarding and alighting. This matter has been discussed with the Road Safety Audit Team, which highlighted the following:
 - the gap in the planting is a long-established arrangement with no known incidents of passenger/pedestrian collisions or injuries; had

there been safety concerns the bus operators would have made this known to the passenger transport team. We have no known reports from the operators or road users to this effect.

- the risk of pedestrians walking roadside, down the edge of the planter from the shelter, rather than around to board a waiting bus is very low, and very few passengers compared to those waiting at the shelter board between the planters as they know it will stop at the bus shelter.
- Although the potential risk here is very low and not considered a safety risk, in lieu of the perceived safety concerns, works to infill the gap between the planters will be commissioned utilising TCF funding, to provide a raised planting area of same construction, materials and plants.

b) Coach Drop-off / Pick Up Area

- Engagement with private coach companies has been undertaken. Lockett's Travel, a subsidiary of National Express, which expressed concerns that the TRO would prevent coaches from picking up and setting down customers at the precinct. Meetings with Lockett's and National Express have been held to discuss options for their continued operations in this area, as they currently cater to over 1000 passengers per annum from this location.
- Discussions on this matter have been had with both Road Safety and Passenger Transport Teams. The outcomes of which have been that HCC cannot dictate to operators (coach or bus) which stops they use, other than where restrictions in the form of Traffic Regulation Orders are in place. It is therefore suggested that operators should decide on the stop they wish to use in replacement of the Portchester Precinct stop after the TRO is brought in and advise HCC of the proposed location which can then be discussed further with Road Safety and Passenger Transport teams.

8.15. Through discussions with the operator a location in the short stay car park to the south of the precinct has been identified as a potential suitable location which has been assessed and agreed by Lockett's Travel. The area is accessible and is used by HGVs for deliveries to the commercial premises. A coach would also be able to utilise into this area and other vehicles would still be able to manoeuvre around the waiting coach. The operators would need to be mindful of other delivery vehicles and pedestrians in the area. The location had been discussed with the Road User Safety Audit Team, who raised no objections. While recognising the lack of objection for coaches parking safely in the local car park we also acknowledge there could be disruption to other deliveries.

8.16. The coach drop off and collection location is unlikely to interfere with deliveries to Iceland as space on the carriageway is able to accommodate

passing vehicles and the timings for the coach drop off and collection requires a period of circa 5-7 minutes for boarding and alighting passengers.

- 8.17. The nursery entrance is located to the rear of the footway running along the northern section of the car park. The nursery offers morning, afternoon or full day sessions within their operating times of Monday-Friday 08:30am to 4:00pm, and therefore the peak times for movements around the nursery entrance are 08:30-09:00am, lunchtime and 4pm. Although it is considered that the coach pickup and drop off times are predominantly outside of these times, it is recognised that there could be potential conflict between road users at this location.
- 8.18. These responses have been shared with the County Councillor who remained opposed to the scheme on the following basis:
- The proposed pick up for coaches is not satisfactory because very often you have very large Iceland lorries parked there and it could block the pathway from the car park to the Precinct besides being outside the entrance to a children's Preschool
- 8.19. In consideration of the concerns raised by the County Councillor, it is proposed to allow coach operators to continue to use the bus lane/ bus stop, however the use of the bus lane by coaches will be regularly reviewed to assess any impacts on the functioning of the bus services in this location through reports from the bus operators, complaints from service users or officer observations.
- 8.20. If it is considered that the use of the bus lane/bus stop by coach operators is significantly impacting the normal operation of the of buses or is notably obstructive then it may be necessary to reconsider the use of the bus lane/bus stop and introduce further restrictions.

9. Statutory Procedures

- 9.1. A Traffic Regulation Order (TRO's) is required to implement the above improvements. The process involves a statutory 21-day consultation period, separate to the public engagement undertaken to date.
- 9.2. The TRO to be progressed is required to maintain the correct and proper use of the bus lane, insofar that only buses, including rail replacement bus services, and coaches are to be permitted (noting paragraph 8.20 above), enabling the bus services utilising the stop to proceed unhindered by other vehicles utilising the bus stop area. This will help deliver the benefits associated with the scheme of improved bus passenger journey times and bus service reliability.
- 9.3. It is proposed within the TRO to allow vehicles associated with the weekly market, to utilise the bus lane to access the precinct at the setup and close down of the market. This is required as access to the precinct would raise road safety concerns brought about by the slowing of vehicles on the

circulatory in the vicinity of the signals, which could lead to shunt type collisions.

- 9.4. Development of the schedules and legal documentation for the TRO as well as progressing the statutory consultation will be undertaken by HCC Traffic Management Team. Results of the consultation will be collated and subsequent decisions on the implementation of the TRO will follow both statutory and HCC decision processes.
- 9.5. Although the scheme is designed to be self-enforcing with the appropriate road markings and associated bus lane signage, should formal enforcement of the bus only lane be necessary, this would be undertaken as required in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment during the 28 October 2021 ETE Decision Day
- 9.6. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable

10. Land Requirements

- 10.1. All works are to be carried out within the publicly maintainable highway.

11. Maintenance Implications

- 11.1. There will be an increase in long term maintenance liability resulting from the delivery of the above schemes of approximately £2,500 per annum. This increase should be considered when setting future annual highway maintenance budgets
- 11.2. The design of the scheme has been refined to reduce future maintenance liability as far as possible by using robust materials and value engineering and has been subject to review in terms of asset management with respect to design principles and proposed materials

12. Climate Change Impact Assessments

- 12.1. 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

- 12.2. Results from the screening tool suggest that vulnerability to climate change is considered to be low overall. This is particularly the case regards flood events where the design does not impact existing drainage infrastructure. Extreme heat events may impact the existing carriageway construction which would impact on public transport routes. Extreme storm events may have the potential to blow down traffic signs and signals, but foundations, signal and sign connections will be designed to take into account high winds
- 12.3. The proposed scheme seeks 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.
- 12.4. 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 scheme enabling a modal shift toward public transport for local and regional journeys, providing more travel choices, and bringing benefits in terms of bus passenger journey time improvements and service reliability.
- 12.5. Modal shift towards public transport realised through the betterment of the services will have associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.
- 12.6. First Bus, the principal operator at this location is seeking funding via the Zero Emission Bus Regional Area (ZEBRA) bid. This project will replace 34 diesel buses by 2024 operating across the Gosport – Fareham – Portsmouth area with new, modern, accessible battery electric Zero Emission Buses (ZEBs), charged using Renewable Energy Guarantees of Origin (REGO) Certified 'green' energy, providing immediate air quality improvements. The proposed routes includes the No.3 Service passing through Portchester further contributing to both Climate Change and Carbon reduction and mitigation.

Carbon Mitigation

- 12.7. 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.
- 12.8. Carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen based materials will be used for the carriageway surfacing and with concrete kerbing. Traffic signal and signs materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials is to industry standard.
- 12.9. Transporting materials and resources to site will generate CO₂ emissions as will the operation of plant during the works.

- 12.10. Carbon emissions have been/will be mitigated by focusing the Contractor to use recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods and by sourcing construction materials and plant locally wherever possible. The contractor will be requested to use direct routes and to turn off vehicles, plant and equipment when not in use.
- 12.11. There will be no further CO2 emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects
- 12.12. On completion, the schemes will encourage a modal shift toward public transport for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

13. Recommendation(s)

- 13.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Portsmouth and South-East Hampshire Transforming Cities Fund – A27 Portchester Bus Priority Scheme' ("the Scheme"), as set out in this paper.
- 13.2. That the Director gives approval to procure, spend and enter into necessary statutory and contractual arrangements to implement this scheme, at a total estimated cost of £378,000, to be funded from the Transforming Cities Fund award (TCF).

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire	<input checked="" type="checkbox"/>
Provide a safe, well maintained and more resilient road network in Hampshire	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)	<input type="checkbox"/>
Efficient management of parking provision (on and off street, including servicing)	<input type="checkbox"/>
Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)	<input type="checkbox"/>
Work with operators to grow bus travel and remove barriers to access	<input checked="" type="checkbox"/>
Support community transport provision to maintain 'safety net' of basic access to services	<input type="checkbox"/>
Improve access to rail stations, and improve parking and station facilities	<input type="checkbox"/>
Provide a home to school transport service that meets changing curriculum needs	<input type="checkbox"/>
Improve co-ordination and integration between travel modes through interchange improvements	<input type="checkbox"/>
Apply 'Manual for Streets' design principles to support a better balance between traffic and community life	<input type="checkbox"/>
Improve air quality	<input checked="" type="checkbox"/>
Reduce the need to travel, through technology and Smarter Choices measures	<input type="checkbox"/>
Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school	<input type="checkbox"/>
Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability	<input checked="" type="checkbox"/>
Outline and implement a long term transport strategy to enable sustainable development in major growth areas	<input type="checkbox"/>

Other

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

CORPORATE OR 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:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Portsmouth and South East Hants TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day	November 2021
Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day - Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes (TCF Delme to Downend Road, Fareham and Park Road South, Havant schemes)	10 March 2022
Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day - Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Schemes (Package 2) (TCF Gosport Interchange and Elmleigh Road, Havant)	12 May 2022
Direct links to specific legislation or Government Directives	
<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>
N/A	

Impact Assessments

1. Equalities Impact Assessment:

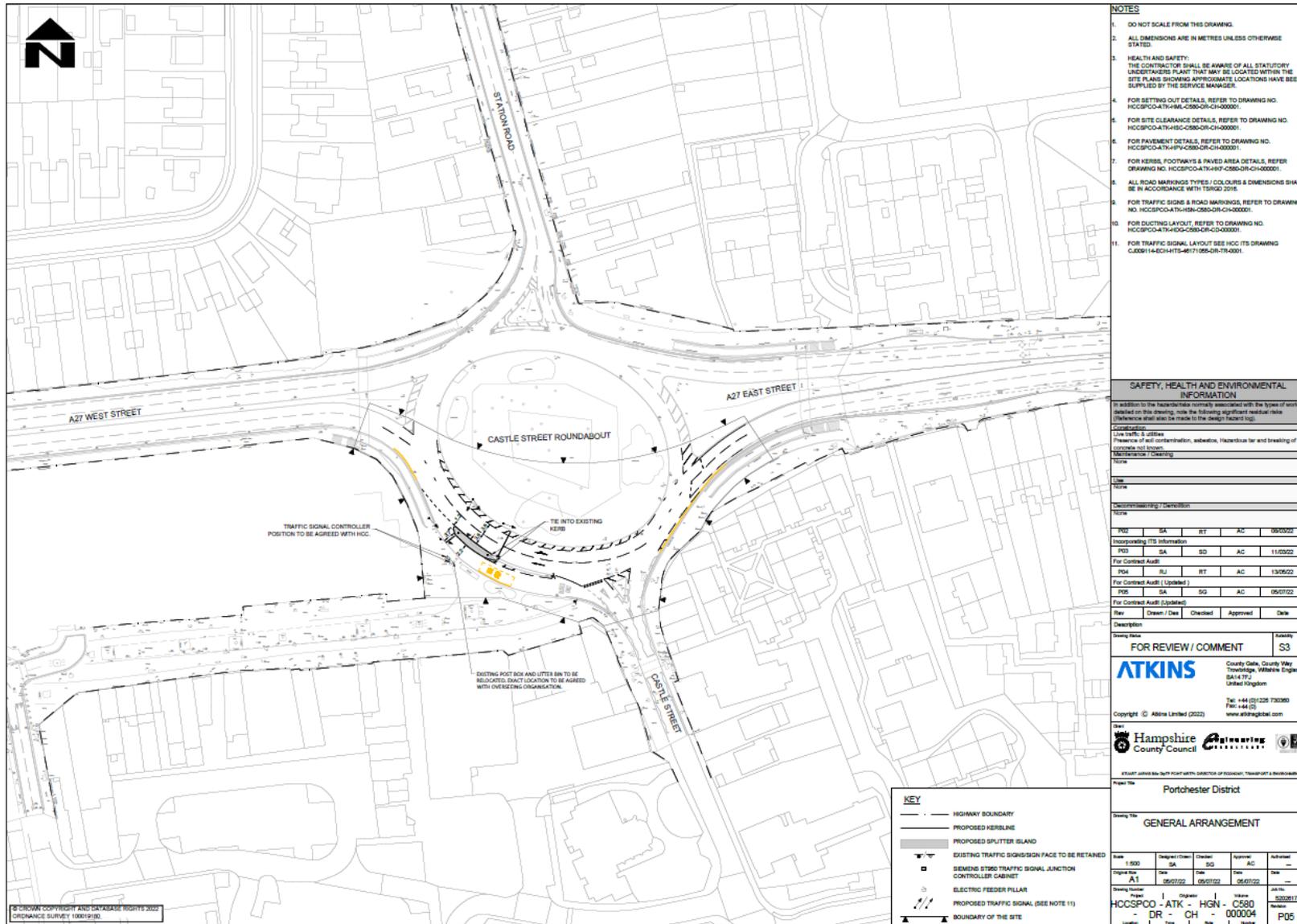
1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

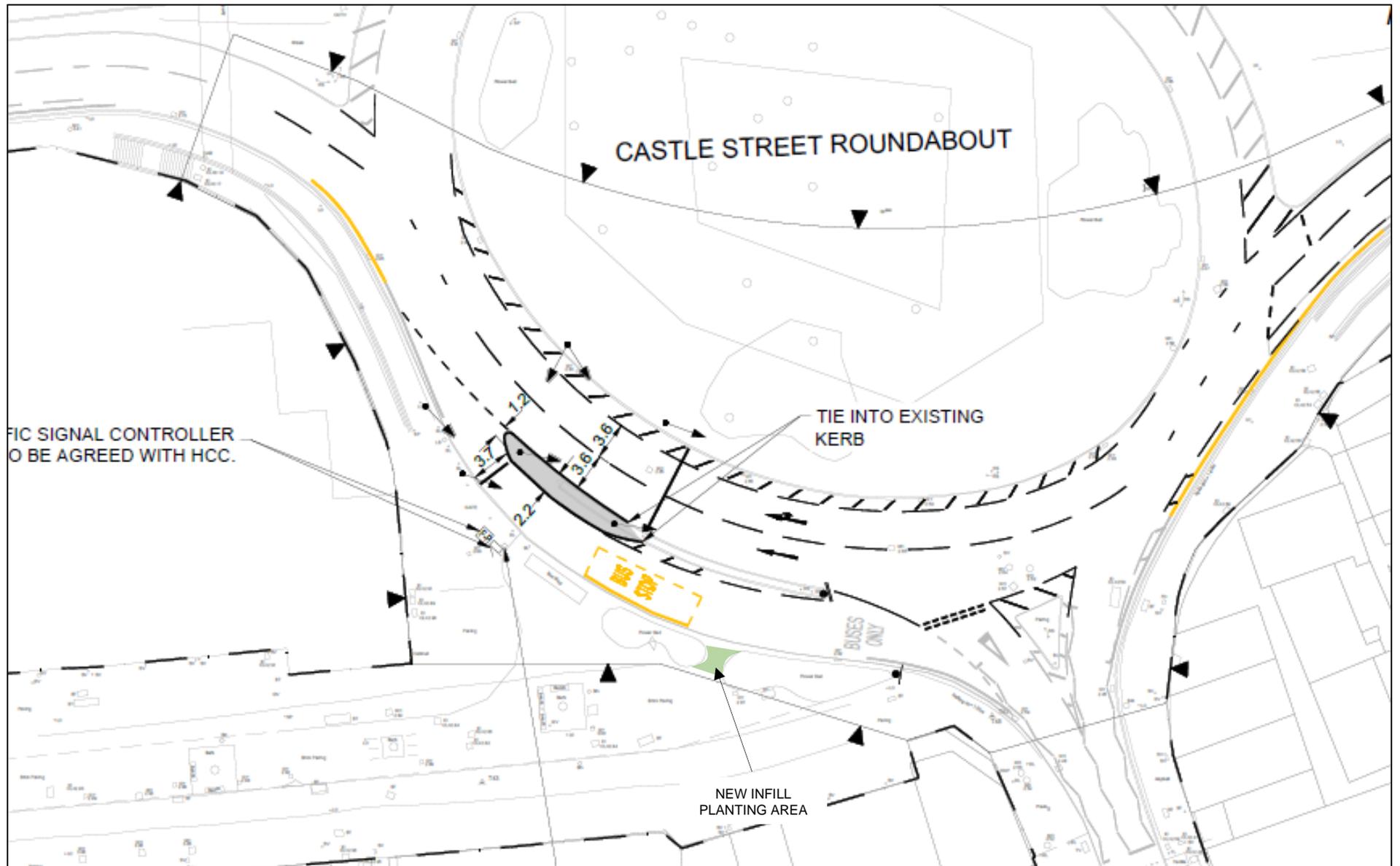
1.2. Statutory considerations:

Impact	
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and belief	Neutral
Gender Reassignment	Neutral
Sex	Neutral
Marriage and civil partnership	Neutral
Pregnancy and maternity	Neutral
Other policy considerations	
Poverty	Positive
Rurality	Neutral
Other factors	None
Geographical impact	Fareham

Poverty: The bus priority scheme improves journey times for bus services and the passengers. 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 bus users, will be able to benefit from improved journey times allowing improved access to jobs and key employment areas, increasing employment and work opportunities available to those living in poverty.

1. General Arrangement Scheme Drawings





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